

Runway 3 & Terminal 6 at Heathrow

London Travel Watch

10 February 2009

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Agenda

- Government Announcements
- BAA Rail Policy
- O & D Information
- Current Rail Access to Heathrow
- Alternative Proposals

Summary of Government decision

- **Confirms Government policy support for a third runway at Heathrow and a sixth terminal building. The policy is subject to a limit of 605,000 aircraft movements compared to a limit of 480,000 today (these limits may be revised upwards following a review in 2020);**
- **This will allow the airport to grow from just under 70 million passengers per annum today to around 115 million;**
- **Does not support the introduction of “mixed mode” (i.e. simultaneous landings and take offs on the existing two runways) as an interim measure before a third runway;**
- **Confirms the intention to end the ‘Cranford agreement’ (which currently restricts easterly departures off the northern runway);**
- **Confirms the view that a series of environmental operating practices on how the runways are used today should be continued;**
- **Proposes significant development of heavy rail proposals to provide better links with Heathrow as well as improvements to the national rail network.**



Implications of the decision

- **BAA intends to press ahead to delivery of R3 and T6 as soon as possible. Some ten areas of work have been identified including refining the airport development proposals, working with the Department for Transport on road and rail improvements and the business case.**
- **The project enjoys solid support from the airline industry and the business community and we will strengthen links with supporters;**
- **We will seek to address the concerns that local people and others have and to act in a responsible way;**
- **In line with the new policy and in advance of R3 we will take steps to improve the operational resilience of the existing runways and reduce delays. Several measures have already been identified and the ending of the Cranford agreement provides new opportunities;**
- **We have the support of the airlines and the Economic Regulator to meet the cost of this work during the present regulatory period. Expenditure beyond that will need further regulatory support as will any BAA contributions to road and rail costs;**
- **A material risk to the project is the present attitude of the main opposition party but we intend to work on this as part of our stakeholder management programme.**

Summary of Government decision

8. The Government is therefore creating a new company, *High Speed Two*, to comprise a non-executive chairman, Sir David Rowlands, and a small number of full-time staff, led by a chief executive.

9. *High Speed Two's* purpose is to help consider the case for new high speed services from London to Scotland. As a first stage we have asked the company to develop a proposal for an entirely new line between London and the West Midlands. To reach a view on this, the company will need to assess the likely environmental impact and business case of different routes in enough detail to enable the options to be narrowed down. We expect work to be completed by the end of the year. The Government will thereafter assess the options put forward for the development of the new line.



42. A 'Heathrow International' interchange station in West London between a new rail line, Crossrail and existing Great Western main line services could provide convenient access to Heathrow, building on the £15.9bn investment now committed to Crossrail. There is also the potential to construct a spur into Heathrow – or to route a new line via the airport. An early priority will be to consider these options for serving the airport and to identify the optimum solution.

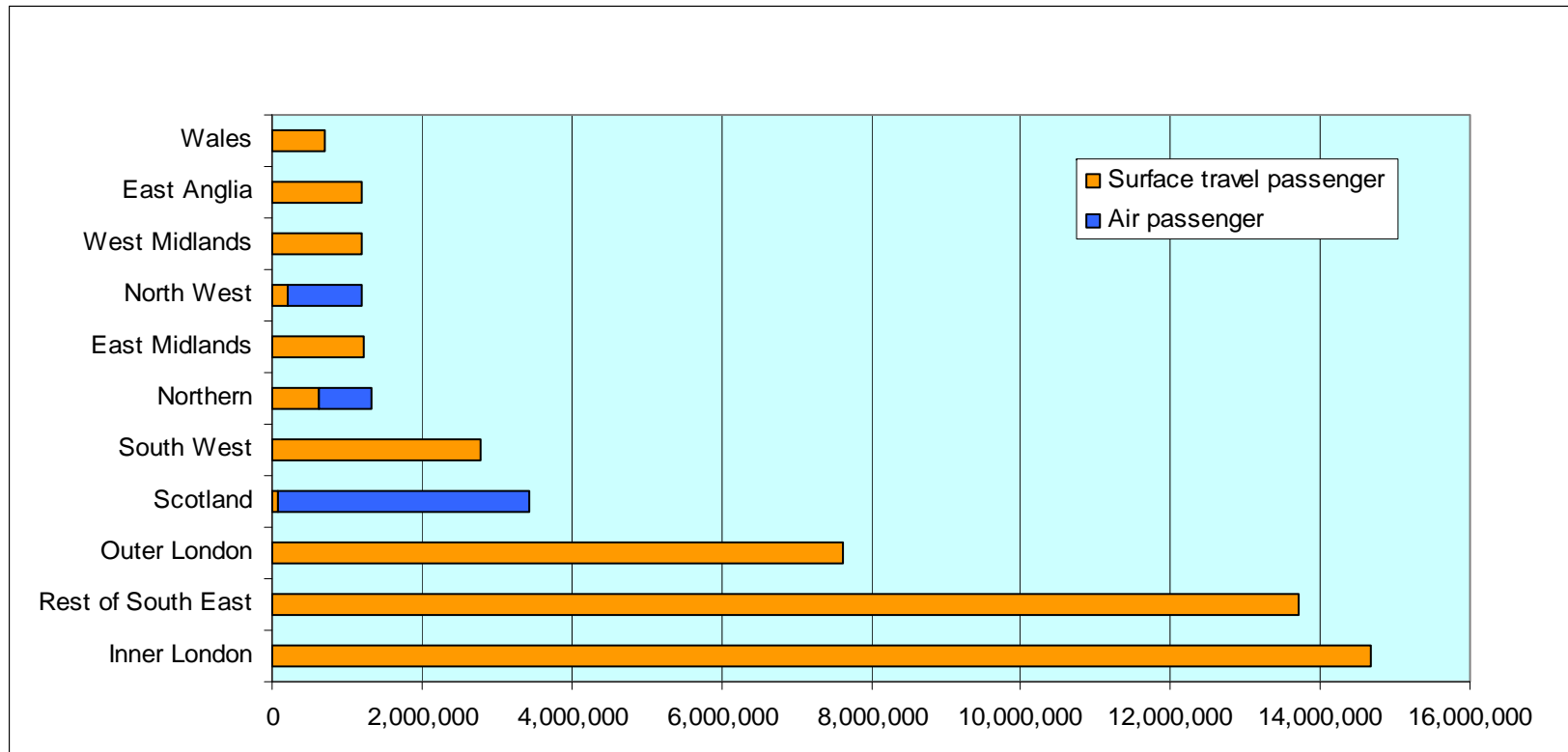
43. Options also need to be considered for a possible terminus in London. An interchange with Crossrail on the Great Western main line would provide, in addition to a rapid connection to Heathrow, a direct, fast and high capacity Underground connection for passengers to a range of destinations across central and east London. This could be as well as, or in place of, the extension of an existing north London terminus to accommodate the new line. Interchange with other services on the Great Western main line would also provide links between the new line and destinations in west London and the Thames Valley.

