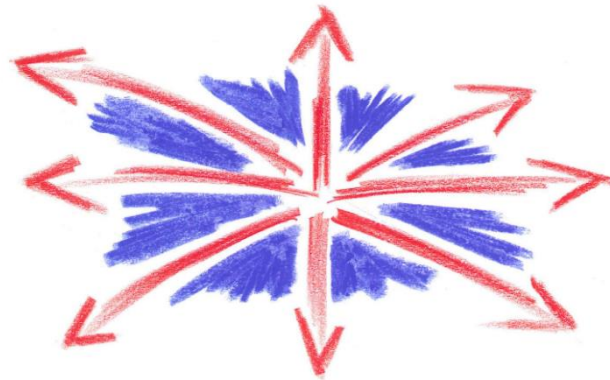


# Presentation to Overview and Scrutiny

## Heathrow expansion and Southern Light Rail



**Heathrow**  
*Making every journey better*

**15.01.19**

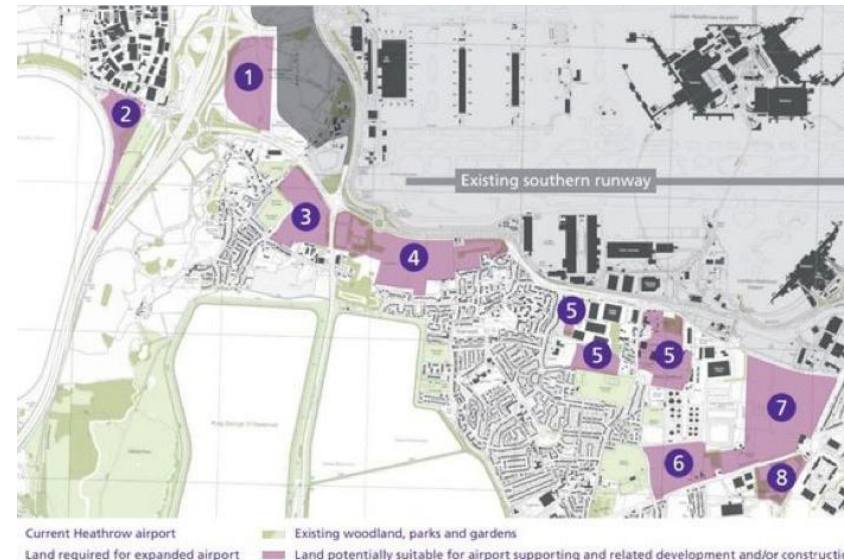
**Heather Morgan**  
**Group Head Regeneration and Growth**



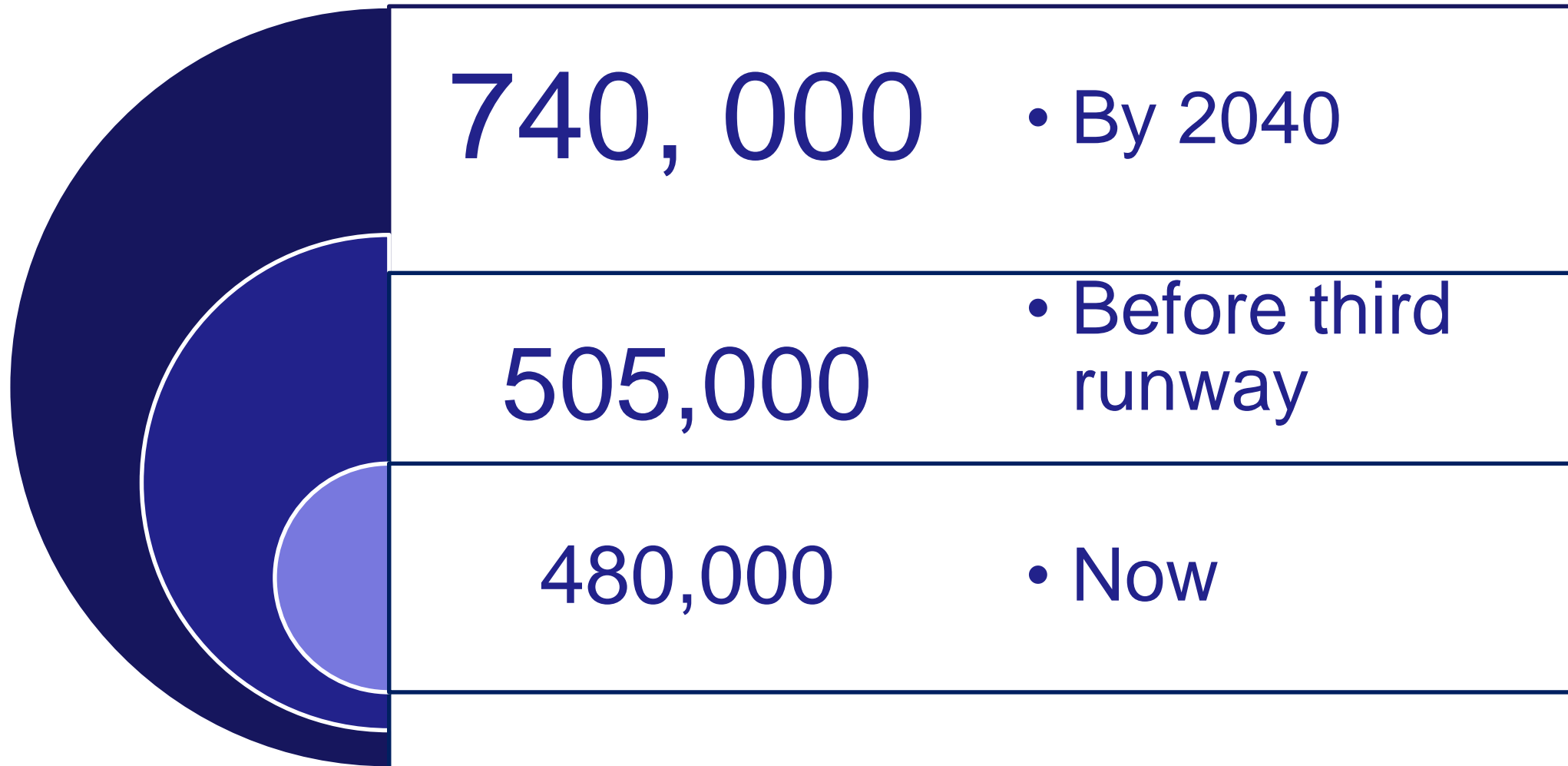
## Focus on economic return



## Protect residents and environment



# Heathrow Air traffic movements per annum



# Heathrow Expansion Working Group

## Work done to date

- CON 1
- Draft Noise Action Plan
- Environmental Impact Assessment (EIA) scoping opinion
- Transport Select Committee
- CAA consultations
- Future airspace changes
- Letters to Government and CAA
- HAL re resourcing
- HAL re requirements and WPOZ

## Work to come (known at present)

- Preferred Master Plan CON 2
- EIA PEIR - Assessment of outputs
- EIA PEIR consultation
- CAA consultation on HAL expansion business plan
- Future airspace changes (design envelopes)
- Future airspace changes (flight path options)
- Development Consent Order



