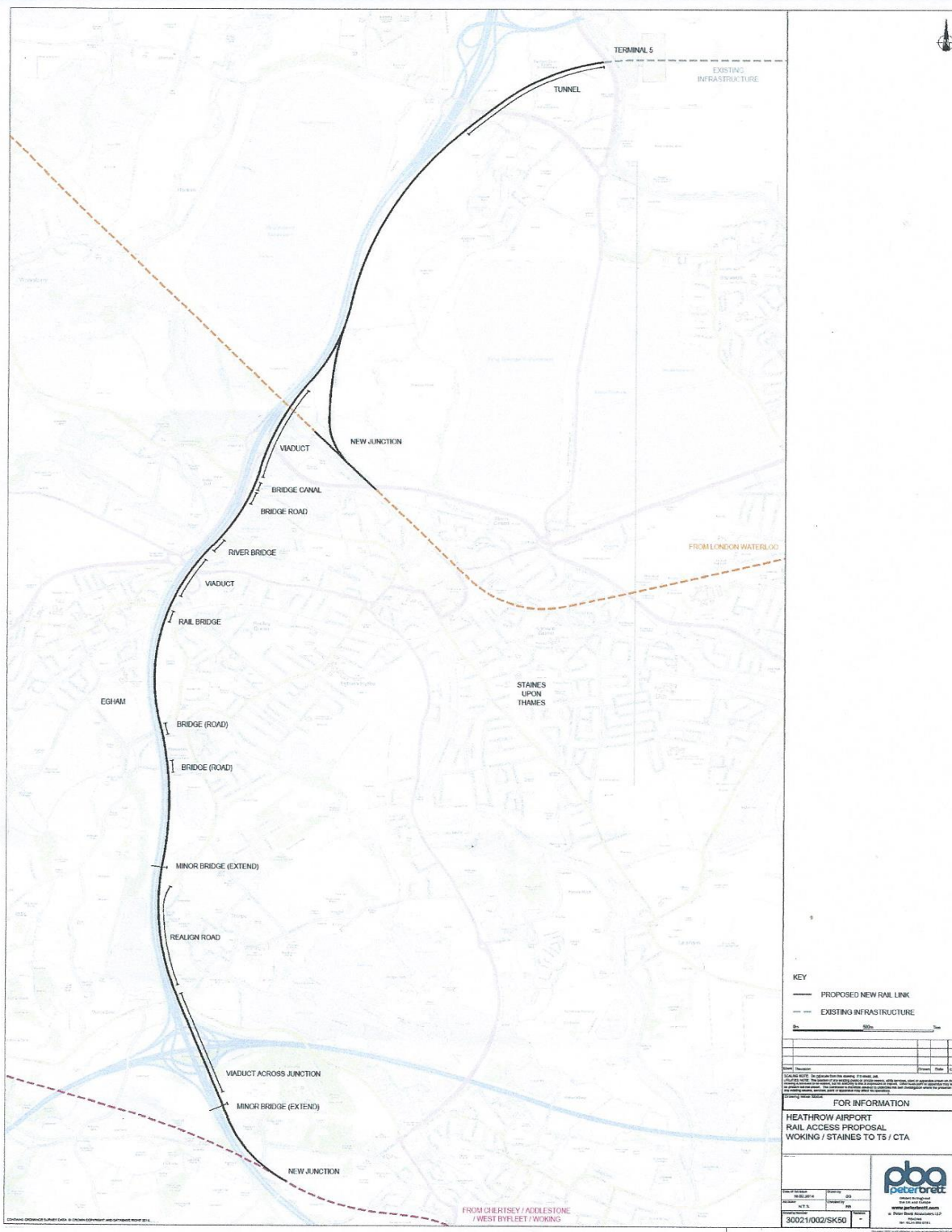




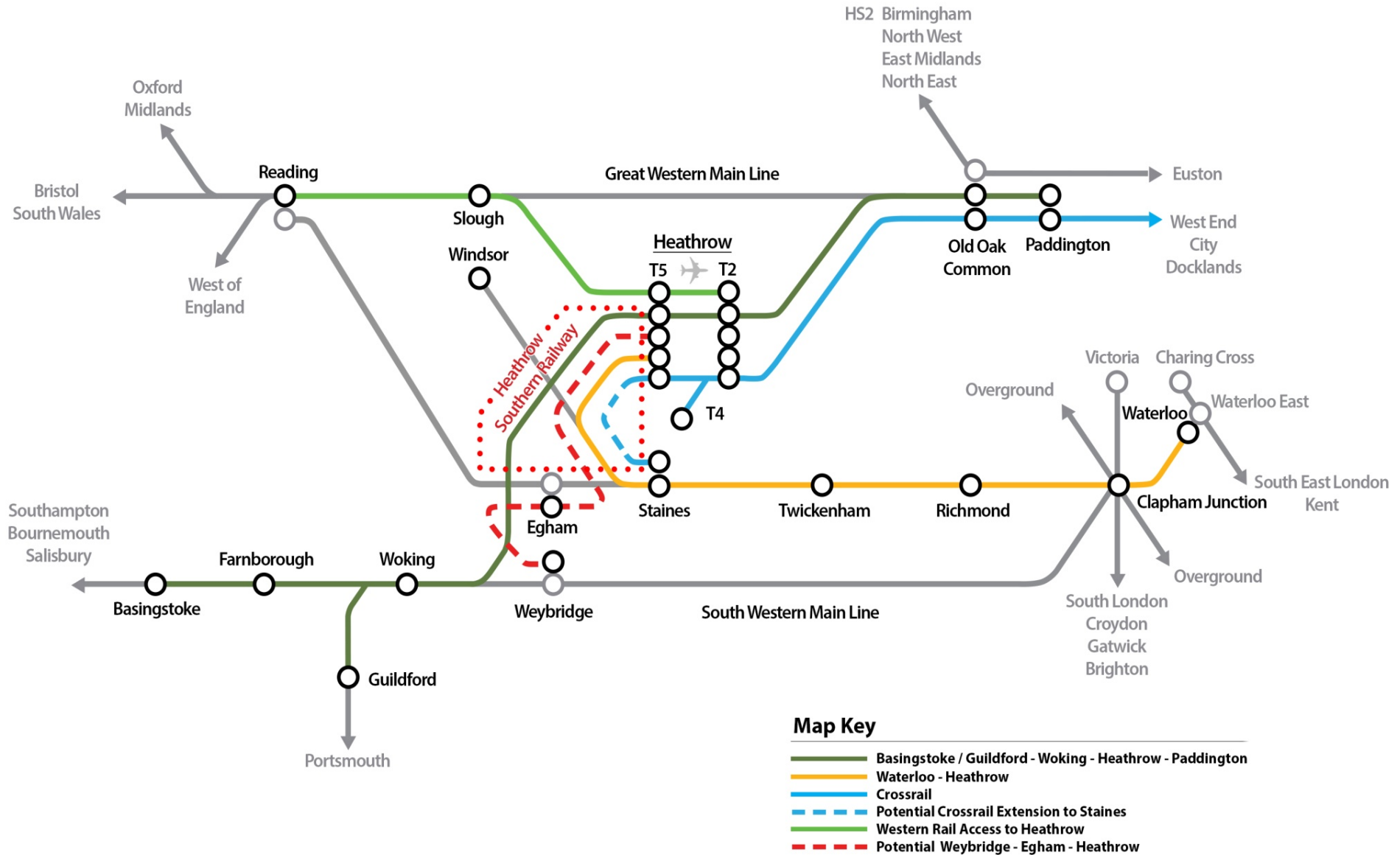
April 2017



The Proposed Scheme

- A new Heathrow T5 – Chertsey surface route twinned with the M25 corridor, with a connection to the Windsor – Staines line.
- This direct route from Heathrow to the Virginia Water – Weybridge line delivers significantly faster journey times than BAA's previous proposed Airtrack routeing (and avoids the level crossings in the Egham area)
- Capital costs estimated at £575m Heathrow to Staines (for the Heathrow – Waterloo service), and £635m for the link between the Staines route and Chertsey (Q2 2016 prices including risk and contingency)

The Proposed Network



The Scheme Benefits

- Fast, direct access to Heathrow from Woking, Basingstoke and Guildford
- Fast, direct access to Old Oak Common, for a “one stop” connection to HS2.
- Direct trains to Paddington, using the Heathrow Express paths from Terminal 5, giving SW Main Line passengers an alternative London terminal. Crossrail will provide excellent connections to the West End, the City and Docklands.
- An alternative fast route from Staines to central London, with through trains to the West End, the City and Docklands.
- A frequent service from Heathrow to Waterloo, serving key catchment areas such as Twickenham and Richmond, with major connectional opportunities through Clapham Junction and Waterloo East
- Significant crowding relief to the South Western Main Line from Woking to Waterloo, and the Windsor Lines from Staines to Waterloo. Also the LUL network serving Waterloo
- An alternative route if the South Western Main Line is disrupted east of Byfleet Junction
- A possible extension of Crossrail beyond T5 to Staines.
- A possible half hourly Weybridge – Virginia Water – Egham - Terminal 5 service, providing a further attractive local link to Heathrow (this would require a west chord at Staines, proposed as part of the previous Airtrack scheme but not currently included in the capital costs)
- Transformation of inward investors’ perception of regional accessibility