Rail Access Heathrow

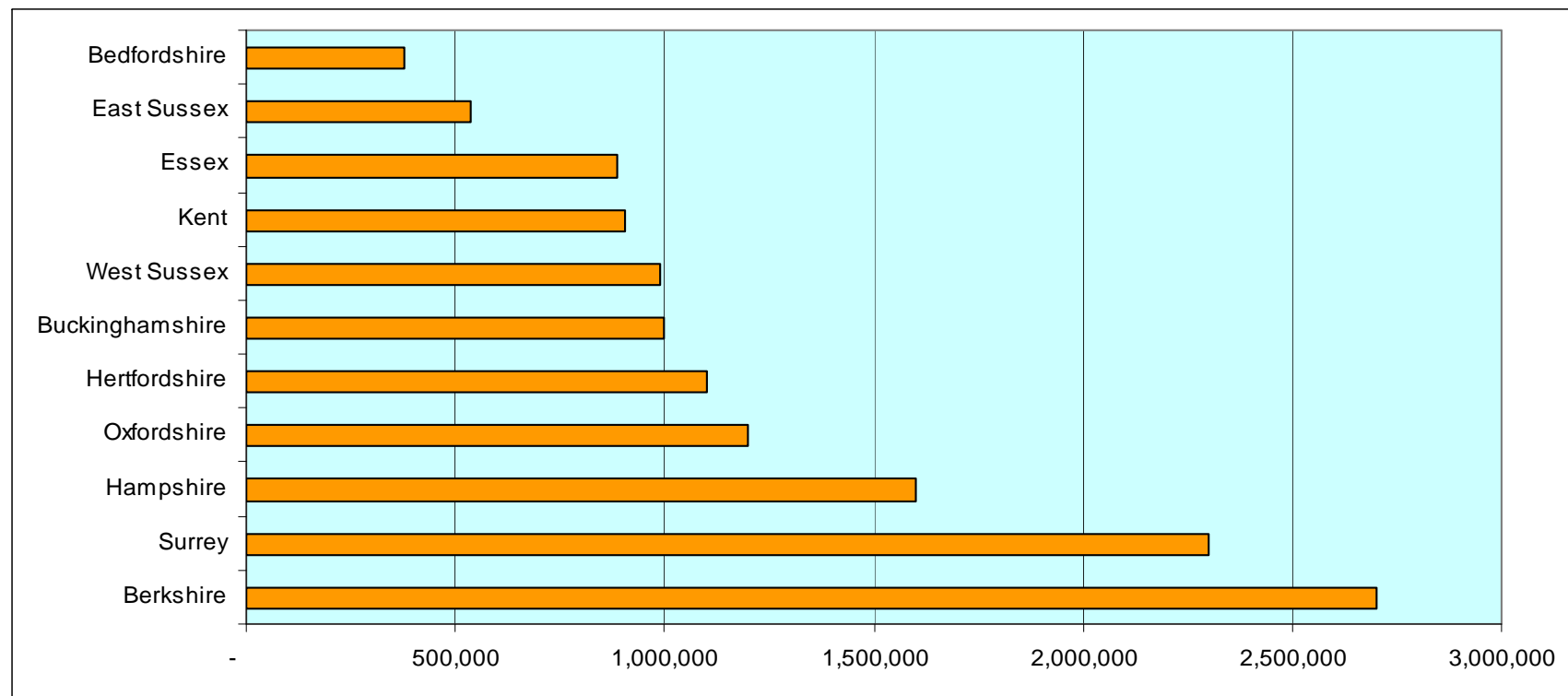
Strategic Importance:

- It helps passengers get to airport quickly and dependably. As such is popular with the travelling public.
- Provides a large number of Airport Staff with a realistic alternative to car.
- Maximising public transport share is a critical issue for stakeholders with say in planning processes - because of congestion on local and regional roads.
- Rail journeys produce less Carbon than road based trips – essential for consent to grow passenger numbers.
- Rail assets (and the Heathrow Express business) are included in Heathrow RAB.
- Airlines and CAA take keen interest in good rail access but are only willing for Heathrow to pay a fair share.
- Investment in to date has totalled around £1Bn.
- HS2 announced at same time as R3

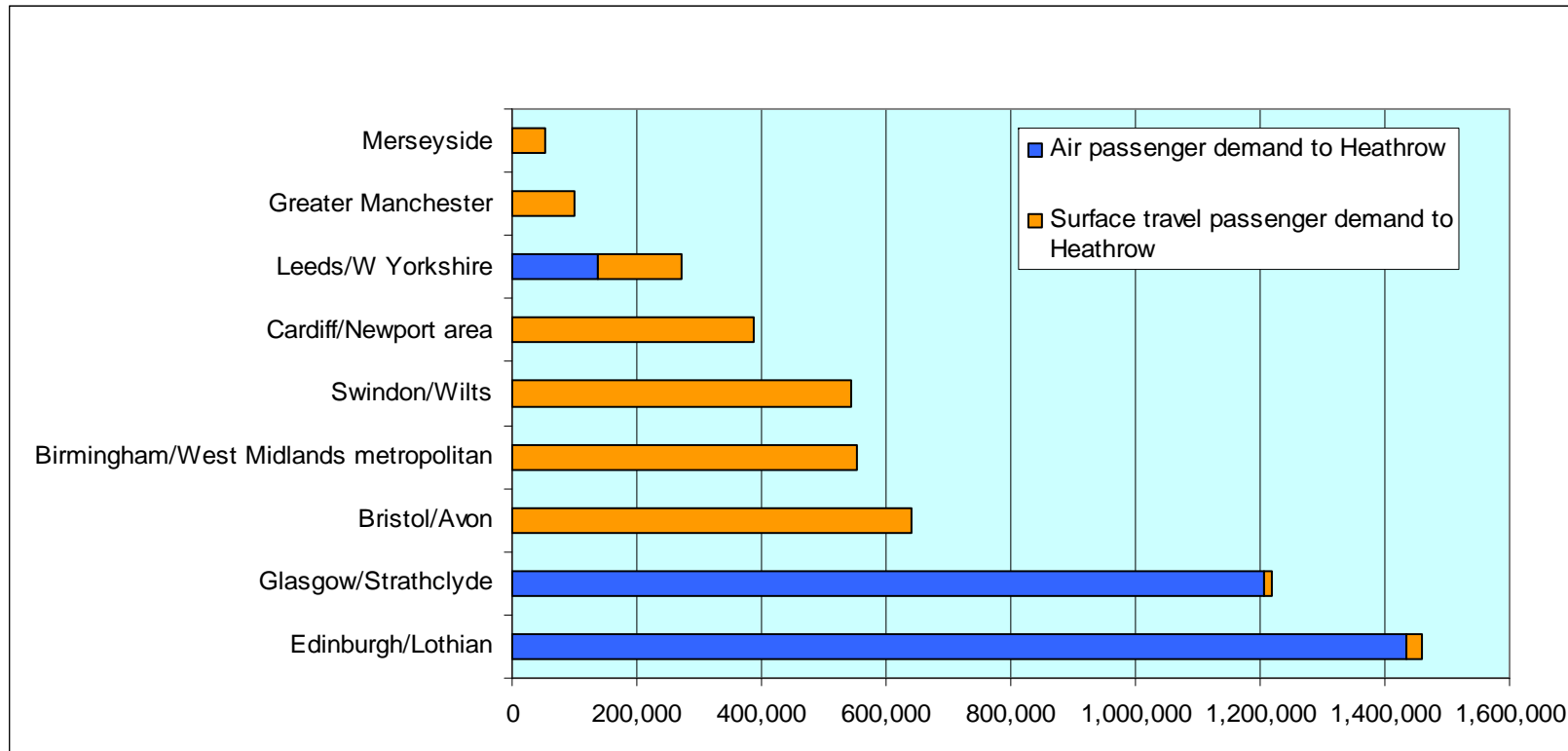
Annual Pax (2007) by surface and by air to LHR from UK regions