# SBC initial requirements

**Expanded wider  
property offer zone**

**Staines Moor to remain  
untouched**

**No immigration  
removal centres**

**Night flights should be  
banned**

**Community legacy  
benefits – community  
and leisure**

**Secure continuous  
improvement for air  
quality and noise**



# SBC initial requirements – infrastructure/parking

**Parking controls  
CPZ and taxis**

**Zone 6 and Oyster card**

**Southern Light Rail**

**Reduce HGV's – cargo  
pods/shuttle**

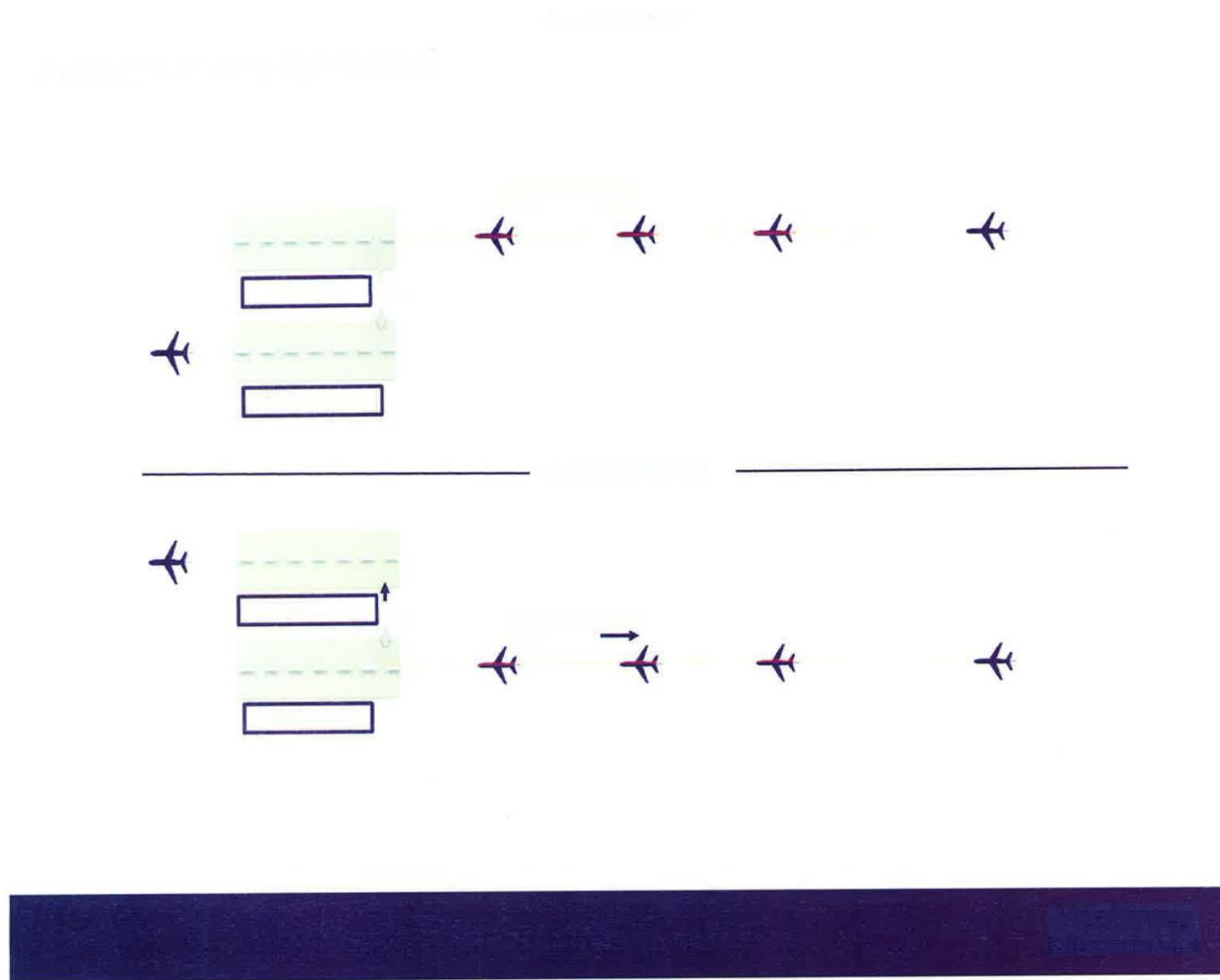
**Buses for residents and  
employees**

**Construction Environmental  
Management Plan**

# Current arrival operations

Standard is for aircraft to land on arrivals runway

Able to land on arrivals and departures runway but requires a spacing of 2 nautical miles between aircraft



# Independent parallel approach

Landing on  
departures runway  
allowed in certain  
situations from  
06.00am

Use of Performance  
Based Navigation will  
allow greater  
frequency of arrivals  
as planes can be  
closer together

**NOTE:** direction of  
arrival from south

Classification: Public

## WHAT IS IPA?

Independent Parallel Approaches (IPA) will seek to remove the dependency between simultaneous arrivals to both runways so that the landing rate on the arrivals runway does not have to reduce to enable additional aircraft to land on the departures runway.



Aircraft arriving on the departures runway will use Performance Based Navigation to follow specified flight paths from the holding stacks to the final approach, requiring little interaction from air traffic control. These arrivals will need to join final approach closer than 8nm from touchdown to ensure that the tracks of the aircraft using the main landing runway remain unchanged.

This will require a change to Heathrow's Noise Abatement procedure, subject to approval from The Department for Transport.

With the introduction of IPA, aircraft landing on the arrivals runway would continue to be directed by air traffic control as they are today and be vectored onto final approach outside 8nm from touchdown.

