

Heathrow Southern Railway

Meeting with Spelthorne Borough Council 20th February 2024

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HEATHROW
SOUTHERN
RAILWAY
1



We would like to discuss:

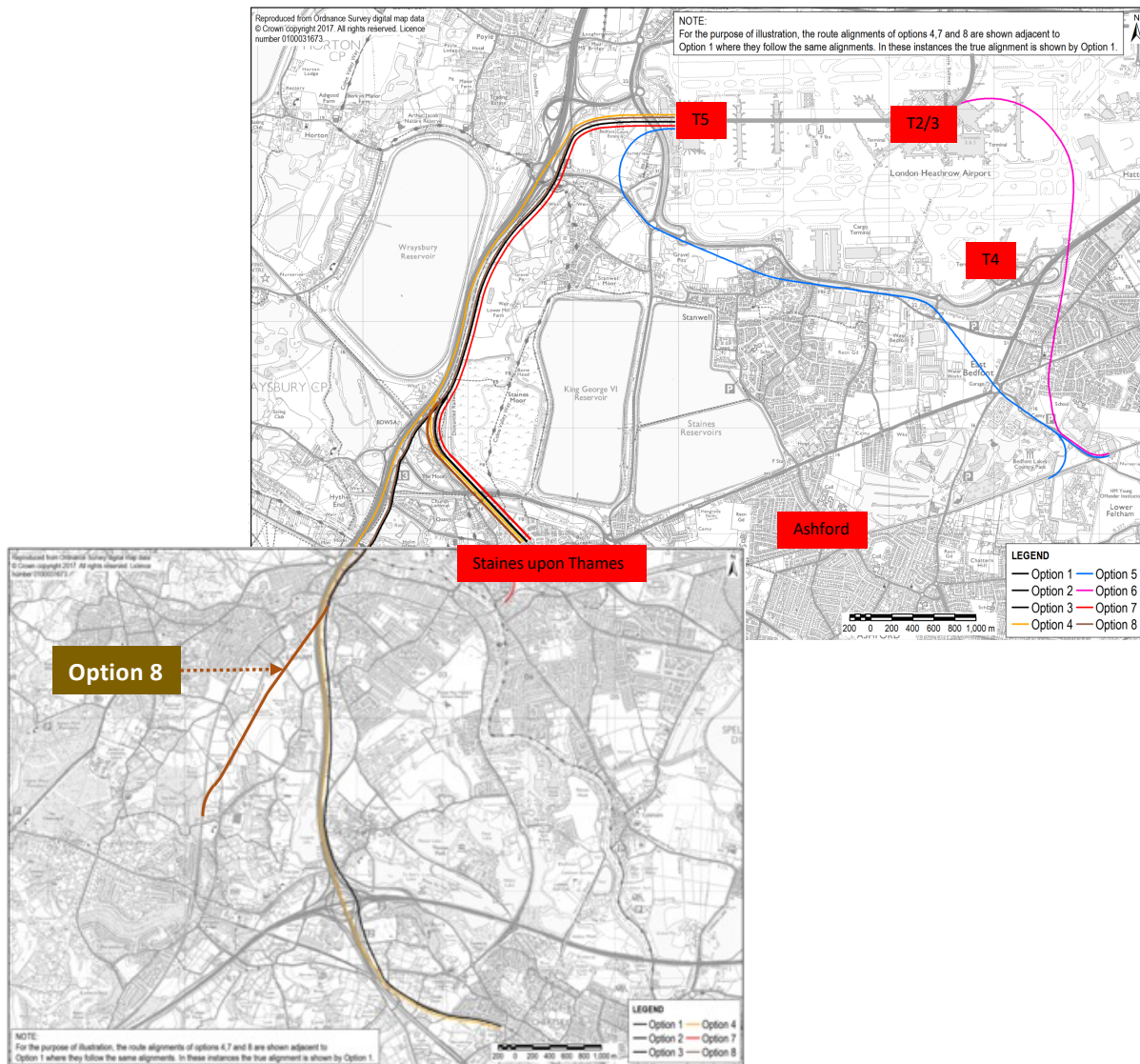
- 1. Who we are and our relationship with Heathrow Airport Ltd.**
- 2. Objectives for Heathrow Southern Access**
- 3. The proposed Heathrow Southern Railway infrastructure**
- 4. The proposed train services**
- 5. Our understanding of issues raised by Spelthorne Borough Council**
- 6. Heathrow Southern Railways' wider benefits**
- 7. Heathrow Southern Railways' benefits for Spelthorne**
- 8. Proposed next steps**

1 Heathrow Southern Railway – Who we are and our relationship with Heathrow Airport Ltd.

- **Introductions**
- **Heathrow Southern Railway Ltd:**
 - Mark Livock, Chief Executive
 - Christopher Garnett, Senior Non-Executive Director
 - Steven Costello, Executive Director
- **Heathrow Airport Ltd:**
 - Sophie Chapman, Surface Access Director
 - Tim Leech, Head of Surface Access Strategy
 - James Holmes, Head of Local Strategic Engagement

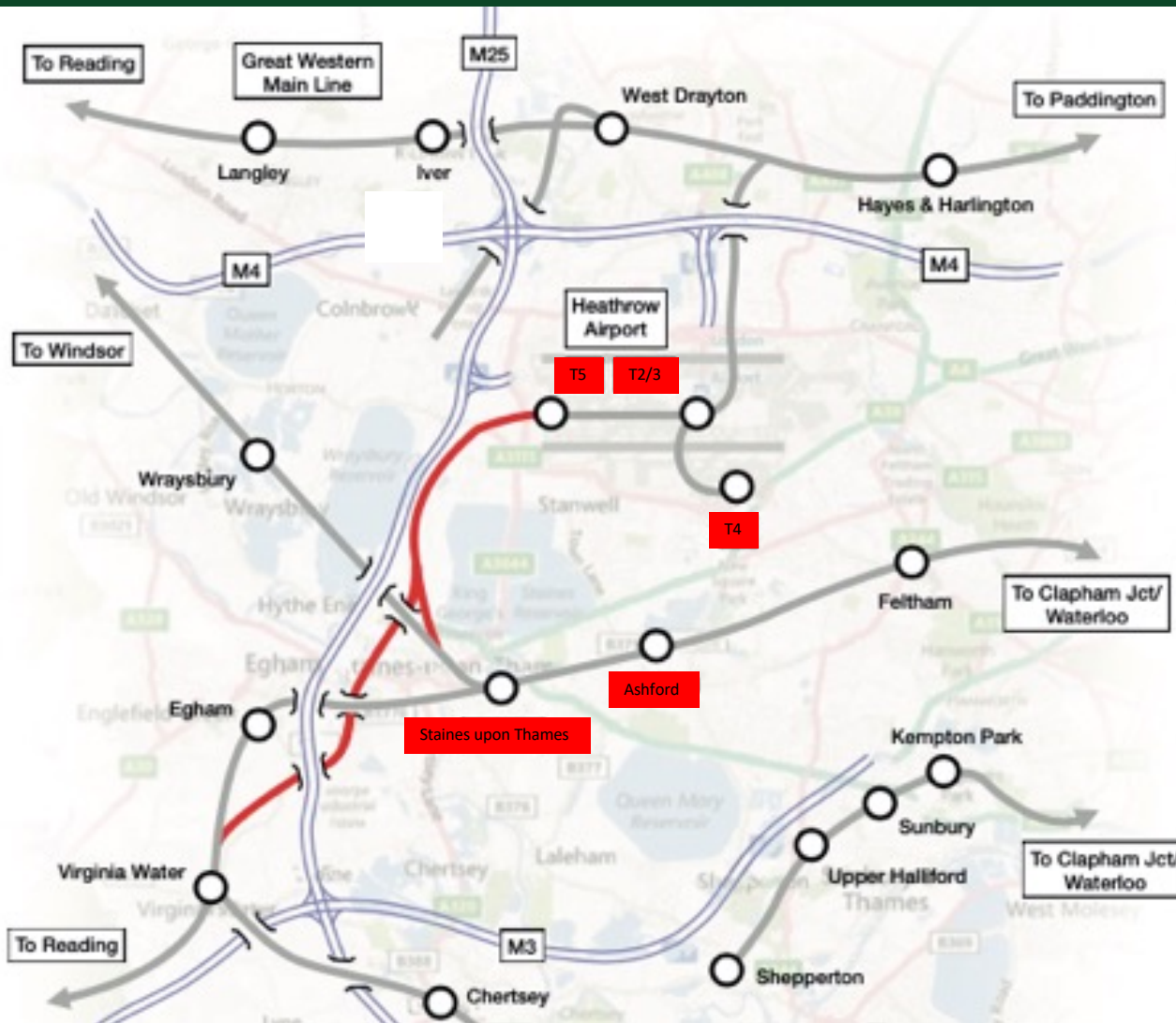
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Our objectives for Heathrow Southern Access