The Scheme Benefits

- *“It is clear to me that faster and simpler connectivity to a location is vital, particularly for inward investors. In places like Manchester and Leeds it may not be the way you like to think about it, but the reality is that for most people outside the UK they think about the UK through the prism of Heathrow. That is how they arrive. The question is not, "Where is it?" The question is, "How long does it take for me to get there from Heathrow?"* - Philip Hammond, Oral Evidence to Transport Select Committee, 13th September 2011
- *“Access to Heathrow appears as a criterion supporting many of the RDA’s economic objectives and highlighting their national economic significance. This reinforces the fact that access to Heathrow is a fundamental requirement for achieving many of the economic objectives which have been set”* - Surface Infrastructure of National Economic Importance – A Study for England's RDA's 2004
- *“The success of the Enterprise M3 economy in Hampshire and Surrey depends heavily on the strong links to Heathrow Airport. Our economy offers opportunities for growth which cannot be realised without additional capacity at Heathrow. Trade across the globe is of vital importance and underpins the success of many of our companies”* – Geoff French, Chairman Enterprise M3 LEP October 2016

Illustrative Journey Times

Potential journey times (minutes)

	Woking	Guildford	Basingstoke	Winchester	Southampton
Terminal 5	16	26	40	56	72
Terminals 1/2/3	20	30	44	60	76
Old Oak Common	34	44	58	74	90
Paddington	39	49	63	79	95

The Paddington times are 10 -15 minutes longer than fast Waterloo services, which will still be quicker for most passengers – but Paddington, with its Crossrail interchange, will be more convenient for a significant minority.

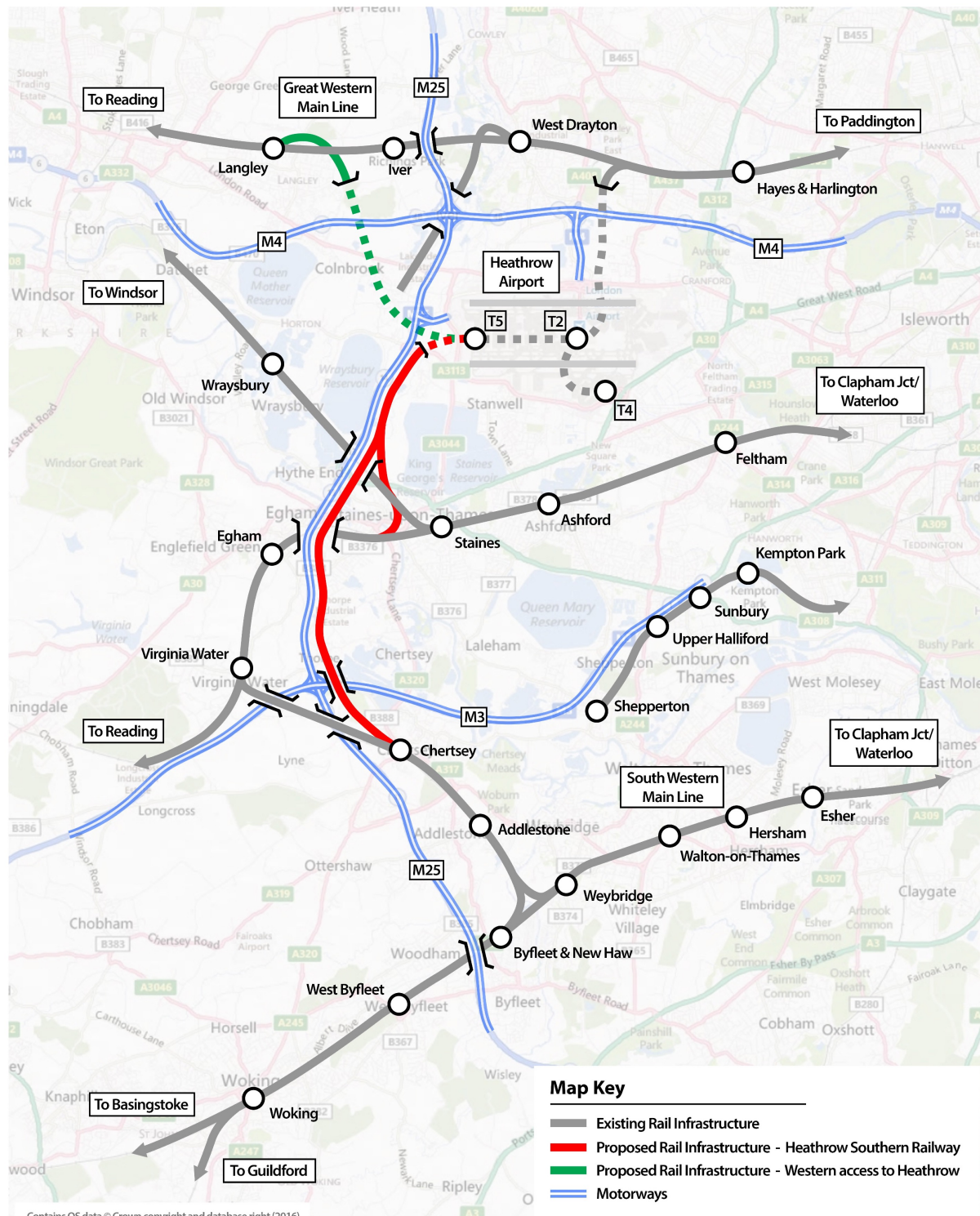
We have modelled a half hourly service from both Basingstoke and Guildford, but it would be possible to operate trains from Southampton and Portsmouth: these times assume through trains from Southampton/Winchester.