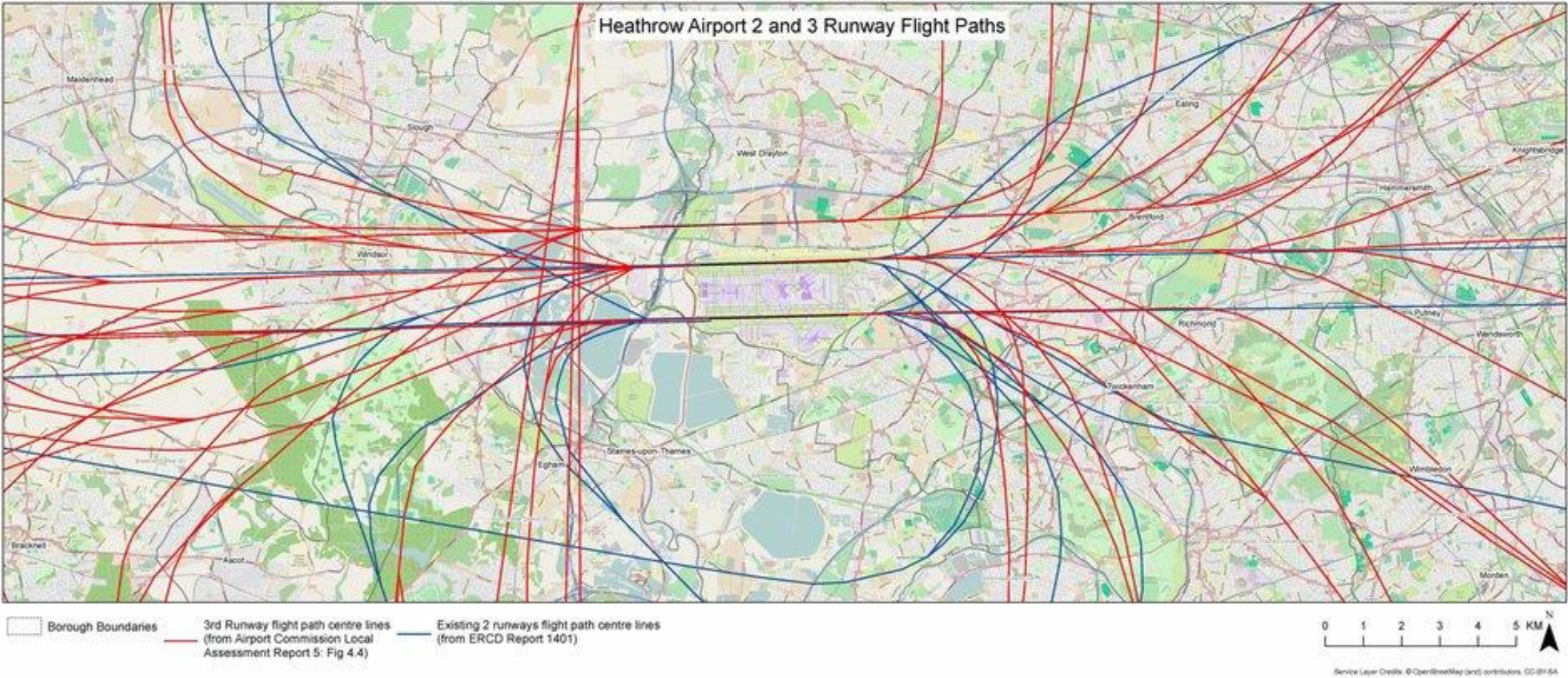
Heathrow  
Building for the future





# Potential flight paths

CURRENT AND POTENTIAL NEW FLIGHT PATHS IF HEATHROW EXPANDS





# Night flights



UK current night restrictions period

11pm – 7am

Current government night quota period

11.30pm – 6am

Airports Commission proposal

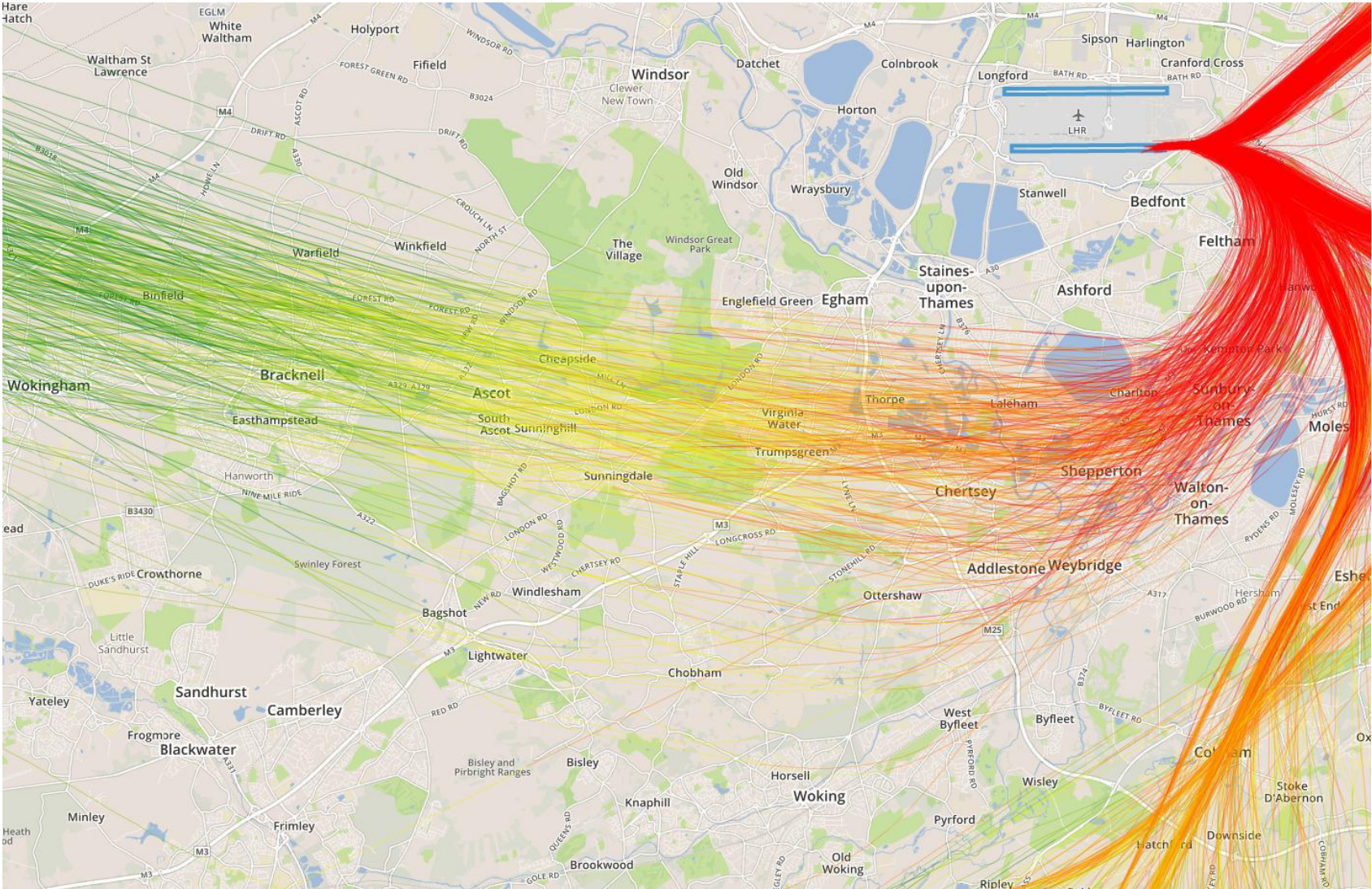
11.30pm – 6am

**HAL proposal**

**11pm – 5.30am**

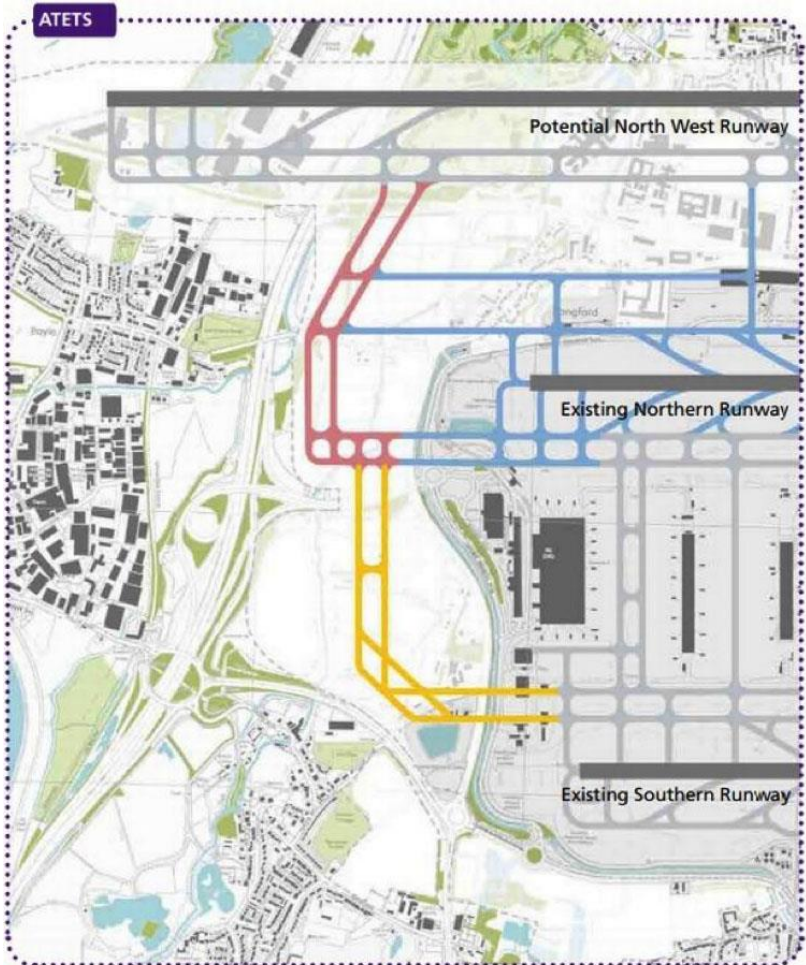