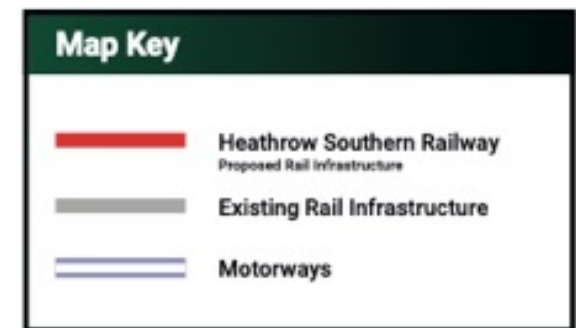


- Detailed studies of alternative alignments for Southern Rail Access.
- Alternatives assessed against key objectives:
 - Connect Heathrow's key markets with direct services at high frequencies and journey times that are competitive with road to maximise modal shift from road to rail.
 - Enable services that are also attractive to non-airport users to maximise revenues and support high frequencies to a wide range of destinations.
 - Avoid/minimise adverse community and environmental impacts.
 - Fundable and deliverable.
 - Deliver local benefits.

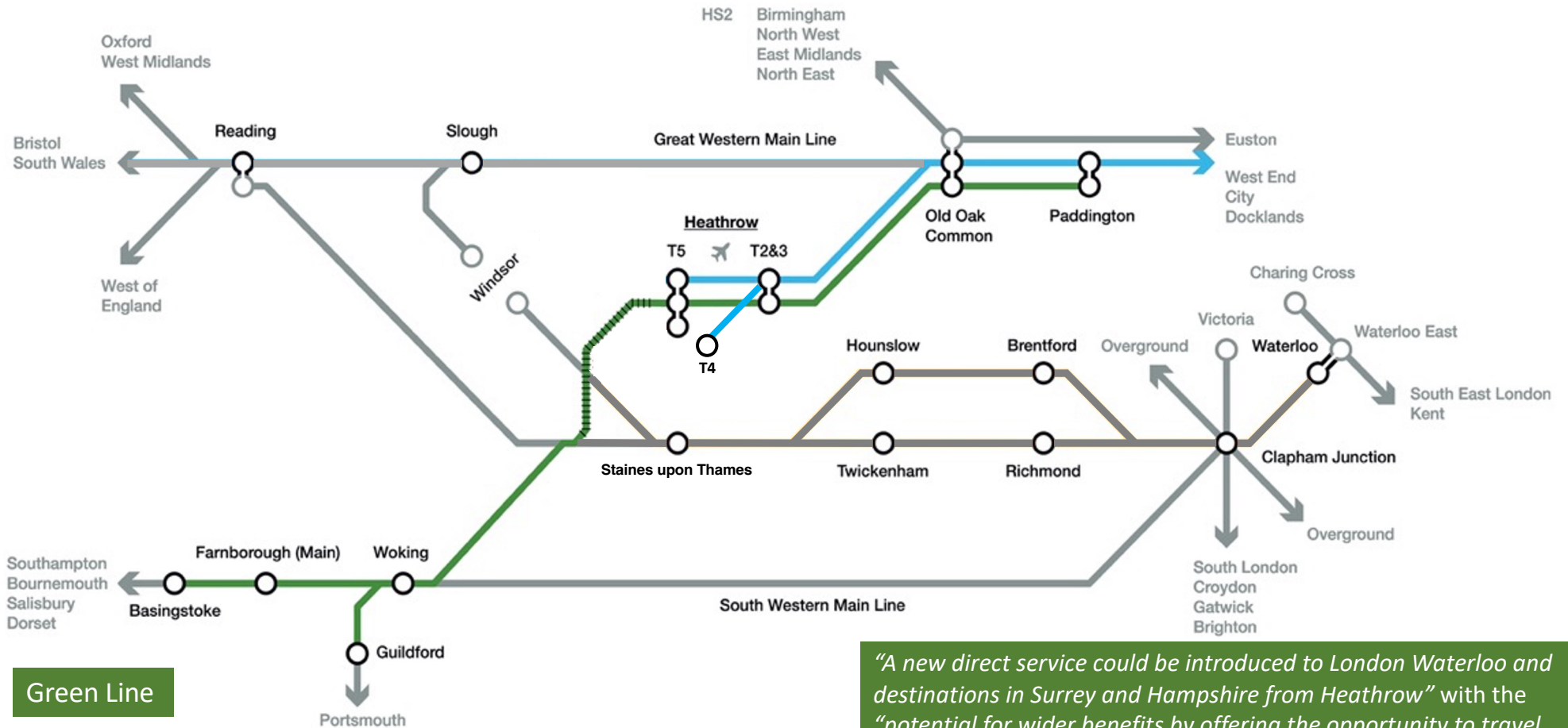
3 The proposed Heathrow Southern Railway infrastructure



- Option 8 selected
- Proposed Heathrow Southern Railway infrastructure shown in red.



