Transforming Access to Heathrow from the South

A major privately-financed section of new railway bringing benefits across the South East

AIRPORT ACCESS
Fast, easy and convenient access to and from Heathrow

CONNECTIVITY
A new route between Surrey, Old Oak Common and London for commuters

THE ENVIRONMENT
Contributes to improving air quality as a result of transfer from road to rail

CONGESTION BUSTING
Removes motorway and local road traffic whilst reducing rail overcrowding

VALUE
Exceptional value for money, at no cost to taxpayers

COMMUNITY FRIENDLY
Construction has minimal impact on local communities
With the UK Government supporting a third runway at Heathrow to facilitate a substantial increase in flights and passenger numbers, improving the proportion of surface access journeys by train has become an even more urgent priority. The Government has emphasised that an expanded Heathrow must meet a requirement for a 55% public transport mode share and ensure that the current level of road traffic to the airport doesn’t increase.

Whilst rail connections from the Airport to central London are good – with Heathrow Express, the Piccadilly Line and, from 2019, the Elizabeth Line – rail services from the south are non-existent. We aim to change all that. Our scheme would serve the following major markets:

- **Fast, direct and frequent rail access to Heathrow from the important airport catchment areas of Surrey and Hampshire, currently not served by rail.**
- **Operation of a frequent service from Heathrow to Waterloo, with direct trains serving Richmond, Putney and Hounslow, and giving major connectional opportunities to south London, Sussex and Kent through Clapham Junction and Waterloo East.**
- **Direct trains to Paddington from Surrey and Hampshire via Heathrow, creating an alternative London terminal to Waterloo and with the Elizabeth Line providing excellent connections to the West End, the City and Docklands.**
- **Direct trains from Surrey and Hampshire to Old Oak Common, providing a ‘one stop’ connection to High Speed 2 and access to the proposed major development site, supporting plans to create 23,500 new homes and 65,000 new jobs.**
- **Continuation of a fast Heathrow – Paddington service offering similar journey times to the current Heathrow Express.**
- **Heathrow Southern Railway also provides crowding relief to the South Western main line and the London Underground network at Waterloo for onward journeys.**

**Proposed route**

Our proposed route starts at the west end of Heathrow’s Terminal 5 station, and runs mainly in tunnel to minimise environmental impact. It rises to the surface to connect to the existing railway near Staines and near Chertsey or Virginia Water.

**Map Key**

- **Proposed Rail Infrastructure**
  - *Heathrow Southern Railway*
  - *Heathrow Southern Railway - Option 3*
  - *Heathrow Southern Railway - Option 8*
  - *Western Rail Link to Heathrow*

**Funding**

A new company – Heathrow Southern Railway Ltd (HSRL) – will build and own the infrastructure, the capital cost of which is estimated to be between £1.3billion and £1.6billion, depending on which route option is chosen. The scheme will be privately financed, and will be licensed by the Office of Rail and Road (ORR). HSRL will be at risk for the costs of development, construction and availability of the new railway, in return for contractual commitments from the Department for Transport to under-write a defined quantum of train paths.

The Train Operating Companies which will provide passenger rail services over the new infrastructure will pay access charges to HSRL, the framework for which will be regulated by the ORR. The Train Operating Companies will retain revenue risk, and our business case does not rely on premium fares being charged. Our forecasting shows that the new to rail revenues which arise from the new services to / via Heathrow will be sufficient to cover the operating costs and access charges of the new railway, meaning that the scheme in operation once mature is not expected to require subsidy from taxpayers.

"Heathrow Southern Railway is an important project that would help to deal with the long term problem of rail inaccessibility to the Airport from Surrey and South West London. There are huge potential economic and environmental benefits from this scheme across the region but especially for Woking which will gain from transformed connectivity to Heathrow, Old Oak Common and Paddington."

Jonathan Lord MP (Woking)
Graham Cross, Chief Executive of Heathrow Southern Railway Limited (HSRL), writes: “The pace of development is accelerating since the invitation from Transport Secretary Chris Grayling on 20 March 2018 for private sector investment proposals for southern rail access to Heathrow.”

Mr Grayling stated that southern access to Heathrow is one of the first projects for which the UK Government is seeking market led proposals for improving the main line rail network in Great Britain. On 8 May 2018, the Government took the next step by issuing a Prior Information Notice seeking to develop market-led proposals for a new rail link connecting Heathrow Airport from the south with Waterloo and Surrey/Hampshire. The Government’s linked Market Sounding exercise is now exploring the appetite for developing proposals and sharing the development risk.

HSRL’s position was encapsulated as follows by our Chair, Baroness Jo Valentine: “We welcome the Transport Secretary’s invitation and stand ready to fulfill this once in a generation opportunity to open up Heathrow to train services from London and the south of England whilst also transforming connectivity across the whole region. We want to put many more communities within easy reach of the UK’s only hub airport by train, enabling them to reap economic benefits whilst at the same time reducing road congestion and improving air quality.”