# Compton Route

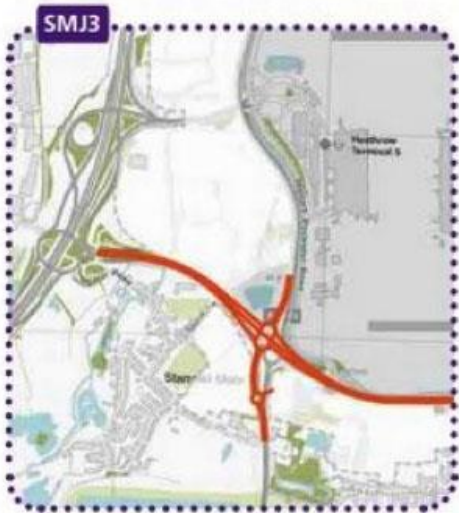
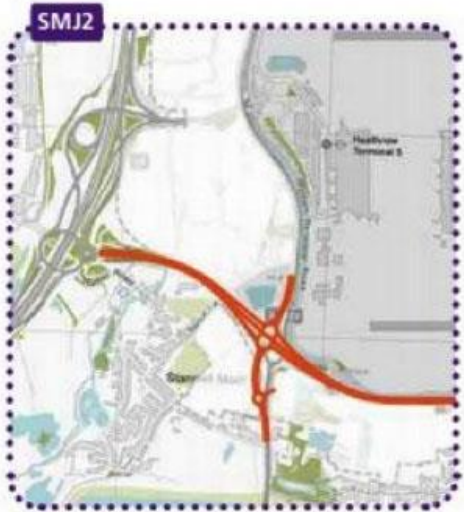
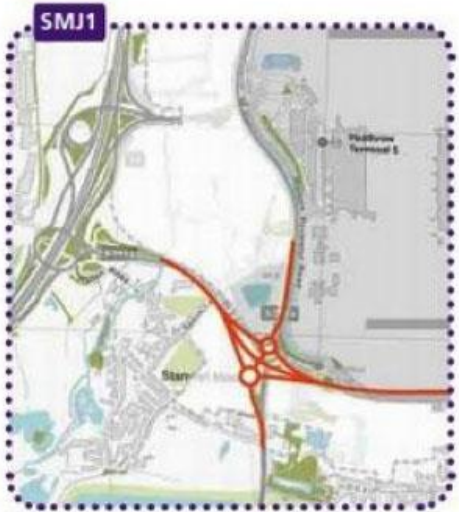




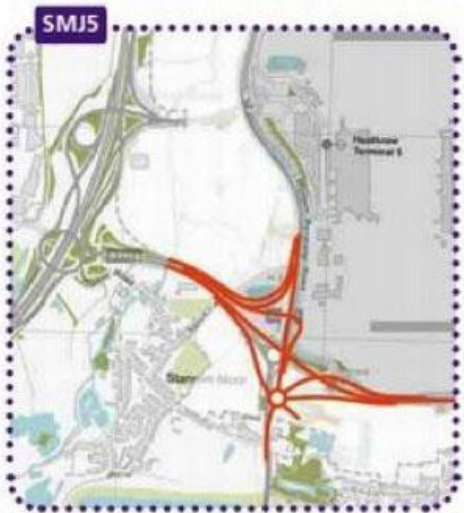
# Roads and taxiways



Contains OS data © Crown copyright and database right 2017



Contains OS data © Crown copyright and database right 2017



Key

Current Heathrow Airport

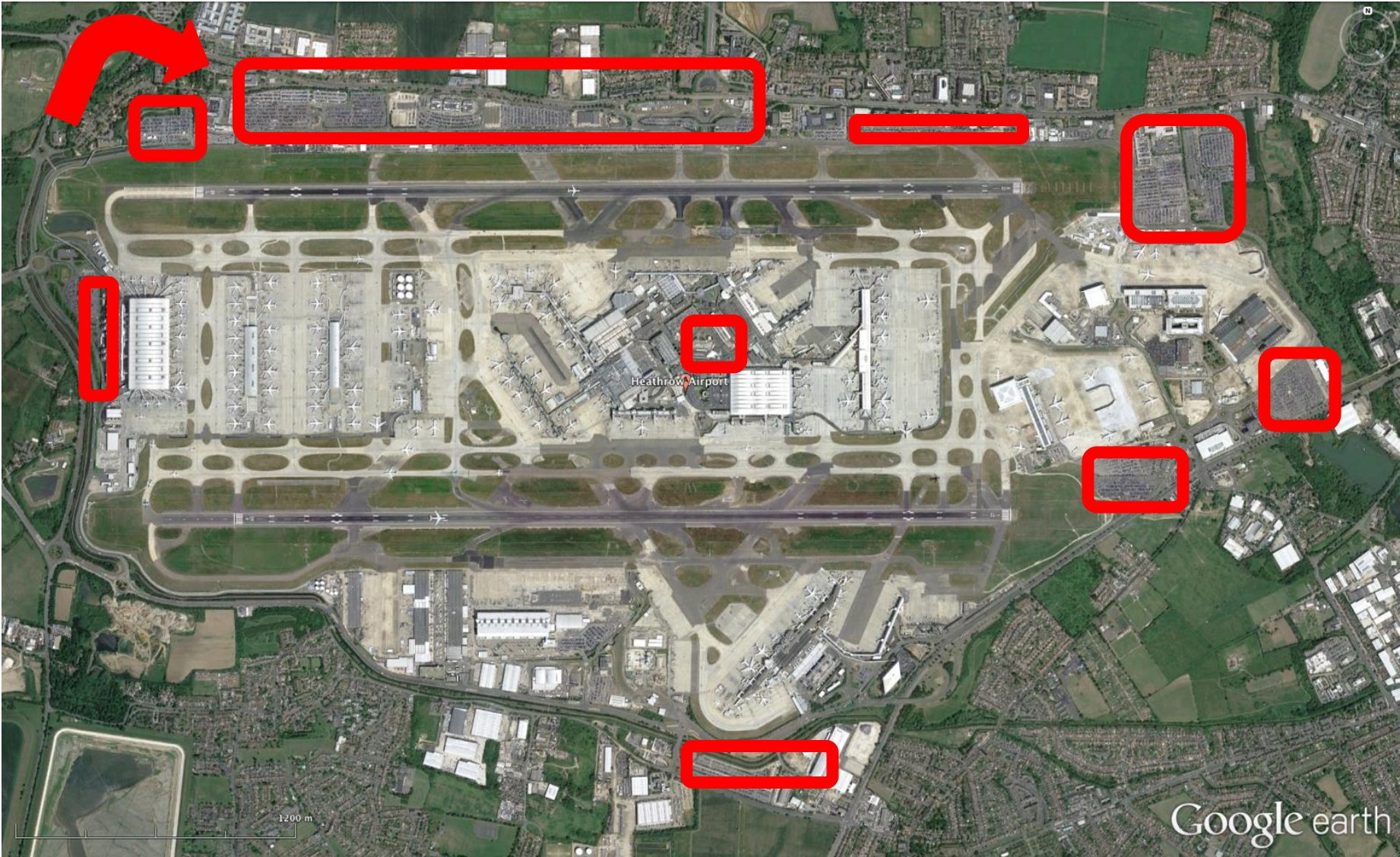
Illustrative Airport Expansion Boundary AC V4.9