4 The proposed train services (1 of 3)



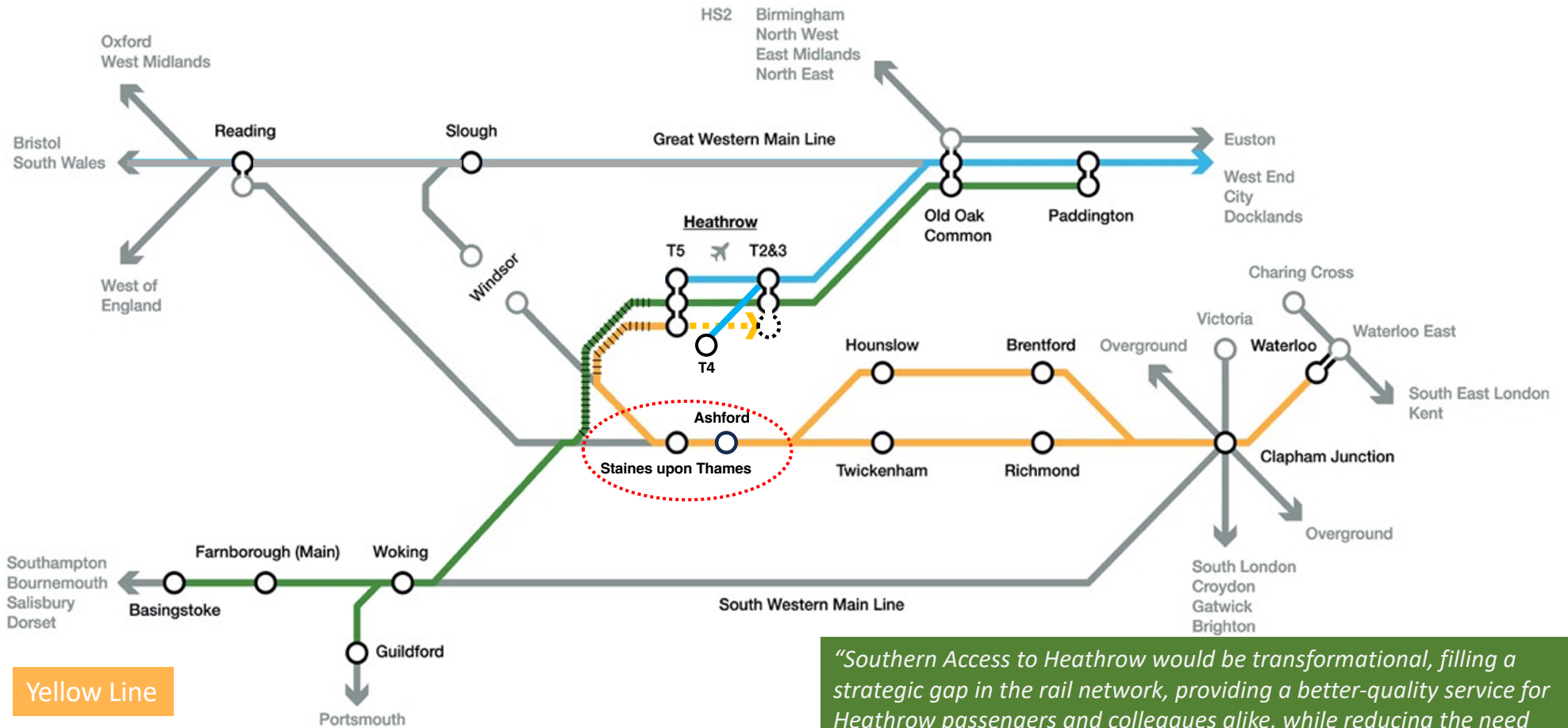
Green Line

4tph from Surrey and Hampshire to Paddington via Heathrow

Uses existing Heathrow Express train paths on the Great Western Main Line

“A new direct service could be introduced to London Waterloo and destinations in Surrey and Hampshire from Heathrow” with the “potential for wider benefits by offering the opportunity to travel through Heathrow. This would create new connections into London as well as Old Oak Common” - Our approach to developing a surface access strategy, Heathrow 2018.

4 The proposed train services (2 of 3)



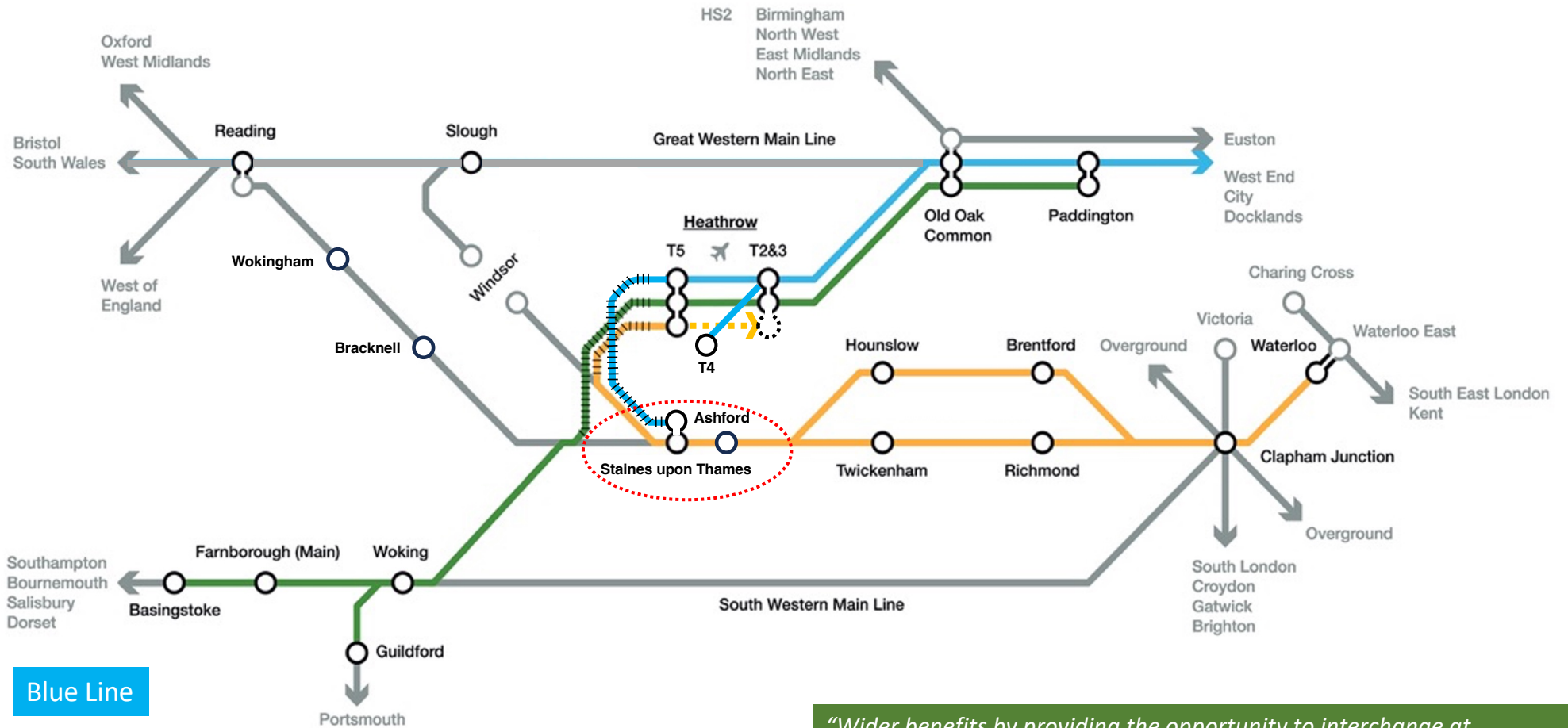
Yellow Line

Up to 4tph from Waterloo direct to Heathrow via Staines

Interchanges at Waterloo East & Clapham Jct. for S. London, Sussex & Kent

“Southern Access to Heathrow would be transformational, filling a strategic gap in the rail network, providing a better-quality service for Heathrow passengers and colleagues alike, while reducing the need to access the airport via less sustainable modes, with 5% of all trips made within Greater London using it to travel to and from the airport” - Surface Access Proposals, Heathrow Airport Ltd. June 2019