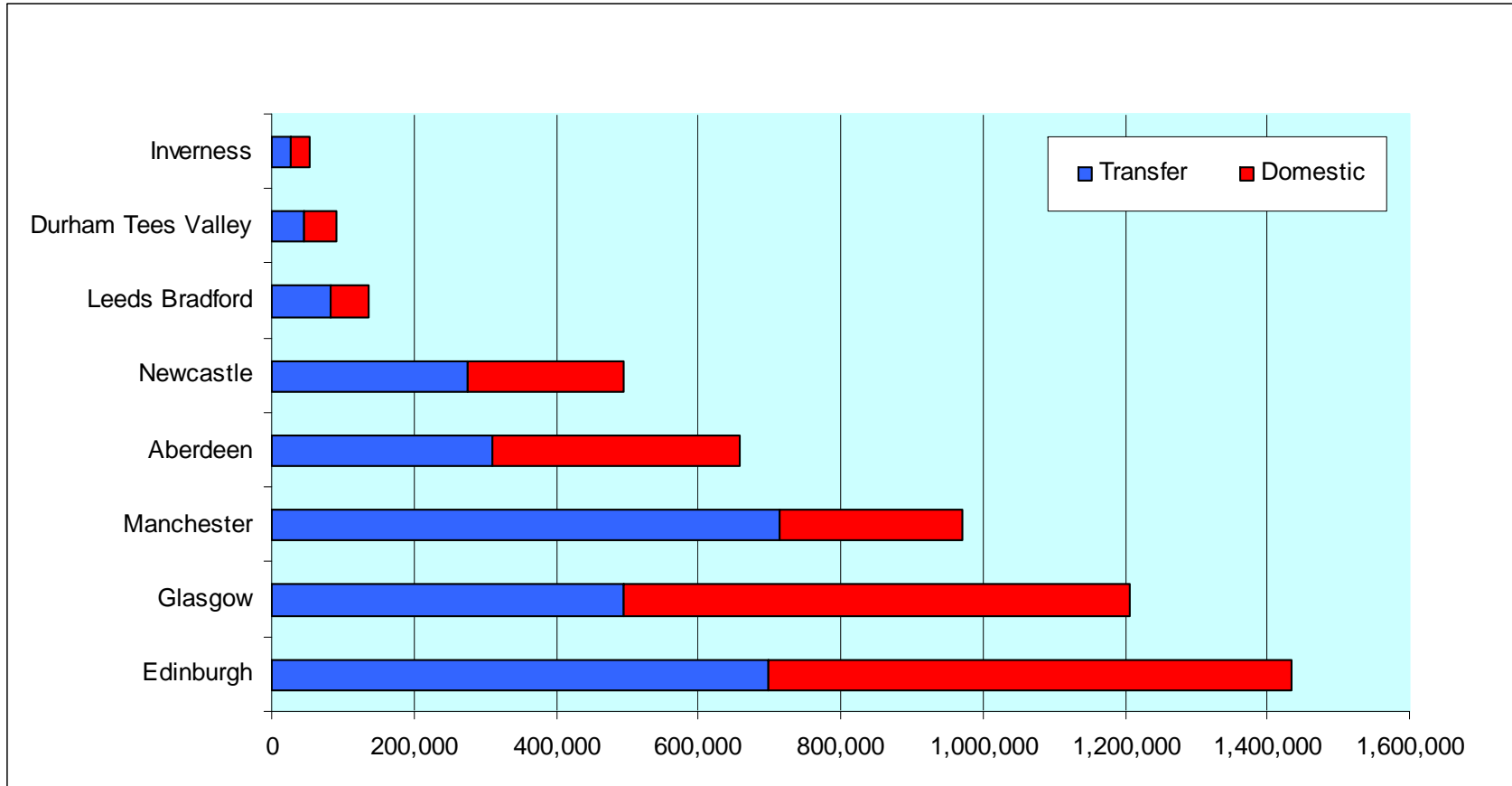
Demand from outer SE areas by surface transport to LHR (2007)



Passenger Travel Demand from selection of UK cities to LHR (2007)