Potential Stanwell Moor Junction alignment





# Heathrow – parking as existing





# Parking –Heathrow

42,000 spaces – T5 limit  
c65,000 parking spaces at  
present (including 9,500 off  
site)

c39,000 spaces controlled  
directly by HAL for passengers  
and colleagues

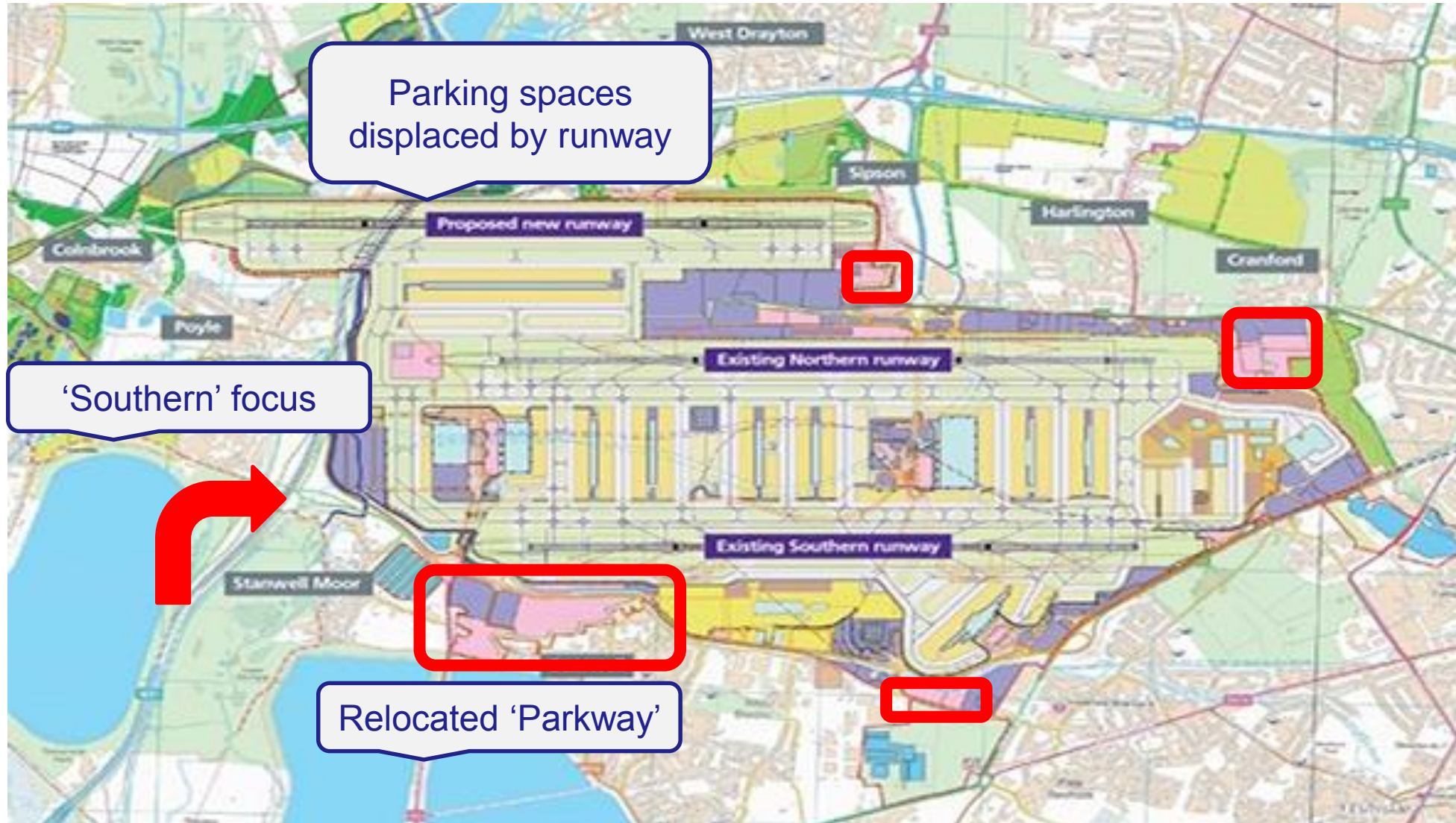
Majority of passenger spaces  
are to the north/north east and  
serve T2/3 and T5 (c31,000  
spaces)

High proportion of ‘northerly’  
parking spaces will be dispersed

Heathrow are looking to focus on  
a southern ‘gateway’ to the  
expanded airport

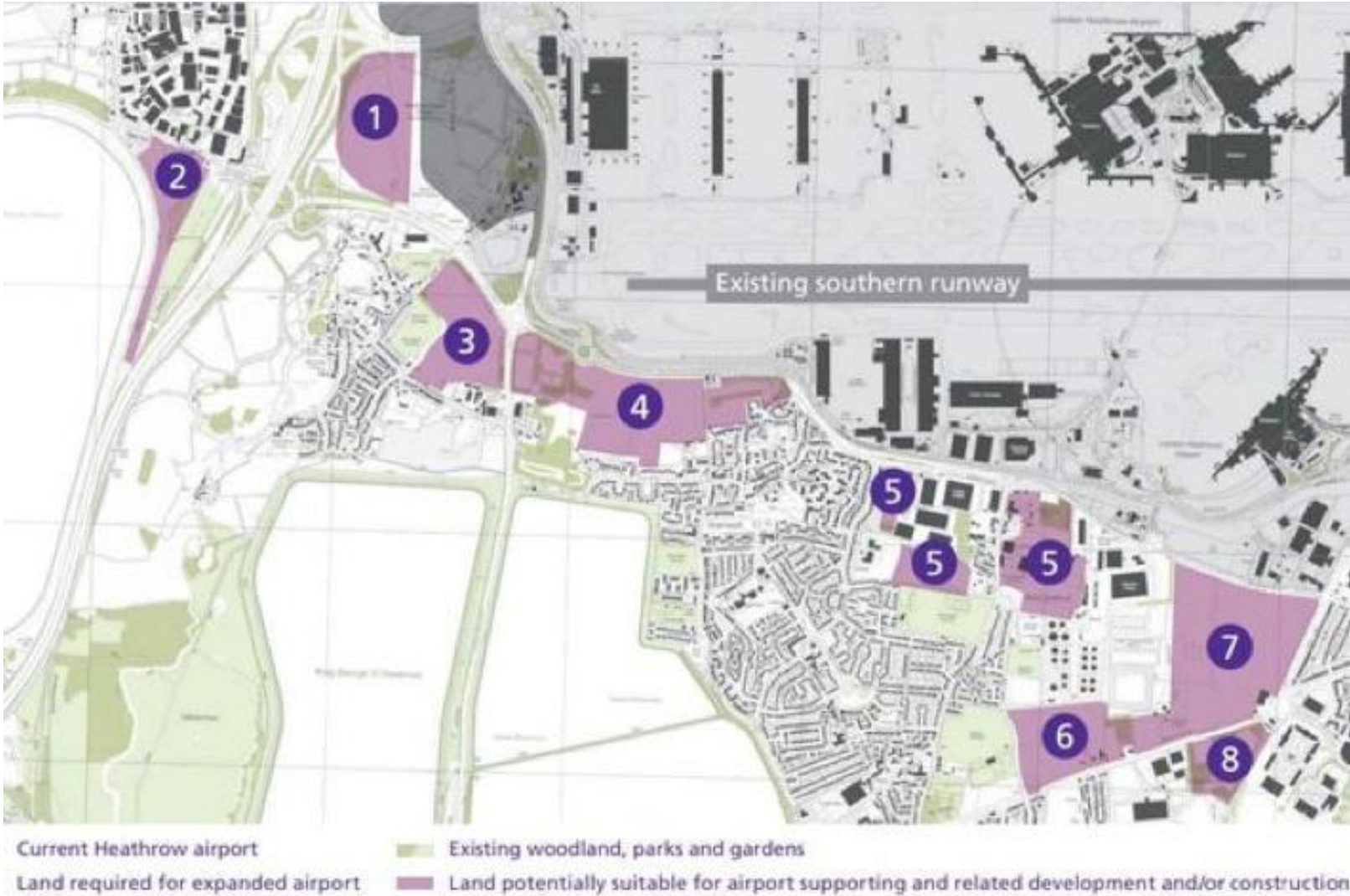
Expectation that up to 80% of the  
traffic will move from north to  
south