An unparalleled business case

- We have completed and submitted to DfT an initial appraisal of the proposal, developed fully in line with DfT's WebTAG guidance. This shows a Benefit Cost Ratio (BCR) of 6.82, based on Heathrow's existing (2015) runway capacity and passenger numbers.
- With a third runway – which is now the central case - the BCR increases to 15.44.
- Both BCR values are much higher than the 4.0 level classified as “very high value for money” by DfT, and represent unparalleled value for money for a rail scheme.
- Even without additional runway capacity, Heathrow's passenger numbers are forecast to continue to increase – from 76mppa in 2016 to 93m (limited by existing terminal processing capacity)
- Heathrow's traffic increasing by c.1m passengers/pa – the largest unserved rail market in Europe?
- Our appraisal excludes impact on demand of potential airport cordon charging and possible extension of Crossrail to Staines.

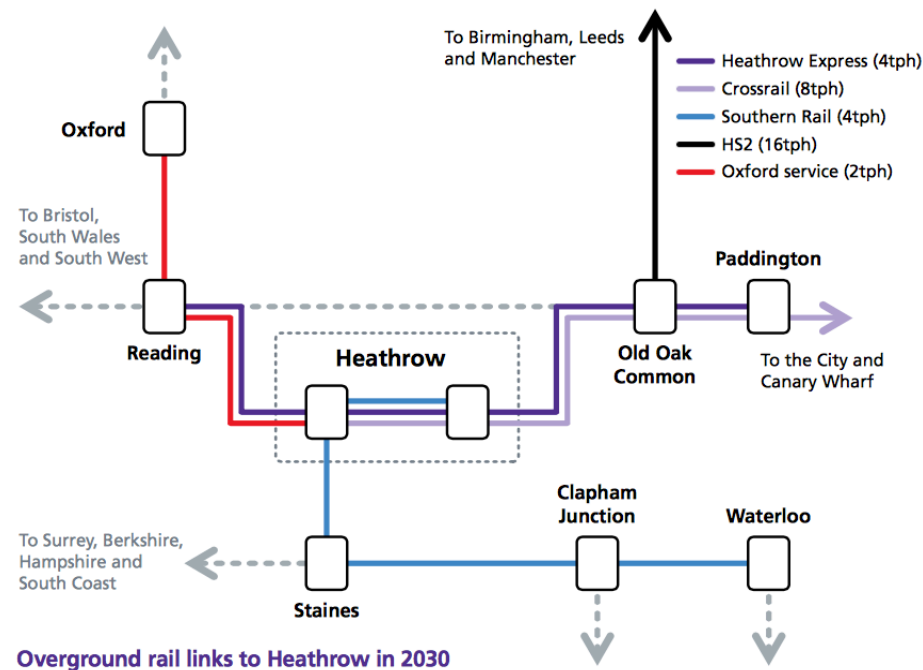
The Infrastructure

- DfT/Highways England M25 SW Quadrant Study (March 2017) rules out widening
- Emphasis on alternative transport modes, including;
 - “Creation of new or improved rail links, such as to Heathrow from the south”
 - “Particular emphasis should be given to improving orbital public transport connections, and enabling more rail journeys to be made without the need for interchange in central London”
- M25 corridor available for new rail infrastructure