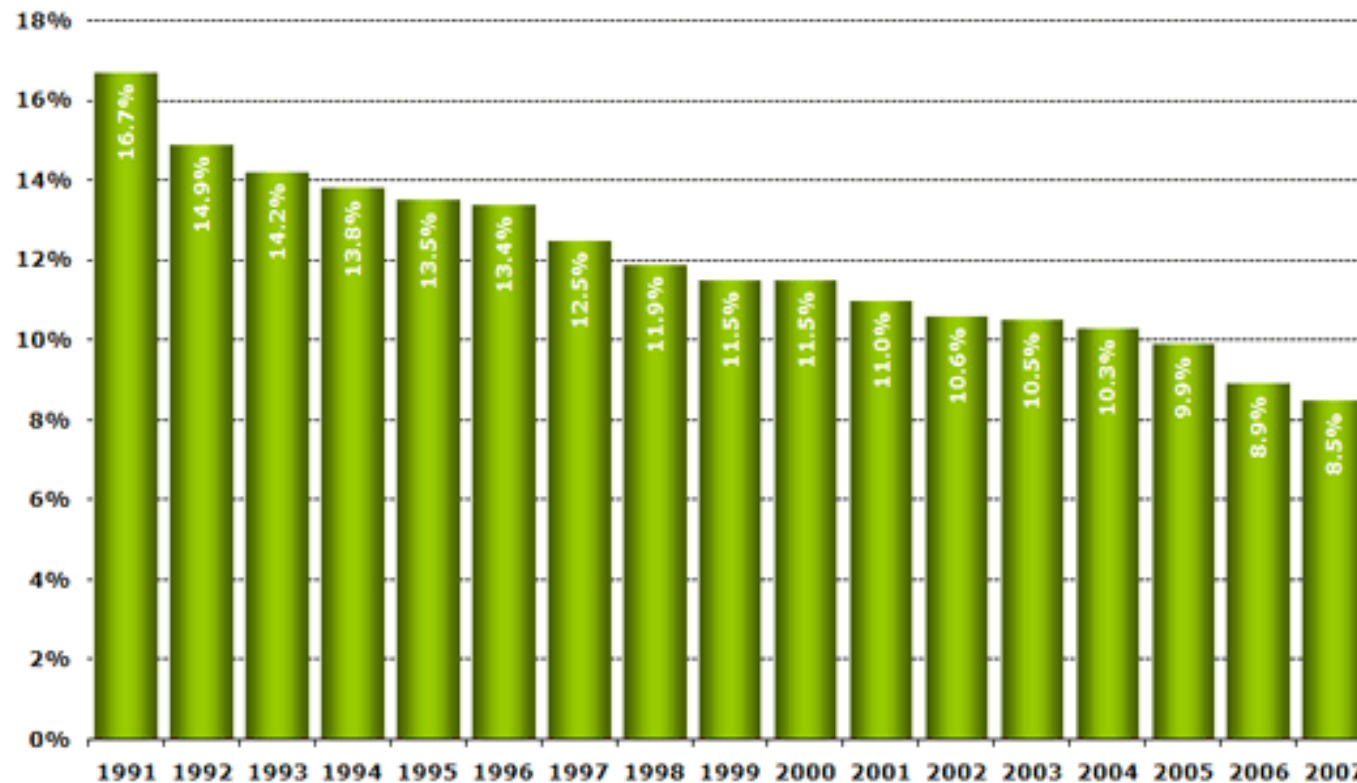


Annual Pax (2007) on selected air routes to LHR

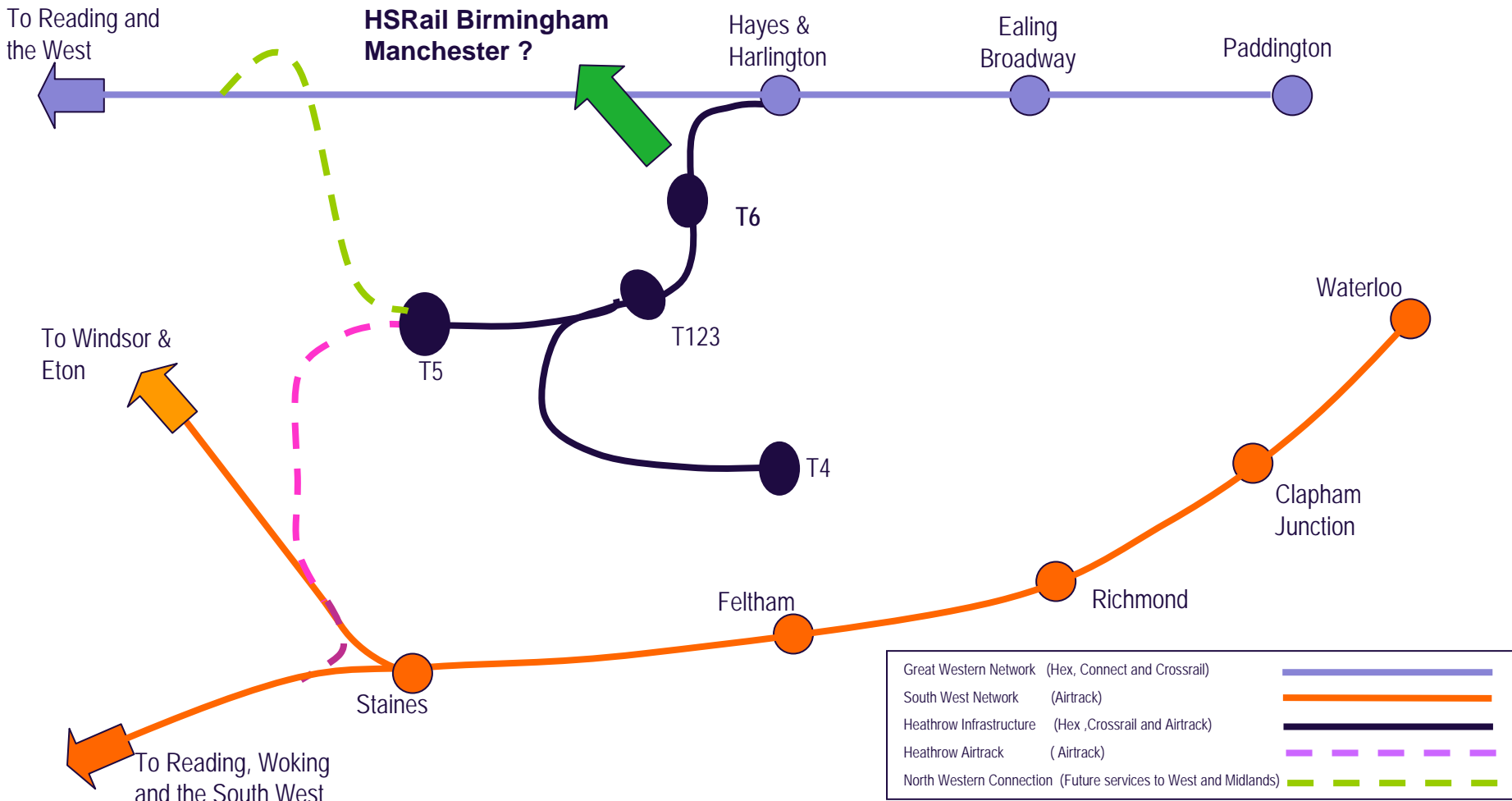


Domestic Traffic at Heathrow

Domestic traffic at Heathrow 1991-2007
Percentage of LHR pax travelling on domestic flights



Heathrow Rail Services Existing and Proposed



Heathrow Express

- Started in 1998 and is owned and operated by BAA.
- Standard single fare - £16.50
- Journey Time 15 minutes
- Approx 15,000 passenger per day
- Approx 10% of Heathrow's mode share
- Very High Satisfaction



Heathrow Connect

- Started operation in 2006 as a partnership with First Great Western
- Provides Heathrow access from intermediate stations on Great Western Main Line
- Standard single fare from Paddington - £6.90 (£4.90 from Hayes)
- Journey time – 25 minutes from Paddington
- Project underway to increase frequency from 2 trains per hour to 4trains per hour.
- Will eventually be replaced by Crossrail at which point we will need to sell rolling stock.