# Expanded Heathrow





# Stanwell Moor and Stanwell





# Parkway



# Parking

- Min. 15,000 – 25,000 car parking spaces

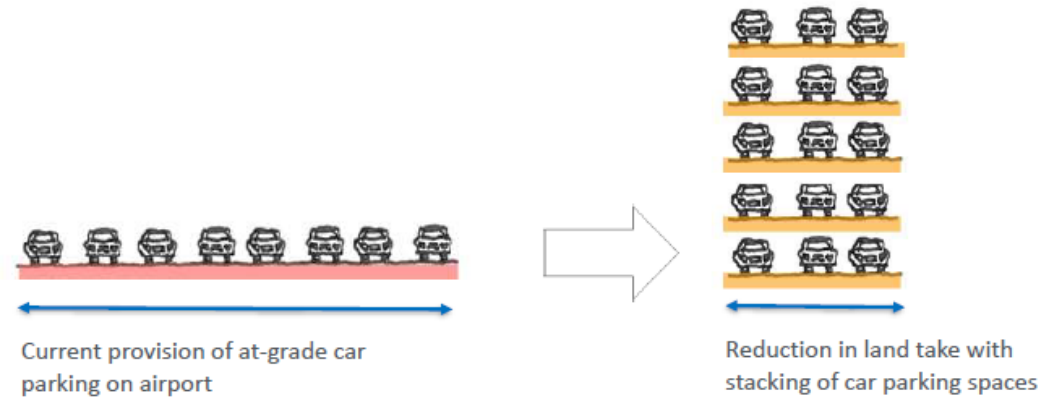
(largest in world at the moment is 20,000 in Edmonton)

- Taxi/Uber area

- HGV Lorry park

Classification: Confidential

## CAR PARKING STRATEGY (PASSENGERS & COLLEAGUES)



### Heathrow Commitment:

*No more airport-related traffic on the roads compared to today.*

- Consolidate existing at-grade car parking to increase efficiency, reduce land take and vehicle trips.
- Improve connectivity for surrounding communities with transit access at Parkways to Terminals and Public Transport

- Test inclusion of community uses at Parkways that complement surrounding village centres.
- Taking account of HSPG Shared Vision Principle on the Airport, being a 'responsive neighbour that seamlessly integrates with its surroundings', design in appropriate landscape buffers and commercial buildings that create a sense of place, and a focus for surrounding communities

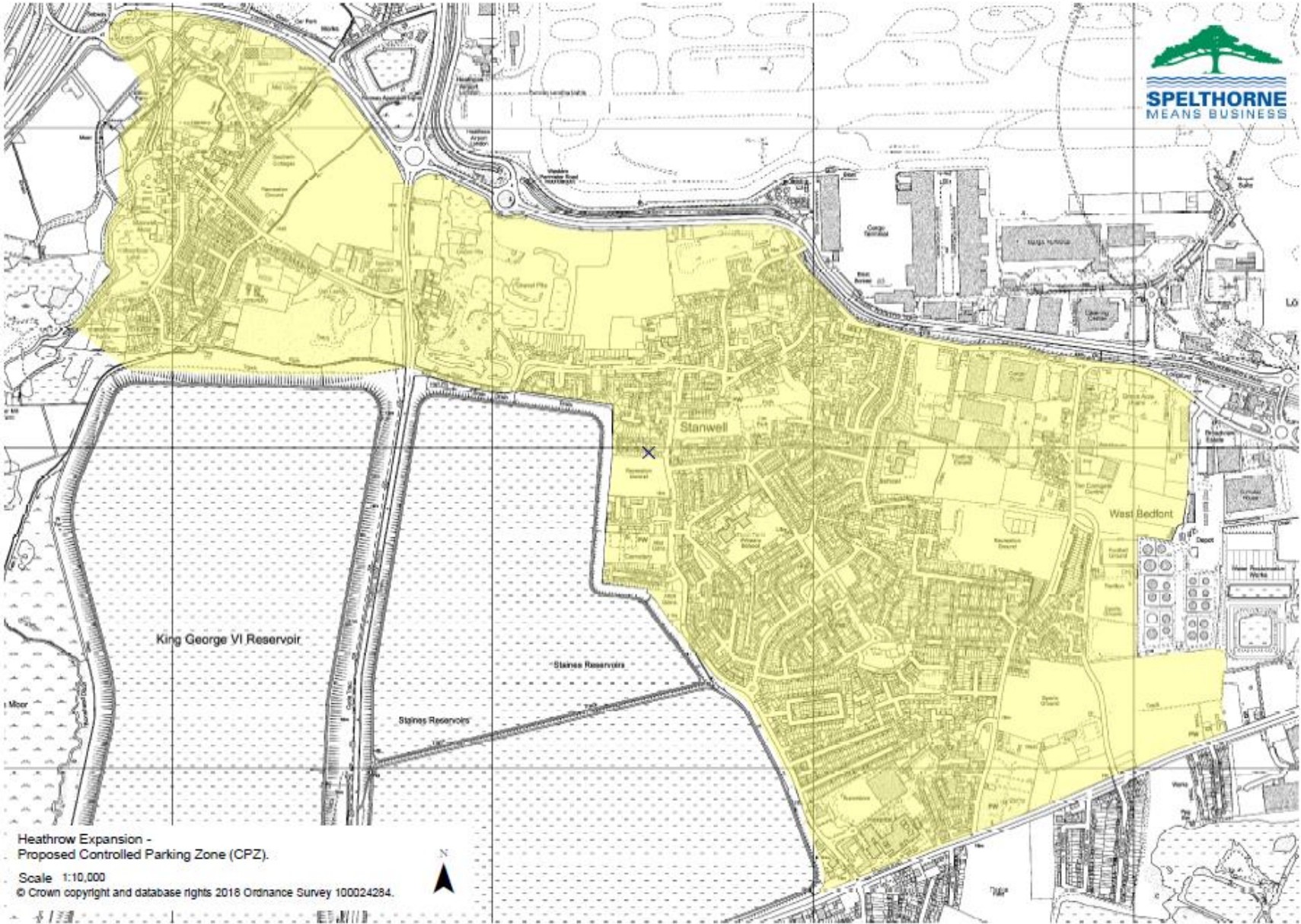
Classification: Confidential

**Heathrow**  
Building for the future





# Controlled Parking Zone



# Current infrastructure and parking concerns

**Excessive quantum of parking which is not dispersed**

**Impact of HGV's and rat running on local roads**

**Parking should be close to public transport**

**Southern road tunnel and rapid transit to CTA both 'a must'**

**Need to retain two junctions 14 and 14a**

**Need freight access from cargo sites into Heathrow**

# Newly impacted

## Spelthorne Council calls for Heathrow compensation for residents

Heathrow's recent consultation showed, for the first time, just how much the expansion is likely to impact people's day to day lives, and yet none of Spelthorne benefits from the Wider Property Offer Zone (WPOZ) compensation scheme.

The WPOZ offers a package of measures that include owner occupiers being able to sell their home at the market value of the property "as if expansion had never been proposed or taken place".

Excluding south of the airport from the WPOZ suggests that Heathrow has come to the conclusion that Spelthorne communities will not be **newly impacted** by expansion. That assumption is simply wrong.