4 The proposed train services (3 of 3)



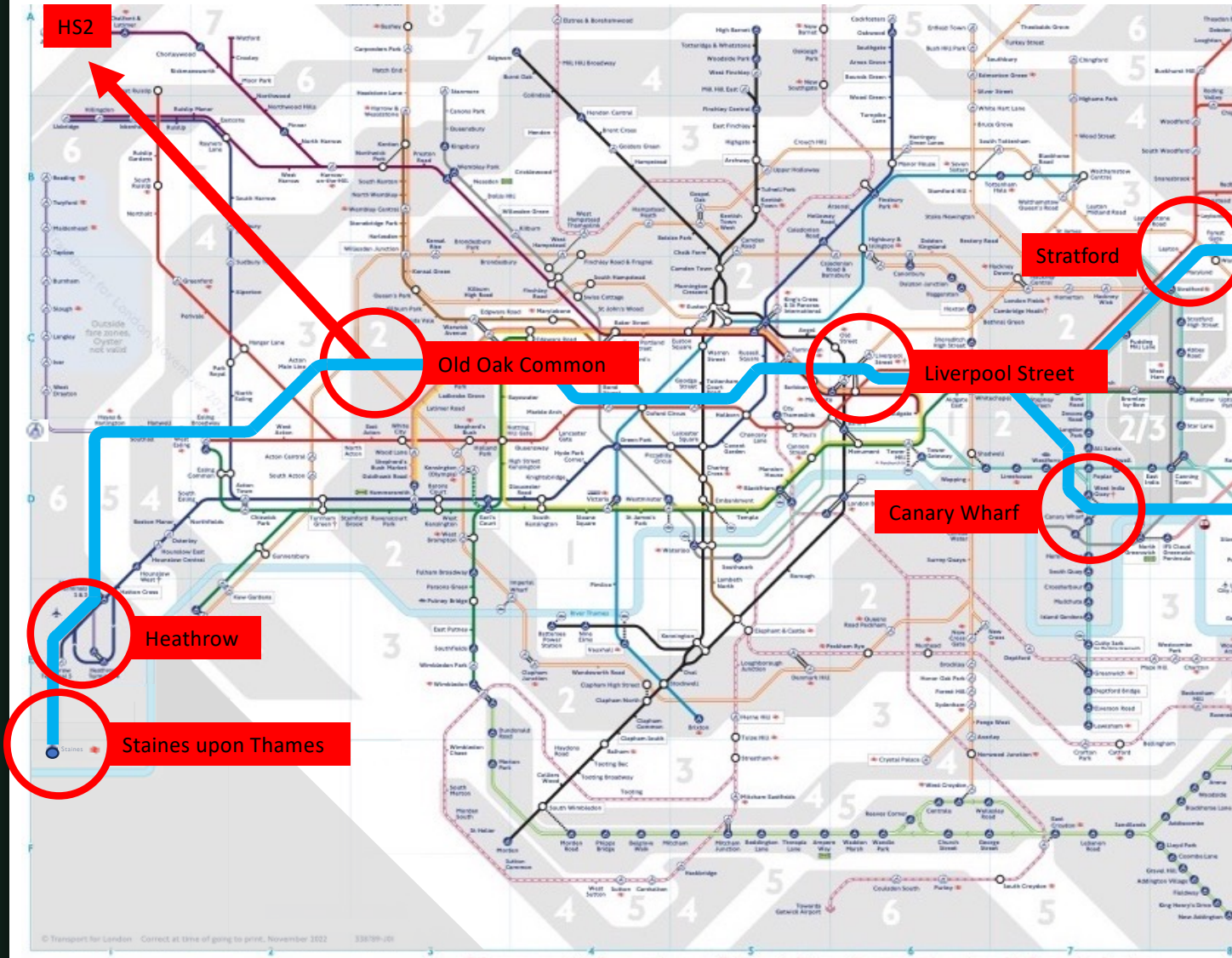
Blue Line

Elizabeth Line services extended from T5 to Staines

Provides direct access to Heathrow T5 and T2/3, Old Oak Common (for HS2), Central London and Canary Wharf

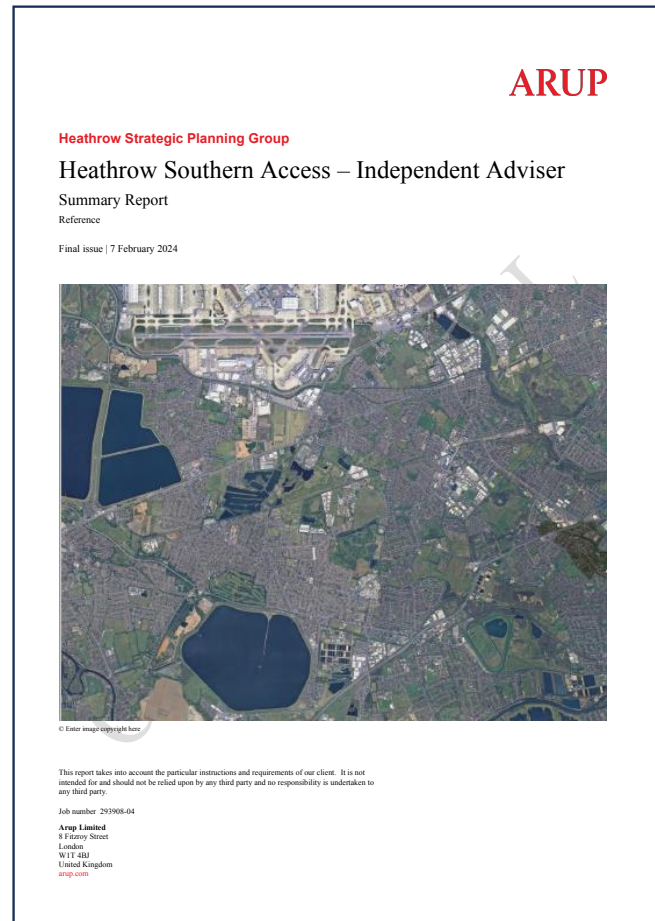
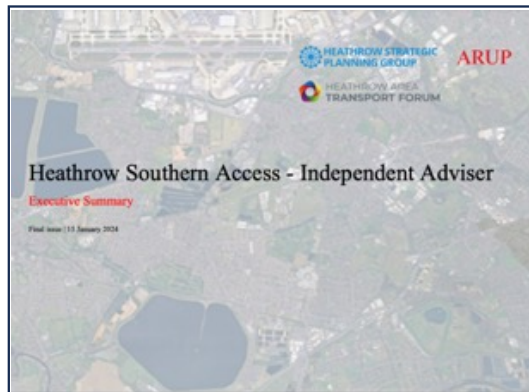
“Wider benefits by providing the opportunity to interchange at Heathrow, creating new connections into London and to the north of England via the new link to HS2 at Old Oak Common” – H7 Revised Business Plan, Heathrow Airport Ltd. December 2020

4 The proposed train services (3 of 3)



- Elizabeth Line extension puts Staines on the tube map.

“TfL is in principle supportive of an extension of Elizabeth Line services, operating via the new link” to “the new Staines terminus” – TfL letter to Heathrow Southern Railway, 12th February 2024



- Extensive - and ongoing - engagement with HSPG (Heathrow Strategic Planning Group), HATF (Heathrow Area Transport Forum) and Arup, their Independent Adviser.
- Arup's final report issued February 2024.
- Key issues identified:
 - a) Impact on Staines Moor SSSI.
 - b) Impact on Staines station.
 - c) Local connectivity with Heathrow.
 - d) Capital cost and scheme scope.