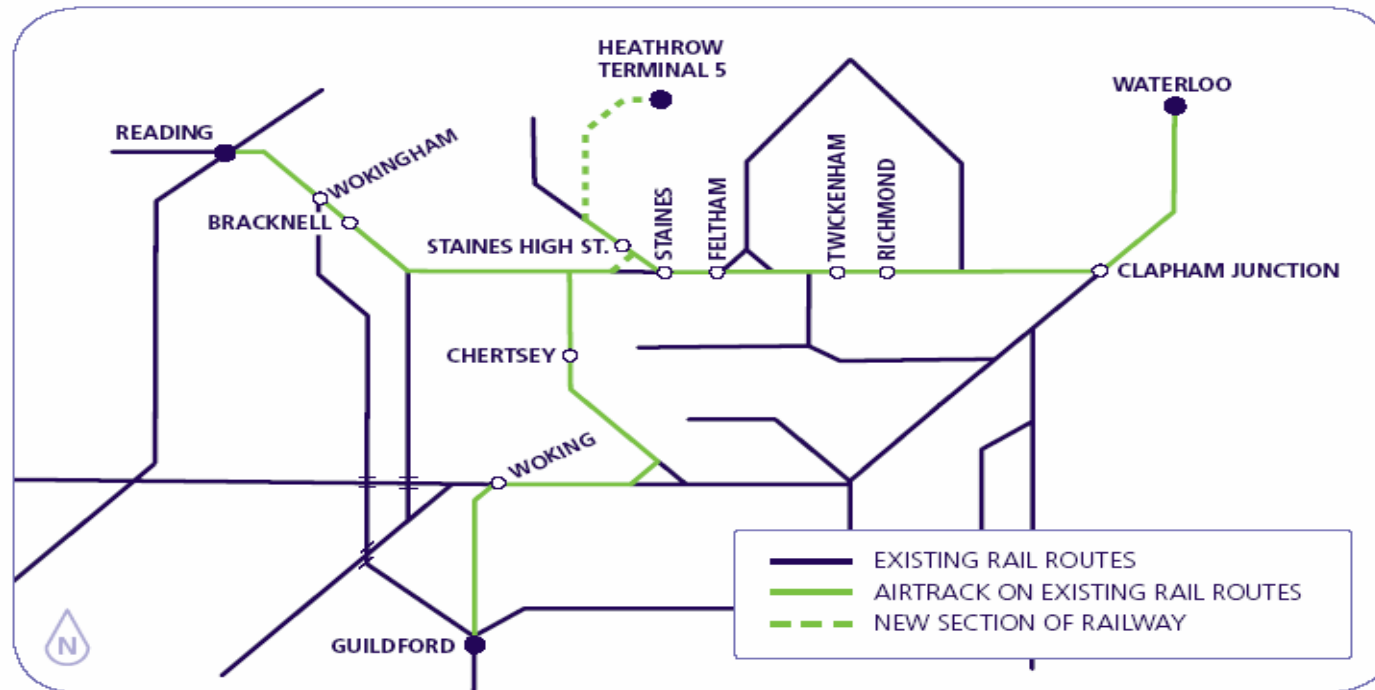
London Underground

- Link to Heathrow opened in 1977 - was a world leader
- Piccadilly Line provides direct access to all of Heathrow's terminals
- Lowest fare to Central London (currently £6.60p)
- Most popular form of public transport to Heathrow (currently approx 15% of mode share)
- Heathrow funded extension to T5 - part of costs being recovered on a per passenger basis. Deal lasts 30 years