Communities will be:

- **newly impacted** by airport development far closer to their homes, families and schools
- **newly impacted** by construction which will bring enormous disruption to the local area
- **newly impacted** by more flights both before and after expansion bringing noise and air quality challenges
- **newly impacted** by more traffic coming onto local roads due to reconfiguration of routes
- **newly impacted** by airline passengers parking in local roads to avoid high airport parking costs
- **newly impacted** by more taxis and private hire vehicles waiting in residential roads with associated littering and annoyance to local residents
- **newly impacted** by loss of valued open space
- **newly impacted** by alterations to environmentally important sites, and diversions to the river Colne
- **newly impacted** by loss of community cohesion
- **newly impacted** by property blight



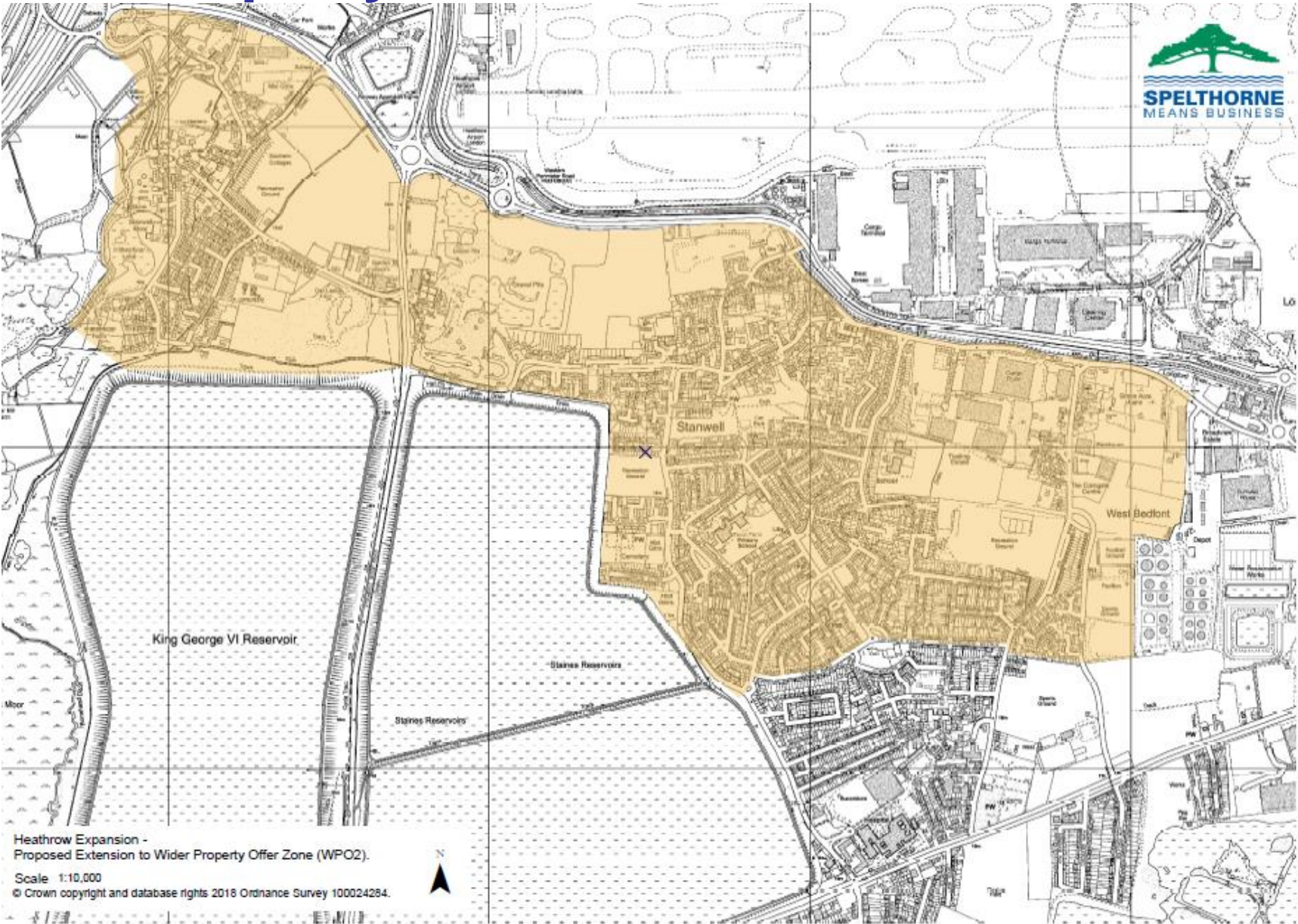
Whilst we recognise the economic benefits that expansion can bring to the local area as well as nationally, it is important that we continue to raise awareness so that people know the facts and are confident that we are fighting their corner.

[www.spelthorne.gov.uk/heathrow](http://www.spelthorne.gov.uk/heathrow)





# Wider Property Offer Zone



# Residents impacts



**Construction 15,000 people**  
**Period 2021 – 2030**  
**HGV's on roads**  
**Workers accommodation**

**Airspace changes**  
**Prospect of areas being**  
**newly overflown**  
**Envelopes and routes**

**Compensation for loss of**  
**open space**  
**Areas which were due to be**  
**restored**



# Residents impacts



**Possible 8 storey parkway at  
Cemex site at Hithermoor**



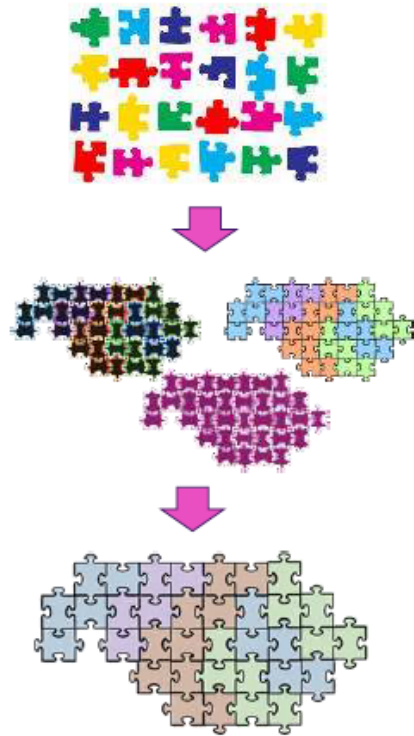
**Possible HGV site for parking**



**Cars and Taxis rat running**

# The Jigsaw...

## DEVELOPMENT PROCESS



### COMPONENT OPTIONS

- Shared during our first consultation
- Developing a range of different options for individual elements of the Scheme
- e.g. options for the A4 diversion or Runway length

