Transforming Rail Access to Heathrow Airport
An innovative, privately financed new railway expanding train connections across London and southern England

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<th>MODAL SHIFT TO RAIL</th>
<th>POSITIVE EFFECT ON THE ENVIRONMENT</th>
<th>RAIL NETWORK BENEFITS</th>
<th>CONNECTS COMMUNITIES</th>
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<td>Transfers 3 million road journeys per year to rail</td>
<td>Reduces emissions by 8,600 tonnes of CO₂ and 2 tons of NOₓ per year</td>
<td>A new orbital route from Hampshire and Surrey to Old Oak Common and London Paddington</td>
<td>Fast, frequent trains from Surrey, Hampshire and South West London to Heathrow Airport</td>
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<th>GROWTH AND REGENERATION</th>
<th>GLOBAL COMPETITIVENESS</th>
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<td>Enabling people to reach the jobs at Heathrow by public transport</td>
<td>Linking the region’s businesses to inward investment and export opportunities</td>
<td>10 km of new railway mainly in tunnel, filling a missing link in the existing network</td>
<td>User funded, privately financed at no cost to taxpayers, from 2026</td>
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The Government has made Heathrow expansion conditional upon an increase in the proportion of passengers using public transport to reach the airport from 38% today to 50% by 2030 and 55% by 2040, whilst Heathrow Airport Ltd have committed to ensure landside airport related road traffic is no greater than today. Currently Heathrow is not linked at all by train to Surrey, Hampshire or South and South West London. We aim to change that with our innovative scheme which offers:

- Fast, frequent direct trains from Surrey and Hampshire to Heathrow
- Local trains to Heathrow from stations in the Boroughs of Spelthorne, Hounslow, Richmond, Wandsworth, and Lambeth including Waterloo and Clapham Junction for connections to south London, Sussex and Kent.
- Direct trains from Surrey and Hampshire to Paddington, creating for commuters an alternative London terminal to Waterloo, and via the Elizabeth Line excellent connections to the West End, the City and Docklands.
- Direct trains from Surrey and Hampshire to Old Oak Common, where there are plans for 23,500 new homes, 65,000 new jobs and a new HS2 station.
- Crowding relief to the South Western main line and the London Underground network at Waterloo.

**Proposed route**

Our proposed route starts at Heathrow’s Terminal 5 station and is intended to run mainly in tunnel and be electrified to minimise environmental impact. It is fully compatible with the Western Rail Link. It rises to the surface to connect to the existing railway near Staines and Virginia Water.

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**Funding**

A new company – Heathrow Southern Railway Ltd (HSRL) – will build and own the infrastructure, the capital cost of which is estimated to be around £1.3billion (2016/17 prices).

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 underwrite 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 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.

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**About the project**

Improving access to Heathrow Airport by train is an important environmental objective. Far too many passengers have no alternative but to use car, contributing to congestion and illegally poor air quality in the area.
Basingstoke/Guildford – Woking – Heathrow – Paddington

Trains would operate every half hour from Basingstoke, Farnborough, and Guildford, and every 15 minutes from Woking, to Heathrow, with journey times faster than road. Heathrow Southern Railway is more than just an airport rail link as after Heathrow these trains would continue to Old Oak Common and Paddington creating new connections to HS2 and the Elizabeth Line.

Heathrow – Staines - Clapham Junction - Waterloo

Services would be fully integrated with the South Western network via Staines-upon-Thames, creating four high capacity, direct trains per hour between London Waterloo and Heathrow, half via Richmond and half via Hounslow. The addition of a bay platform at Staines would potentially allow the extension of Elizabeth Line services from Heathrow Terminal 5 to Staines-upon-Thames.

What happens next?

Graham Cross, Chief Executive of Heathrow Southern Railway Limited (HSRL), writes: “HSRL a well-developed scheme which meets the Department for Transport’s proposed Strategic Objectives for a Southern Rail Link to Heathrow. It is widely supported by stakeholders but will not happen by itself. We now need Government to publish a well paced timescale for identifying a preferred developer and giving a confirmation that once the new railway is built it will require trains to use it. If we can get this assurance soon it will be possible to complete the new rail link by the time Heathrow expansion occurs.”

Heathrow Airport’s own analysis shows that a Southern Rail Link of the sort proposed by HSRL would by 2040 bring 1 million more of the UK’s population within an hour of the airport by public transport, be used by 3.9 million air passengers and 0.75 million airport employees per year, and would raise public transport mode share by 4%. If Heathrow expansion occurs without an effective Southern Rail Link, road traffic volumes and the associated congestion and pollution between Surrey and the airport will remain stubbornly high.

HSRL’s position was encapsulated as follows by our Chair, Baroness Jo Valentine: ‘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. Heathrow Airport must recognise that new rail links are necessary if it is to grow in a way which is acceptable to stakeholders.’

Without a Southern Rail Link in place residents will have no viable alternative but to continue to drive and pay the Vehicle Access Charge which by 2040 could be as high as £50 per visit.
We’re striving to meet all stakeholders to describe the HSRL scheme and work together to make the new rail link happen.

Many stakeholders tell us that they want to have a public transport alternative to road to better connect them to the jobs and opportunities which Heathrow Airport creates.

“Hampshire County Council remains a keen supporter of a Southern Rail Link to Heathrow Airport. We would not wish to see a situation where Heathrow expansion is delivered but Hampshire is not directly connected to Heathrow by rail. This would be an opportunity missed.”

Hampshire County Council

“This Council... calls upon the Government to prioritise a southern rail access scheme, which supports strategic transport and economic objectives and contributes to addressing environmental impacts, to be in operation before any new runway comes into service.”

Surrey County Council, Resolution passed 68 in favour with one against

“The success of the Enterprise M3 economy in Hampshire and Surrey depends heavily on economic linkages to both Heathrow Airport and London. Improved access to Heathrow through rail in particular will serve to enhance economic productivity in the Enterprise M3 area and across the South-East.”

Enterprise M3 Local Enterprise Partnership

Writing to the Transport Secretary “we strongly support your initiative in opening up rail infrastructure investment to market led proposals and identifying a Southern Rail Link to Heathrow as the pathfinding scheme for this welcome policy... we jointly urge you to ensure that selection of a privately promoted solution for SRLTH continues to be treated as a matter of high importance by your Department.”

IATA and AOC – representatives of the airlines serving Heathrow

“The lack of transport links [to Heathrow] results in large numbers of people still coming in not by public transport but by car... That’s not just passengers – it’s the huge workforce... What I’m interested in is just the potential that there is for a solution to that problem and I think this could be the solution.”

John McDonnell MP (Labour, Hayes & Harlington and Shadow Chancellor of the Exchequer)

“The importance of the southern access route to North West Surrey and the onward connections to Hampshire... cannot be overstated... We therefore recommend these schemes are pursued now the government has decided to expand Heathrow.”

London TravelWatch

“The plan to ultimately develop the number of local rail journeys to and from Heathrow is most interesting. I have now written to the Transport Secretary to ask if he will consider your wide ranging scheme, given the numerous benefits it appears that such an ambitious project will bring.”

Michael Gove MP (Conservative, Surrey Heath)

“I am extremely supportive of schemes like this which improve the public sector infrastructure and take people out of their cars. To me this is a totally laudable scheme.”

Baroness Jenny Randerson (Liberal Democrat Principal Spokesperson on Transport)