

Western Rail Link to Heathrow

Progress Report

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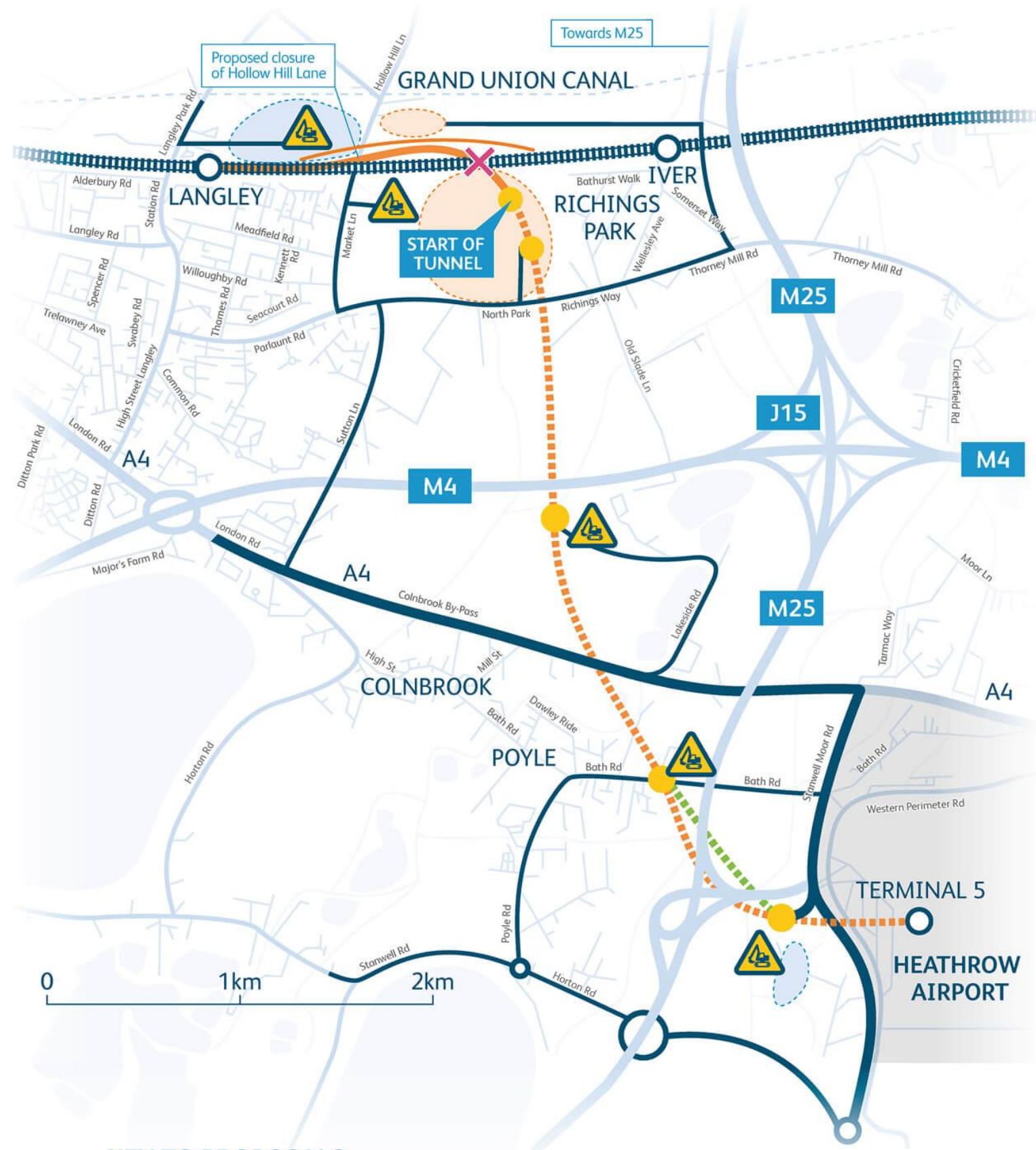
Chair, WRLtH Working Group



- What and where is WRLtH?
- What does it deliver?
- Present position and future steps
- Funding and Finance
- Implications of Heathrow expansion
- How can you help?
- Contacts

Western Rail Link
to Heathrow





KEY TO PROPOSALS

- | | |
|--|--|
|  RAIL EXTENSION |  MAIN COMPOUNDS |
|  TUNNEL |  SMALLER SITE COMPOUNDS (Indicative only) |
|  NEW LINES ON EMBANKMENT |  FLOOD STORAGE AREA |
|  POTENTIAL CHANGE TO PATH OF TUNNEL |  NEW RAILWAY INTERSECTION BRIDGE |
|  ACCESS ROUTES TO COMPOUNDS |  EXISTING HEATHROW BOUNDARY |
|  ACCESS BUILDING |  EXISTING STATION |

- 6.5km rail link connecting the Great Western Main Line with Heathrow's terminal 5, largely via a tunnel
- Shuttle service every 15 minutes each way
- Direct access to Reading, Maidenhead and Slough
- Reduced journey time of at least 30 minutes for all services with direct access to Reading
- No travel via London

What is WRLtH?