Over twenty years ago, Spelthorne Borough Council considered BAA's Airtrack scheme and identified a number of "major issues" with regard to Staines Moor:

- *"The impact on the openness of the Green Belt. This will be a factor in considering any new structures*
- *The impact on the Site of Special Scientific Interest.*
- *The impact on the landscape in view of the Special Landscape Character designation. It will be important to avoid compromising the sense of openness of Staines Moor.*
- *It is essential that construction impact, including land take, is examined as part of the proposal" -*

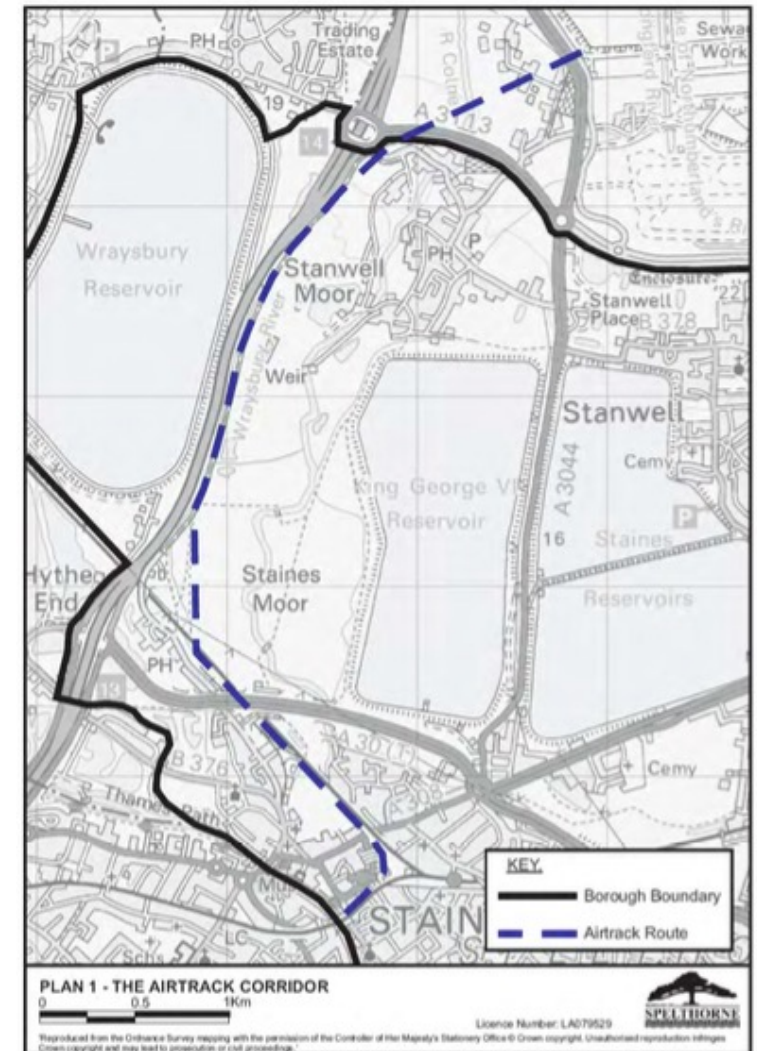
Planning Brief for the Airtrack Corridor, Spelthorne Borough Council December 2002

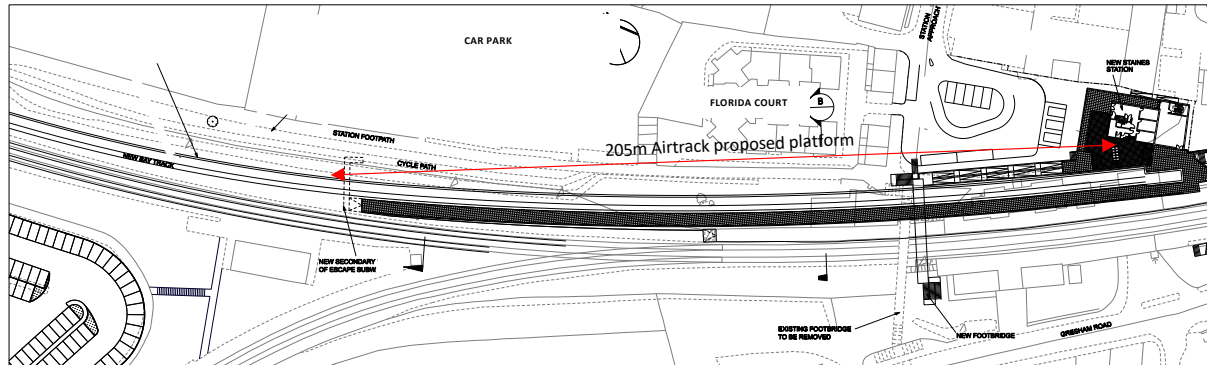
The proposed Heathrow Southern Railway at-grade alignment has been carefully designed to take account of these issues.

Policy CC4: Non-Car Access to Heathrow and Airtrack

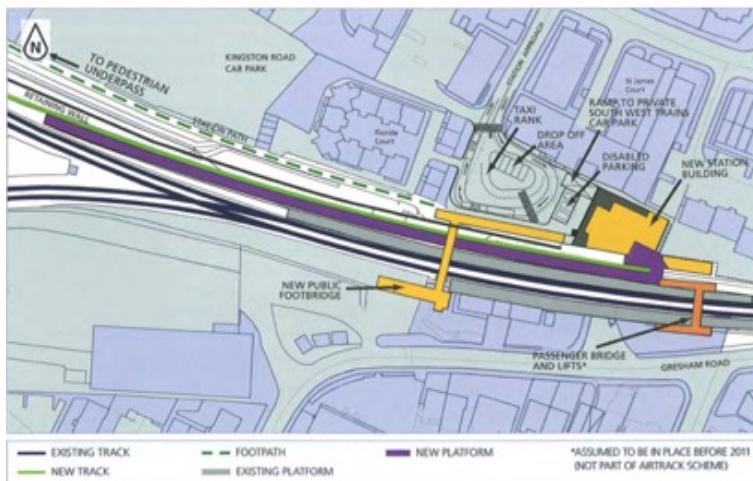
"The Council will encourage measures to improve the accessibility of Heathrow Airport from the Borough by non car-based modes, where improvements can be achieved in an environmentally acceptable manner" -

Core Strategy and Policies Development Plan Document, Spelthorne BC Adopted 26 February 2009





Proposed bay platform - Heathrow platform length - CTA 204m/T5 217m. Elizabeth Line 9 car Class 345 205m



Plan of Airtrack proposal for Staines station, Environmental Statement Template for BAA 2009

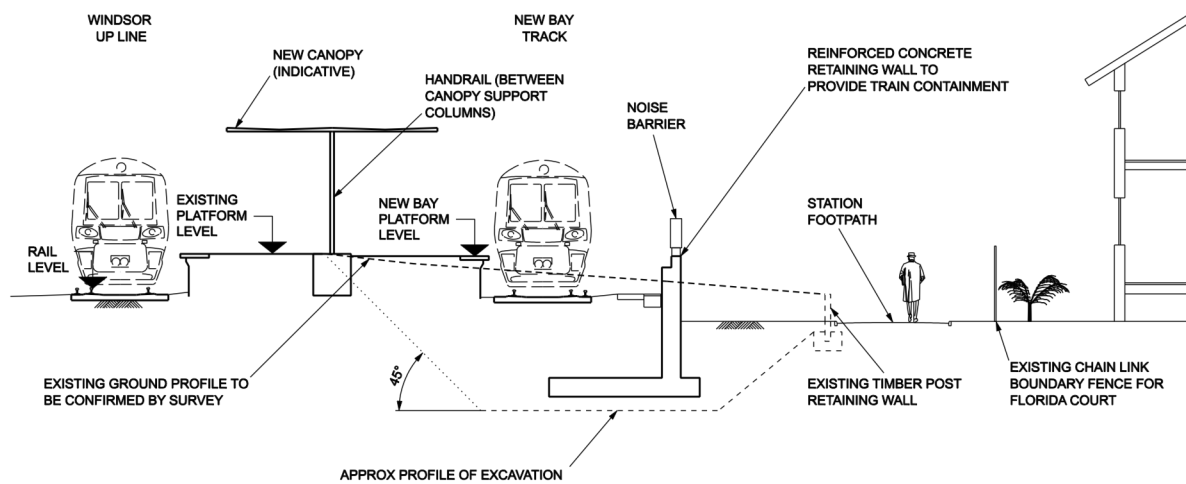
Elizabeth Line services extended from T5 to Staines