Airtrack

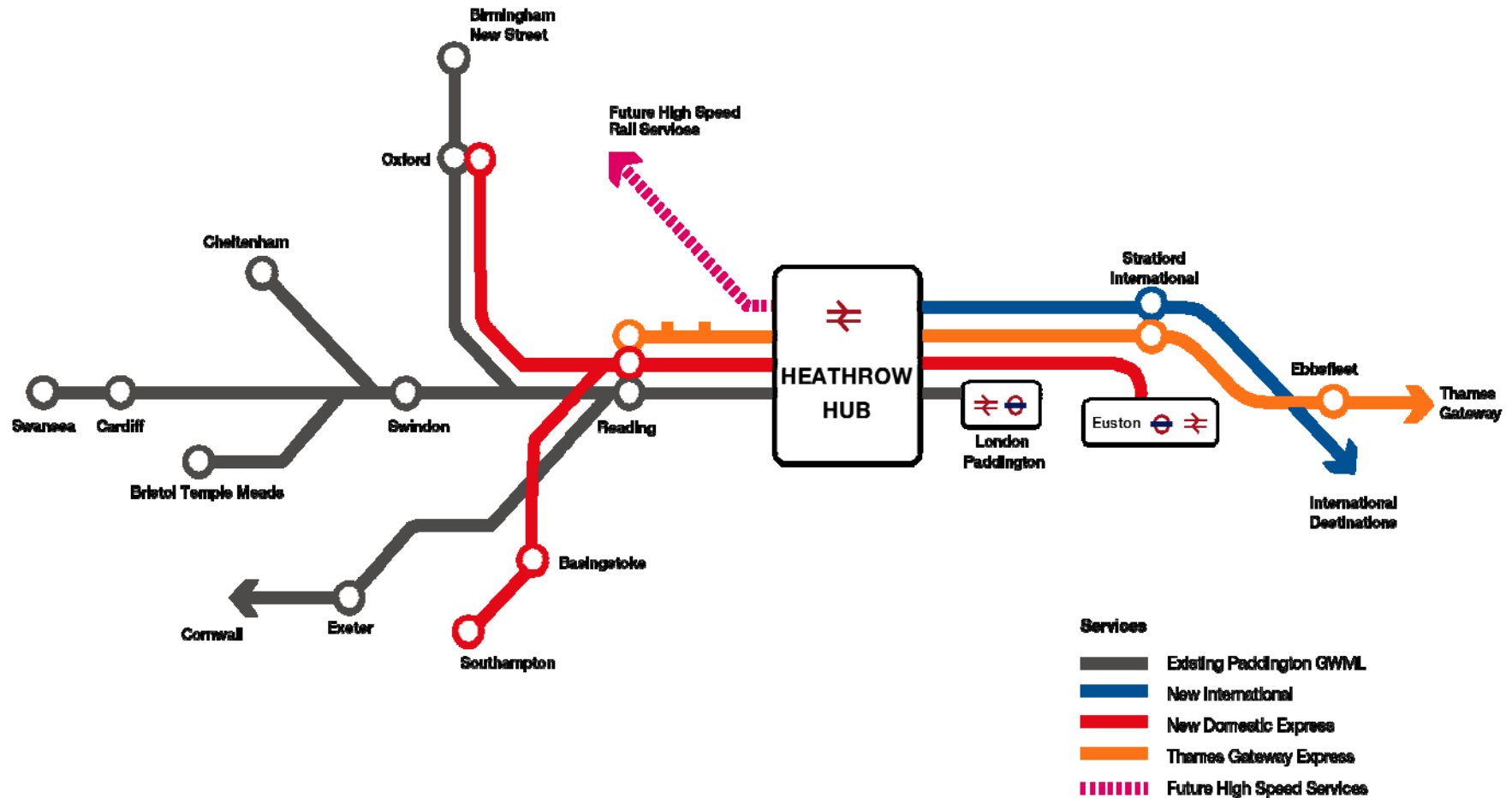
PROPOSED ROUTE AND DESTINATIONS OF HEATHROW AIRTRACK



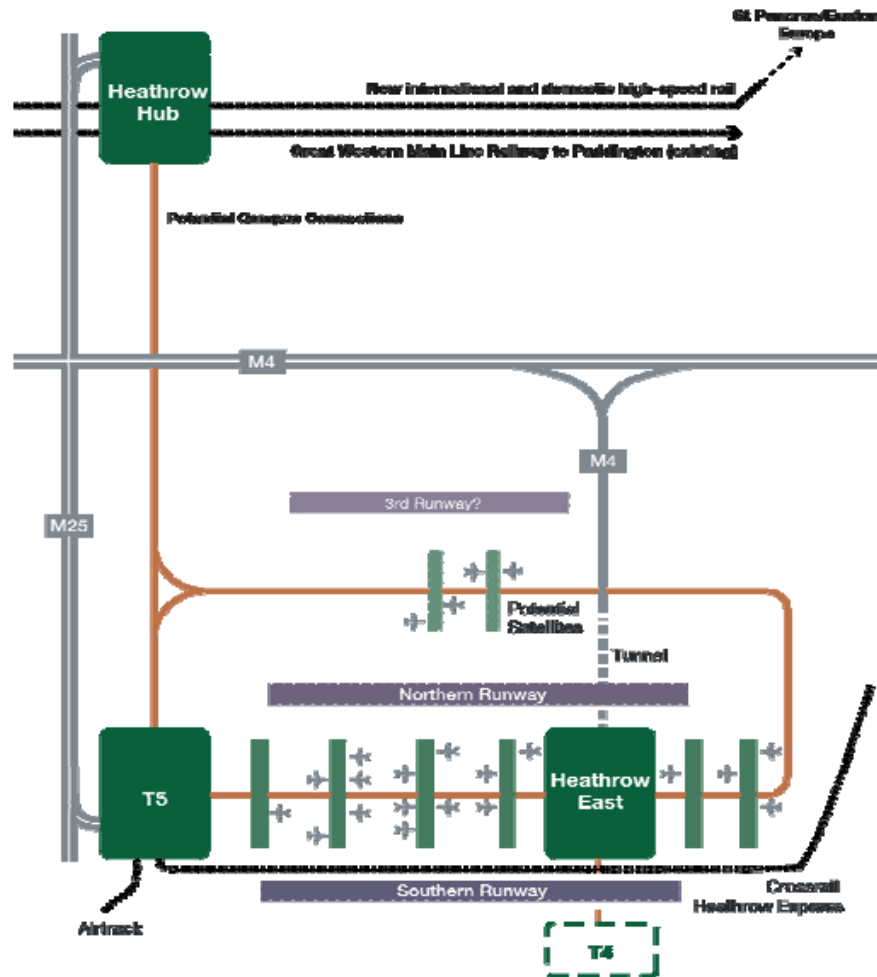
A project being promoted by BAA
www.heathrowairport.com/airtrack