- Delivers improved access to Heathrow for 20% UK population across Wales and English regions
- Addresses deficiency in access to UK's only international hub airport (compared to other European and global hubs)
- A standalone scheme, based on a two-runway airport
- With a strong economic, environmental and commercial case
- With broad support from business, government and public

WRLtH delivers

- Economic growth, inward investment, regeneration, and new jobs across Wales multiple regions
- Mitigation of the airport's environmental impact, contributing to the UK's climate change targets
- Increased inbound tourism opportunities
- Increased opportunity for international research partnerships and student access
- Greater resilience and reliability of the rail network

Key figures

- Improved access for 14 million (20% UK population)
- £800 million added GVA* 2010 figures
- £1.5 billion in efficiency savings*
- 42,000 new jobs*
- Reduced CO₂ emissions equivalent to 30 million fewer road miles per year
- Estimated cost £1.5bn

Status

- 2019 - Government approval, subject only to funding agreement and planning approval
- Close to concluding funding agreement in January 2020
- Delay to 3R approval
- Impact of Covid on Government and Heathrow finances
- Controlled pause by DfT and NR in 2021

- TVCC committed to find a funding and finance solution
- Passengers at Heathrow have reached pre-Covid peak

Optimism for a business solution

- Possible private finance model developed by specialists
 - attractive to private investors
 - reducing the need for government subsidy
 - considering the commercial and other benefits of a Design, Build, Operate, Maintain approach, and
 - controlling construction costs

Optimism for a business solution

- TVCC currently running a new financial case based on:
 - current passenger demand and behaviour
 - rail network changes
- Will test our private finance model
- Investors waiting in the wings
- Take our case back to Government
- In use by early 2030s

Implications of Heathrow expansion - risks

NB – upgrade existing infrastructure and 3R proposals

WRLtH:

- Becomes embroiled in debate about expansion and 3R
- Becomes tied into funding and financing package for 3R
- Delayed until after 3R approved
- Delayed until after 3R built
- Never happens

Implications of Heathrow expansion - opportunities

- WRLtH:
 - Business case and our refresh always based on 2R:
 - First proposed 2009 – before 3R was an option
 - To mitigate impact and release benefits of present 2R airport
 - Designed to avoid 3R
- Reason to delay if financial case is proven?

Implications of Heathrow expansion - opportunities

- Building WRLtH without expansion:
 - Maximise independent private finance
 - Build asap – likely to be open in time to mitigate upgrade and before 3R on site
 - Realise economic and environmental benefits - needed now
- Building WRLtH if expansion moves forward:
 - Demonstrate Gov't and HAL commitment to mitigation
 - Take traffic off M4, M3 and M25 before any works on 3R
 - Funding from HAL and Gov't

You can help

- Lobby your MPs to call for WRLtH in the House of Commons and join WRLtH APPG
- Lobby Ministers and Shadows in Transport, Treasury, Business and Trade, Wales, and in Education, Energy Security and Net Zero, DEFRA, DHCLG, Science Innovation and Technology, Culture Media and Sport
- Secure support from Welsh Assembly, your local authority and regional transport bodies in their strategic priorities and plans
- Provide a short statement, endorsing the scheme and its benefits, for TVCC dedicated web pages
- Sign up to the TVCC stakeholder list
- Encourage your colleagues to do the same



Heathrow



SEGRO



Summary

A fully developed and costed project, capable of rapid delivery of:

Economic
benefits to
UK plc



Growth



Improved
access for



million
people

Tackling
disadvantage



Connecting
the regions
and Wales



Carbon
reduction



Broad support and no known obstacles to delivery

WRLtH

*'a quick, easy, sustainable way of
getting to one of the biggest airports in
the world'*

Heather Joyce, then Leader of Cardiff City
Council

Contacts

For more information:

<https://www.thamesvalleychamber.co.uk/western-rail-link-to-heathrow>

For a more detailed conversation and to join our stakeholder list:

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