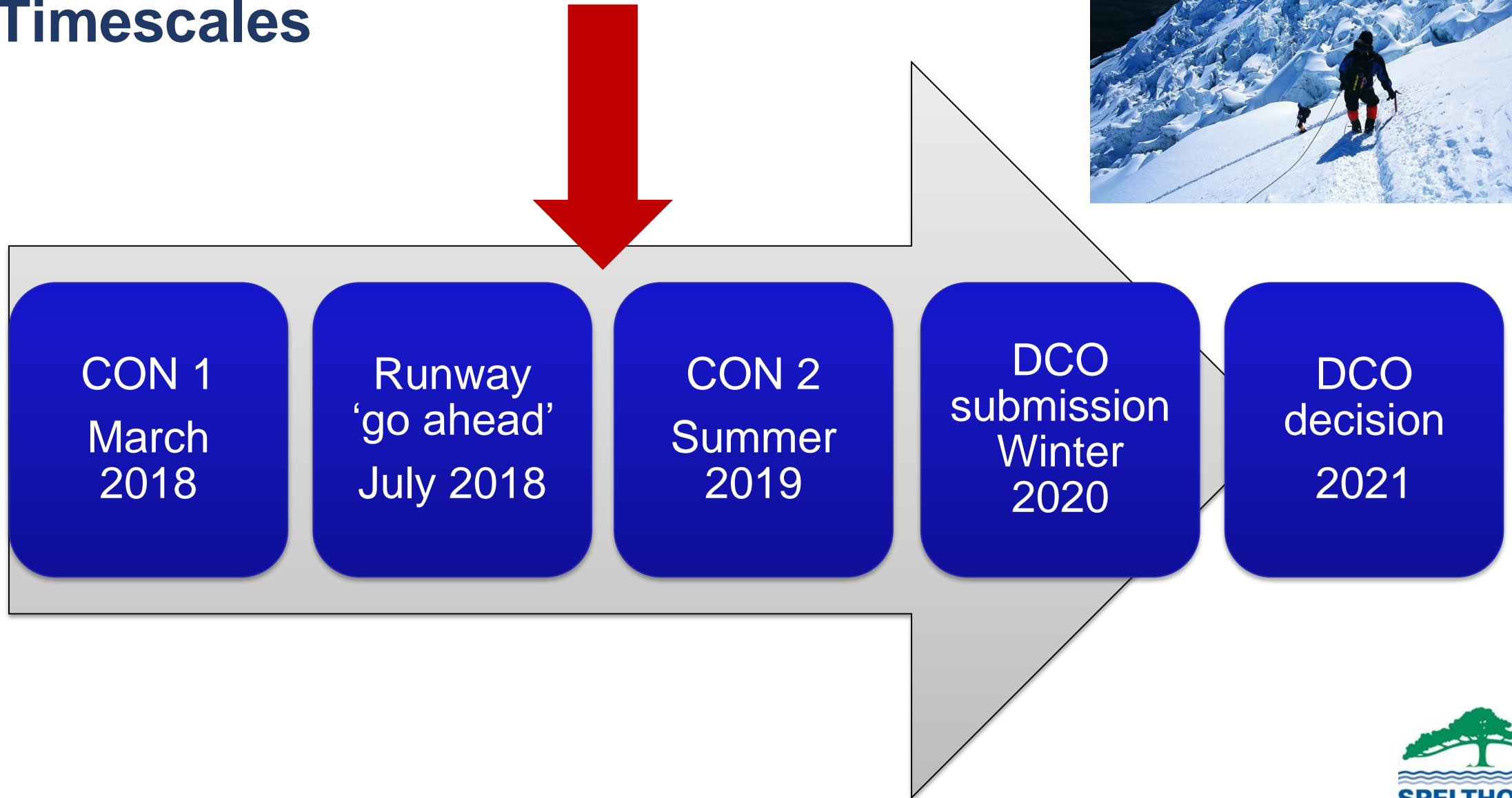
### ASSEMBLY OPTIONS

- Shortlist of Assemblies for formal evaluation
- Incorporating feedback from Consultation #1 and NPS

### PREFERRED MASTERPLAN

- Considers feedback from Consultation #1 and NPS
- Responding to outputs from formal evaluation
- Masterplan for consideration at Consultation #2

# Timescales



# Southern Light Rail

SBC heading up a Consortium  
(which includes ITSL and Peter  
Davidson Associates)

Submitted bids to DfT for (1) Market  
Led Proposals and (2) Heathrow  
Southern Rail to Heathrow market  
Sounding exercise in summer 2018

Submitted proposal to Heathrow as  
part of their Innovation Partners  
process in late summer 2018









# Southern Light Rail



**Can proceed with 2 runway solution (6.2% of all Heathrow traffic)**



**54 month programme to get necessary permissions in place**



**Deliverable before third runway is complete**



**Less than one third the cost of heavy rail (£400m)**



**Can carry 14.6m passengers per year**

# Southern Light Rail



**Provides capacity, speed and connectivity – 6 mins to LHR**

**Reduces environmental impact (avoids Staines Moor)**

**Reliable (over 98%) and resilient**

**Extend Oyster card across the borough, standard fares**

**Economic growth - £1bn development value**

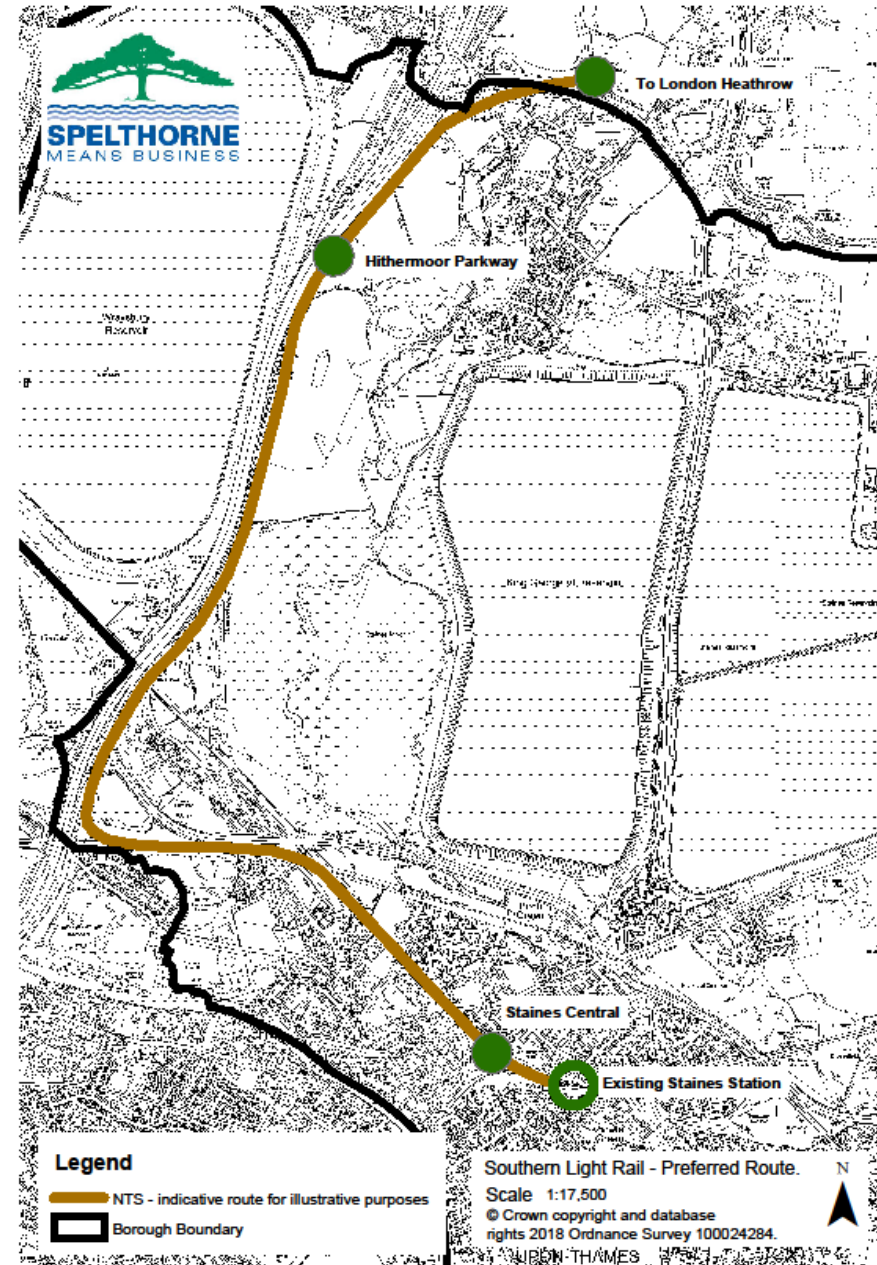
# Southern Light Rail

Strategic partners in place

Expanding the consortium to bring on board more expertise

Largely asset driven (development and regeneration opportunities in Staines-upon-Thames)

Interest from asset and infrastructure investors





# Southern Light Rail – next steps

- DfT have not rejected our light rail scheme
- DfT will look at working with HAL to provide more direction to the market (including our scheme) on a set of minimum requirements that we should work to when developing our business case further
- We will continue to engage with HAL to promote SLR as a means of ensuring there is a sustainable expansion of the airport that is cost-effective and affordable in financial, environmental and well-being terms
- We have successfully got to stage 2 in the Innovation Partners process and HAL are currently reviewing our bid. We should know by end of February 2019 if we are through to stage 3 (final stage) when we will need to develop a more detailed business case and formally present to HAL