Turnback at Staines releases capacity within T5 and increases service resilience

- Proposed additional bay platform at Staines station to accommodate Elizabeth Line services

“An increased range of rail services means that the station will assume a more important role as an interchange in the future and it is important that the increasing policy requirement to encourage non-car use generally – including to stations – is reflected in the scheme. Adequate space for buses (including private company mini-buses/coaches), taxis and cycles is important as well as a good visible/secure pedestrian access. It is not only important that functionally the new station provides appropriate facilities and capacity but that in its design it is a visually attractive facility which works effectively for all users and encourages rail use” -

Report on Airtrack, Report to the Special Cabinet, Spelthorne Borough Council September 2009



Section of Airtrack proposal for Staines station, Environmental Statement, Temple for BAA 2009



Hanwell station conversion/restoration for Elizabeth Line services, TfL

Elizabeth Line services extended from T5 to Staines

Opportunity for restoration of locally listed station buildings

- Proposed additional bay platform at Staines station to accommodate Elizabeth Line services

“The existing station house and pedestrian footbridge are ‘locally listed’ structures and contained on a ‘list’58 adopted by the Council in February 2004 following public consultation. These were built respectively in 1870 and 1881” -

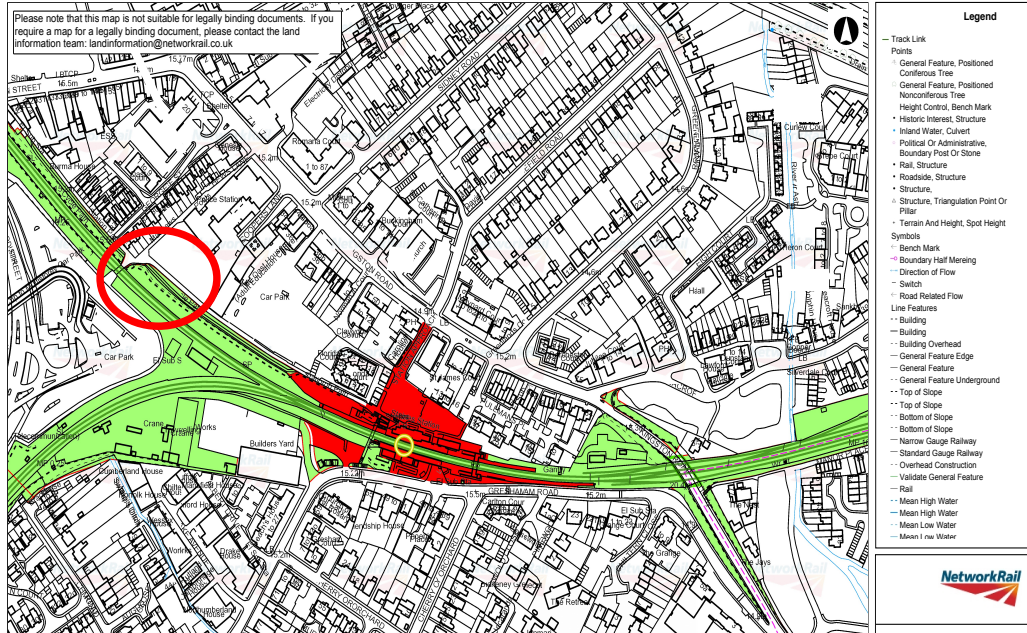
Report on Airtrack, Report to the Special Cabinet, Spelthorne Borough Council September 2009

“Our team, including colleagues from our operator MTR Elizabeth line, has worked closely with the Railway Heritage Trust, the London Borough of Ealing and Network Rail to carry out these improvements while preserving the rich heritage of the 19th century Hanwell station” -

Peter Herridge, TfL Station Enhancement Manager 2021

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Issue (b) – Staines station



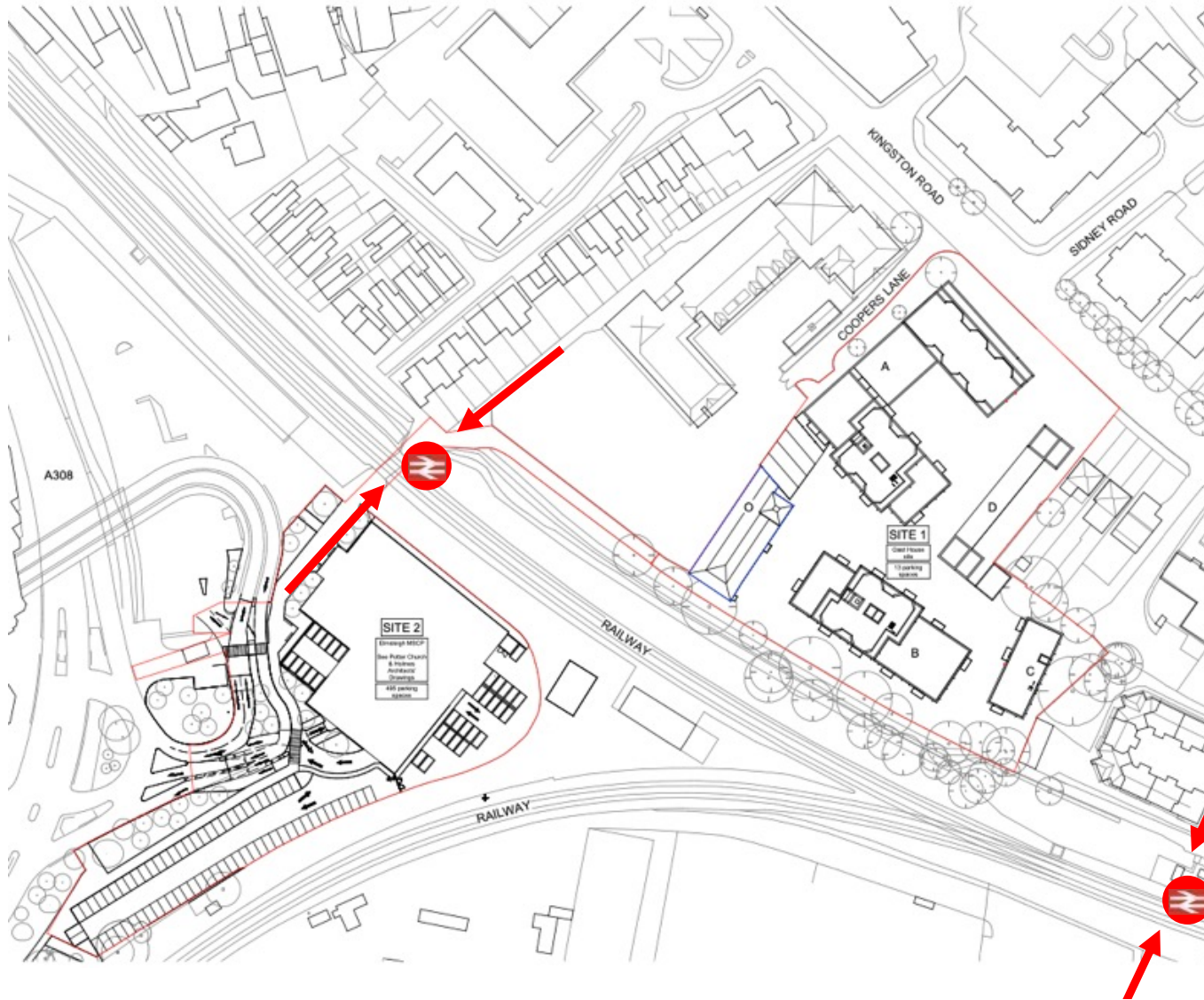
Potential Northern station entrance

- Potential new Northern station entrance to bring the station closer to the town centre and improve pedestrian links.