HSRL’s scheme for southern rail access to Heathrow is well developed, and the extensive technical and financial work carried out by AECOM and the rest of our expert team confirms it is viable, deliverable and affordable. Provided good momentum is maintained we expect the new rail link will be open to passengers between 2025 and 2027.
We’re striving to meet all stakeholders to describe the HSRL scheme and understand how we can work together to share the benefits with communities and businesses.

If you already see the advantages, please consider providing us with an endorsement similar to those below

“Hampshire County Council remains very keen to support any feasible southern rail access scheme that can provide our residents with fast, direct rail services to Heathrow and ideally also improve wider connectivity, including a direct link to HS2. With this mind we will seek to work with our neighbouring authorities and through Transport for the South East to keep up the pressure.”

Hampshire County Council

“Enterprise M3 LEP fully support any rail schemes that would provide a step change in airport surface access quality at Heathrow. Hence a Southern Rail Access to Heathrow which would improve access to the south-west into Surrey, is supported by the LEP. We believe that such a scheme has the potential to support the delivery of homes as well as bring new jobs and facilities to boost the local economy. We acknowledge there are a number of possible options being promoted by various interested parties… but the LEP is particularly supportive of those where the impact goes beyond local access to the airport. In particular a proposal such as Heathrow Southern Railway has the potential to have a transformational impact on wider regional movement. The scheme could clearly make a significant contribution towards economic growth if from the outset it opens up new travel opportunities by rail that are currently not possible.”

Enterprise M3 Local Enterprise Partnership

…”your central case has assumed trains running from Basingstoke and Guildford, via Woking, to Heathrow Airport and Paddington with a call at Old Oak Common, on paths operated by Heathrow Express. As regeneration agency for the Old Oak Common and Park Royal Opportunity Area, the opportunity to boost rail accessibility further is something of interest to us….If HSR can be brought in via the GWML platforms… this could cement Old Oak and Park Royal’s position as the most connected location and station on the UK’s rail network. Notwithstanding our future detailed consideration of your preferred route options, I am happy to offer OPDC’s in-principle support for HSR…”

Old Oak Common & Park Royal Development Co.

“There is a clear need for better rail connections to Heathrow, particularly from areas south and west of the airport. This scheme would provide those connections and, in doing so, would help reduce traffic levels, congestion and air pollution which are currently causing so many problems in and around the Heathrow area.”

Heathrow Association for the Control of Aircraft Noise (HACAN)

“Highways England is in agreement that potential southern (and western) rail access proposals will bring wide benefits to public transport provision in the area and the M25 corridor, and we are keen to work in conjunction with developers so both the Strategic Road Network and emerging public transport schemes function in the most optimum way.”

Highways England

“The DfT’s call for private companies to come forward with ideas to deliver a new southern rail link to Heathrow is a great step forward in transforming rail connectivity to Heathrow and providing our passengers and colleagues - particularly those living to the south and west of the airport - more reliable, sustainable and accessible choices for travel to the airport. New public transport infrastructure such as the Elizabeth Line, HS2, Western Rail Link, Southern Rail Link and upgrades to the Piccadilly Line will treble rail capacity to Heathrow by 2040 and enable 30 million more passengers to use public transport, helping us take cars off the road and improving local air quality for our neighbours.”

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Heathrow Airport Limited

“This is an imaginative project that would ease motorway congestion, deliver reliable journey times and support both local and national businesses, by boosting connectivity with a major, international transport hub. Hampshire has long called for better rail services to Heathrow, and I hope HSR’s exciting proposals will be given very serious consideration.”

Caroline Dinenage MP (Gosport)

“Efficient and affordable surface access is vital to the successful operation of any airport, and is particularly relevant at Heathrow with the prospect of expansion looming. However, rail connectivity to airports in the UK has often been through spur developments that do not integrate adequately with existing networks and are costly to airlines and passengers. Airlines have their own fleets and infrastructure to invest in and are reluctant to support surface access schemes where an excessive or disproportionate cost falls to airport users through airport charges collected in the airfare. Airlines therefore support improved surface connectivity with running train services that provide far greater benefits and spread the cost over more passengers on a user pays basis. The Board of Airline Representatives in the UK – the industry association for airlines operating to the UK – therefore welcomes the scheme promoted by Heathrow Southern Railway Ltd as an innovative privately funded solution to the Government’s call for new rail investment. We look forward to engaging further with Heathrow Southern Rail Ltd on their proposals to link new Southern rail access to Heathrow with a viable fast service between Heathrow and London.”

Dale Keller – Chief Executive, BAR UK