Not just Heathrow

- Government's announcement of the Government's decision to adopt Heathrow Airport Ltd's North West Runway scheme (25th October 2016) stressed the importance of accelerating the construction of Southern rail links to the airport and made airport expansion conditional on 55% public transport mode share, compliance with air quality legal limits and maintaining user charges at current levels (c.£20/pax).
- The estimated cost (£17.6bn) of the North West Runway scheme excludes rail access.



- Government and HAL currently envisage only Southern access via Staines to Waterloo – important for airport access but delivering no wider benefits.

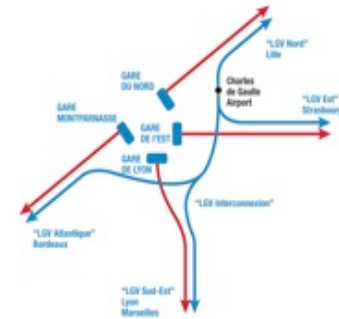
Not just Heathrow

- Heathrow Southern Railway provides a step change in airport access but much more.
- It's a smart scheme – with just 12 km of new railway, and requiring only three simple at-grade connections with the existing railway, it links the South Western and Great Western networks to provide new journey opportunities for both airport and non-airport passengers, with significant crowding relief to the South Western and LUL networks.
- It's also fully aligned with ORR and DfT priorities - *“PR18 should place a greater emphasis on potential options for private investment in rail infrastructure, in line with the recommendation in the Shaw Report, so that the regulatory framework supports third party investment to add real value alongside continuing Government investment.”*
- Professor Peter Hansford of University College London has also been commissioned by the Board of Network Rail to undertake an Independent Review of ‘contestability’ in the UK Rail Market, with the intent of *“Encouraging Third Party Investment and Infrastructure Delivery on the National Railway”*.

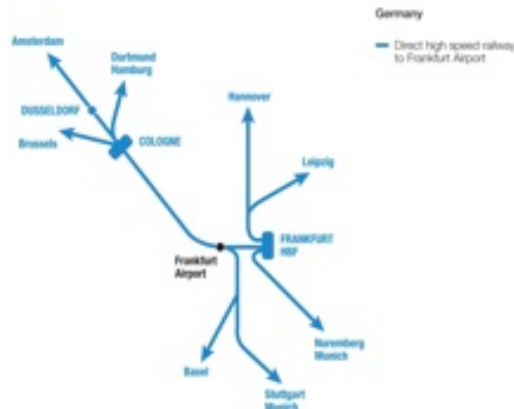
Learning from Europe



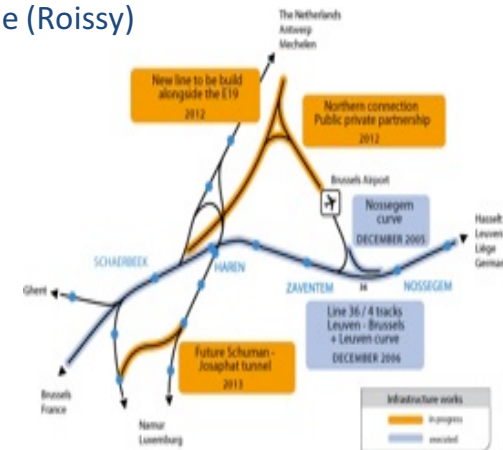
Schiphol



Charles de Gaulle (Roissy)



Frankfurt



Brussels

"We have more than 12 years of experience in the value of an easy connection between train and plane. The commercial success is due to the fact that Roissy is a through station. Roissy is progressively working like a hub with many rail/air connections but also numerous rail/rail connections" - Guillaume Pepy, Chairman SNCF

"Conversion of the existing underground terminus station (from a spur) to a through station is crucial for the development of Brussels airport" - Infrabel Mobility Projects 2009

"Long distance trains doubled (surface access) market share between 1998 and 2000, and since 2004 high speed long distance services have carried more passengers than local services. 19% of originating passengers used high speed services (174 services/day) in 2009, and this is projected to increase to 30% by 2015" - Frankfurt Intraplan 2010

Thank you