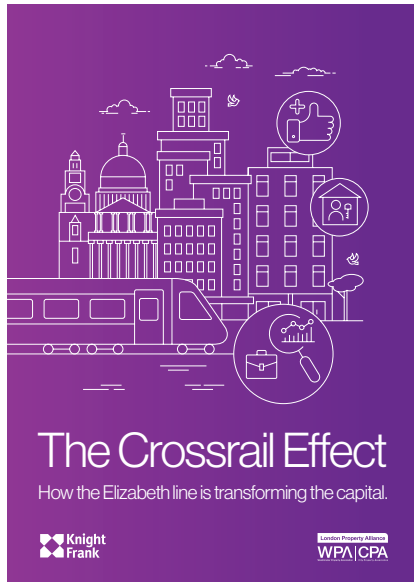
Elizabeth Line services extended from T5 to Staines

New platform and ancillary facilities on existing railway land



- Proposed station entrances relative to Kingston Road car park, Oast House and adjacent potential development sites





Since **2012** there have been:



171

hotel openings within a mile of central London Elizabeth line stations.



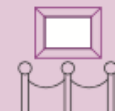
197

coffee shops have opened within a mile of central London Elizabeth line stations.



312

pubs & bars have either been opened as new or opened post renovation works within a mile of the new Elizabeth line stations.



12

new museums and art galleries have opened within a mile of these locations.



2,157

restaurants have had openings over within one mile of these locations.

Source: Local Data Company



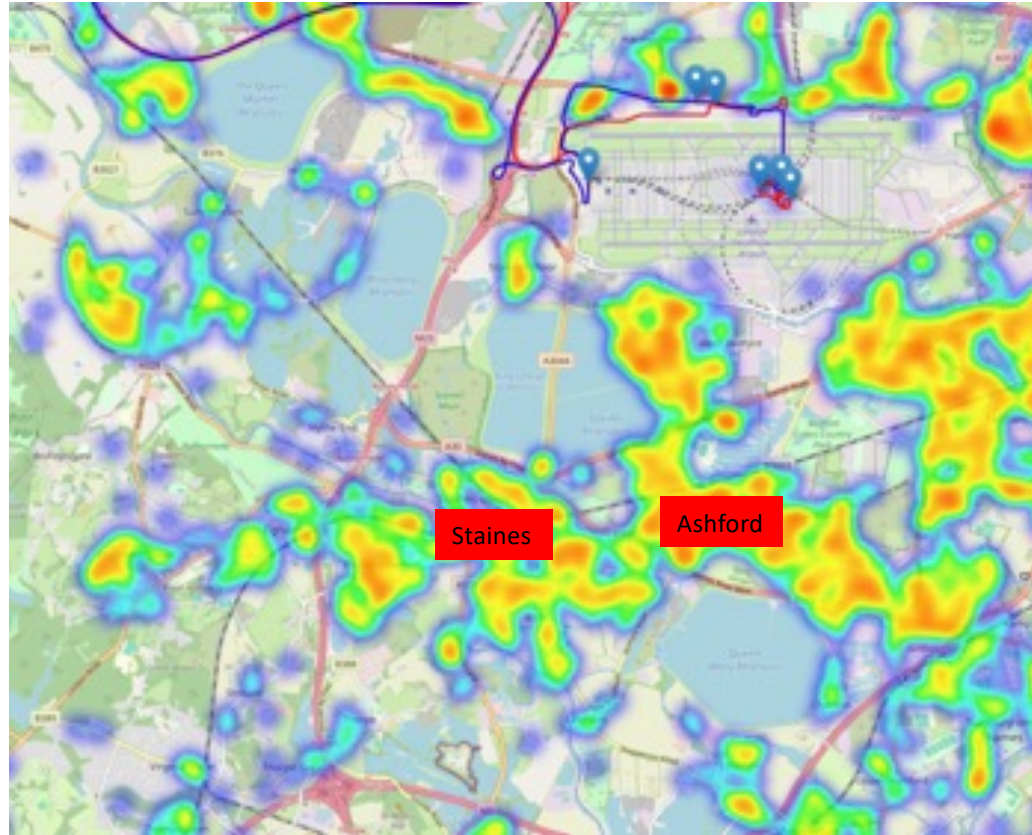
- Economic studies following introduction of the full Elizabeth Line service confirm:
 - Significant regeneration opportunities, both homes and jobs, for areas served by the new line.
 - Transformative network capacity and connectivity improvements.
 - Journey time and crowding benefits to rail users.

“The success of the Elizabeth line has been vital to the creation of world-class public realm, new cultural amenities, sustainable office buildings and the catalyst for investment and growth. The benefits of the line stretch across the capital and beyond, with offices within a 10-minute walk of its stations outperforming local markets. The infrastructure project has also seen almost 200,000 new office jobs created in the submarkets served by its stations”-

The Crossrail Effect, London Property Alliance September 2023

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Issue (c) – Local connectivity with Heathrow