The ARUP Heathrow Hub Proposal:

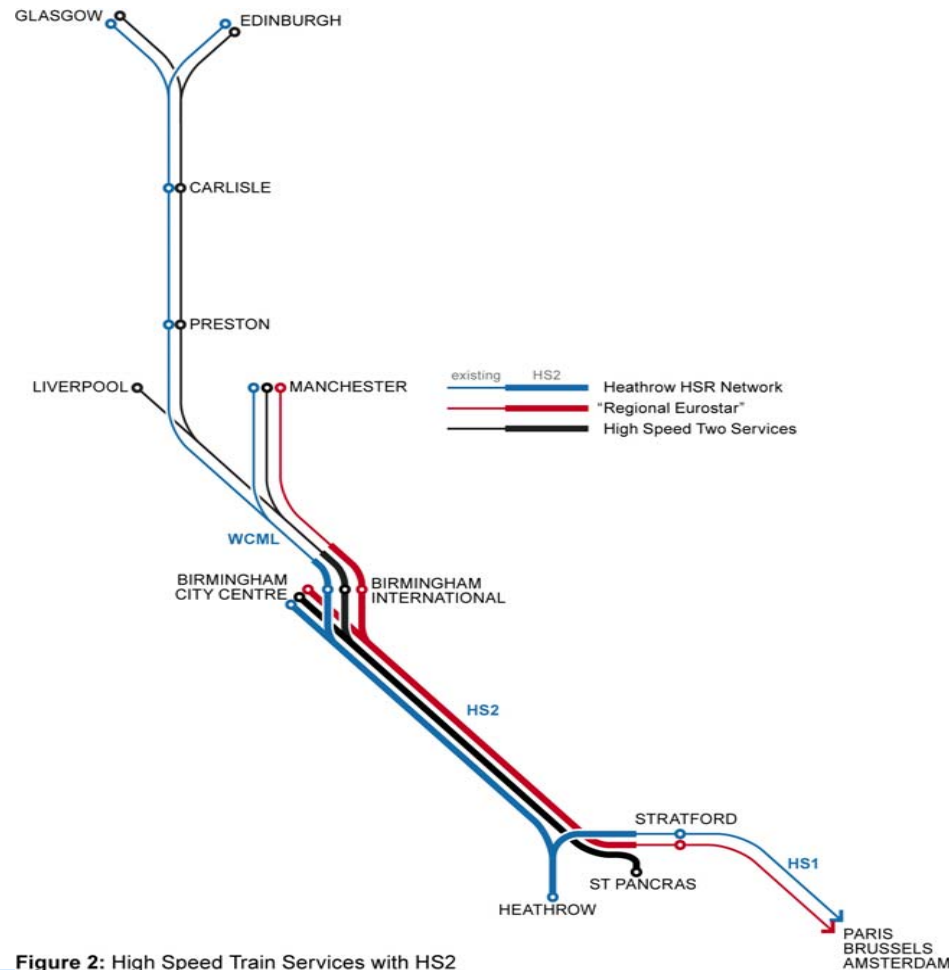


ARUP Proposal



- New Heathrow intermodal transport interchange
- Major domestic and international rail station on GWML, linked to HS1
- Campus connectivity to enhance access within airport
- Proposition works either with or without R3
- Extendable to be part of a future HSL to the Midlands and North

High Speed Two Greengauge21 Proposal



2M Group

A TRAIN FOR EVERY PLANE

A train for every plane

The 2M Group has played a leading role in the Heathrow expansion debate. In July 2008 the group published the High Speed North proposal. This offered a national high speed rail network as an alternative to the Government's policy of uncontrolled growth at Heathrow.

More than a quarter of all flights at Heathrow serve destinations which could potentially be reached within four hours by high speed rail.

With fast city centre to city centre rail links, most short-haul flights would become unnecessary. And with efficient links from the high speed network many people now travelling by plane to Heathrow to pick up long-haul flights could arrive by train.

High Speed North recognises the need for Heathrow to become a truly integrated transport hub and a fitting gateway to the UK. Trains would radiate in all directions and link to main lines and to the new high speed line.

This 'compass point network' would offer through trains rather than terminating branch line services. This improved connectivity would transform local and regional rail services around west London.

Using the existing Heathrow Express infrastructure, it would be possible to run 40 trains an hour on these lines. That's a train for every plane arriving and departing at Heathrow.

GETTING TO HEATHROW

Strategic rail access to Heathrow



Next Steps

- Continue to make case for R3/T6.
- Develop and submit Artrack TWA.
- Look at schemes for improving connection to West.
- Continue work with Greenguage 21 and HS2.
- Engage with others such as London Travel Watch.
- Over next 12 months Develop Rail Strategy that is complementary to Heathrow Expansion.