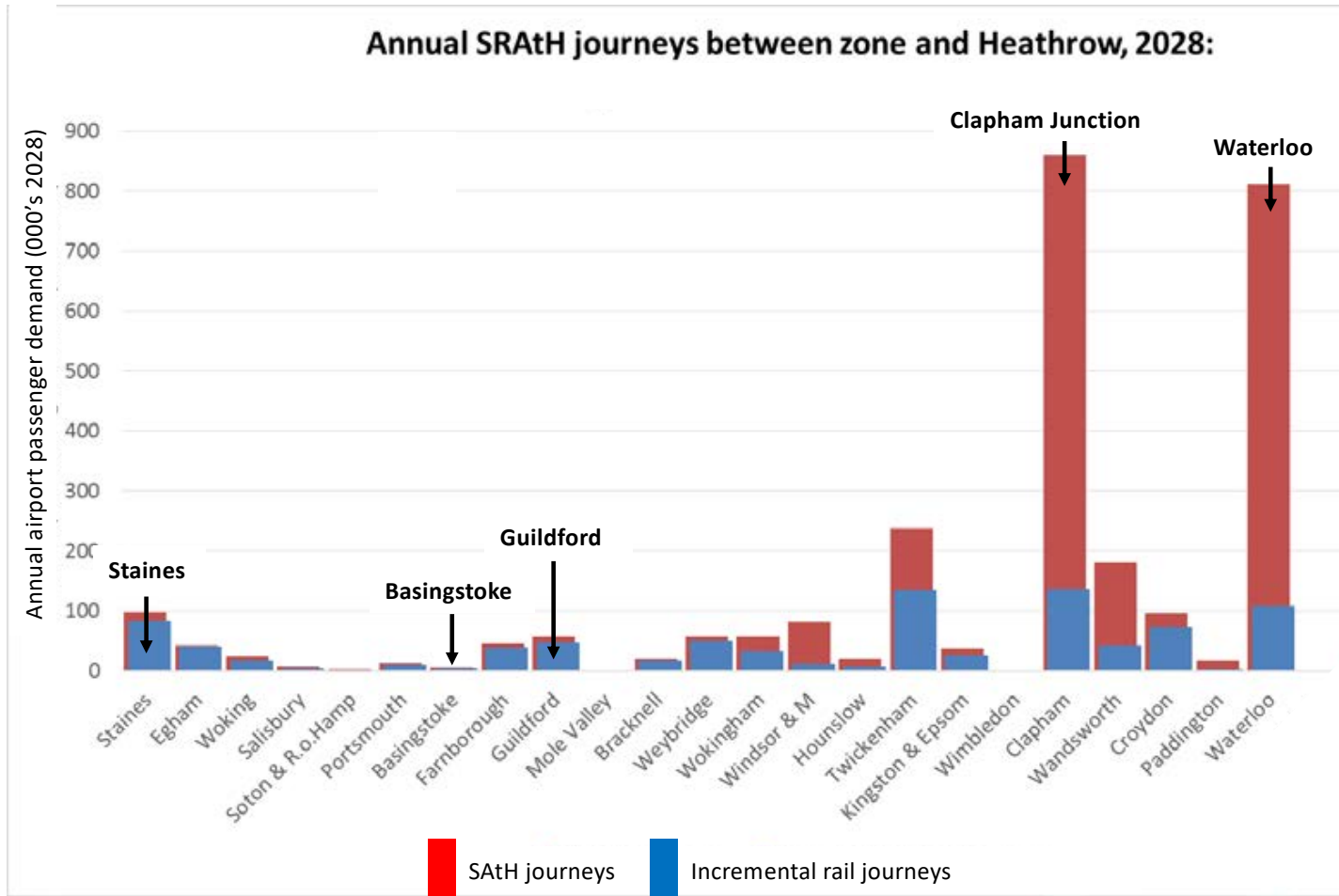


Team Heathrow (all airport employees) home postcode ‘heatmap,’ January 2023

- Staines station enhanced and integrated with pedestrian, cycle and local bus networks.
- Co-ordination with Spelthorne Borough Council, Surrey County Council and Heathrow’s active travel strategy and Bus Service Improvement Plan.
- Local transport strategies to recognise relative contribution of each mode and dispersed nature of Heathrow employees’ home and workplace locations.

- *“Achieve a colleague single occupancy car mode share of 57%*
- *Increase the population within 1.5 hours public transport journey of Heathrow by 25% by 2026”*
- *Reduce surface access carbon emissions by 49% by 2030 –*

 Heathrow Surface Access Strategy, August 2022



- Waterloo to Heathrow services via Staines are critical to the Heathrow Southern Railway business case.

“The Southern Rail Access to Heathrow option with the highest value for money is running London-Heathrow stopping services” - Economic Analysis Report, Southern Rail Access to Heathrow: Hounslow Borough Council Proposal, Network Rail March 2017

“Intermediate stations (such as Richmond and Twickenham) and the interchange opportunities at Clapham Junction provide the majority of the economic benefits” - Southern Rail Access to Heathrow Feasibility Study, Network Rail December 2015

Annual Southern Rail Access to Heathrow journeys 2028 – Economic Analysis Report, Southern Rail Access to Heathrow, London Borough of Hounslow Proposal, Network Rail March 2017

6 Heathrow Southern Railways' wider benefits

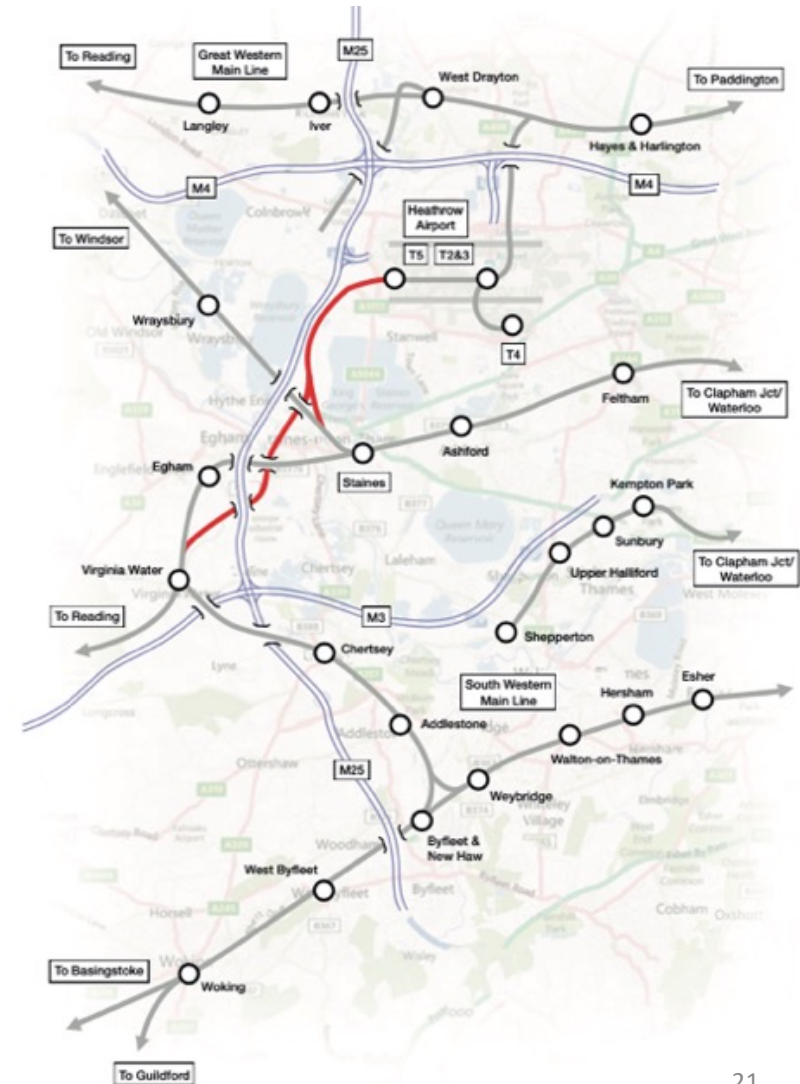
- Meets a clear transport need.
- Delivers significant environmental benefits – carbon reduction, air quality and congestion relief: forecast to remove around 3 million car journeys from the road network each year, around half of which are removed from the M3/M25/M4.
- Has an excellent business case, serving multiple markets and de-risking the investment.
- Meets DfT's and Heathrow Airport Ltd's Strategic Objectives for Southern Access to Heathrow.
- Has widespread stakeholder support.
- Can be privately financed.
- Can be constructed with minimal environmental and property impacts for a project of this size that delivers this level of transformative benefits.
- Supports inward investment.
- Quickly delivered via TWAO or DCO process.



- Enables direct SWR and Elizabeth Line services from Staines to Heathrow, providing seamless and frequent connectivity and placing Staines on the TfL map.
- Frequent services that offer a journey time of 6 minutes to T5 and 10 minutes to T2/3.
- Significantly increases Heathrow's public transport mode share, reducing carbon emissions, easing congestion on the road network and helping deliver cleaner air for Spelthorne.
- For airport passengers, Heathrow Southern Railway seamlessly connects Staines and Ashford with the UK's only hub airport and largest single site employer.
- For airport workers, public transport integration reduces dependency on private vehicles and avoids ULEZ.
- For non-airport passengers, Elizabeth Line services connect Staines directly to Old Oak Common (for HS2), Central London and Canary Wharf. This provides a range of new interchange opportunities, giving the majority of passengers faster journeys to end destinations compared to travelling via Waterloo.
- Staines and Spelthorne Borough benefit from the best connections to Heathrow of anywhere outside London – transforming perceptions of accessibility for UK business and inward investors.
- **Heathrow Southern Railway will put Staines upon Thames on the map as a centre for business growth and investment, releasing huge untapped potential and bringing significant economic development opportunities, including for Spelthorne Borough Council's own land and property interests.**

8 Heathrow Southern Railway – Proposed next steps

- We welcome your questions and ideas.
- We will be happy to provide more detailed information on any issues arising from our presentation.
- We hope to now commence detailed discussions with the Council's Officers.
- We would also welcome an opportunity to meet again.
- We are committed to carrying out detailed public consultation as our plans develop.
- Thank you for your interest in Heathrow Southern Railway.





Thank you

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