

Western Rail Link to Heathrow

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Western Rail Link to Heathrow (WRLtH)

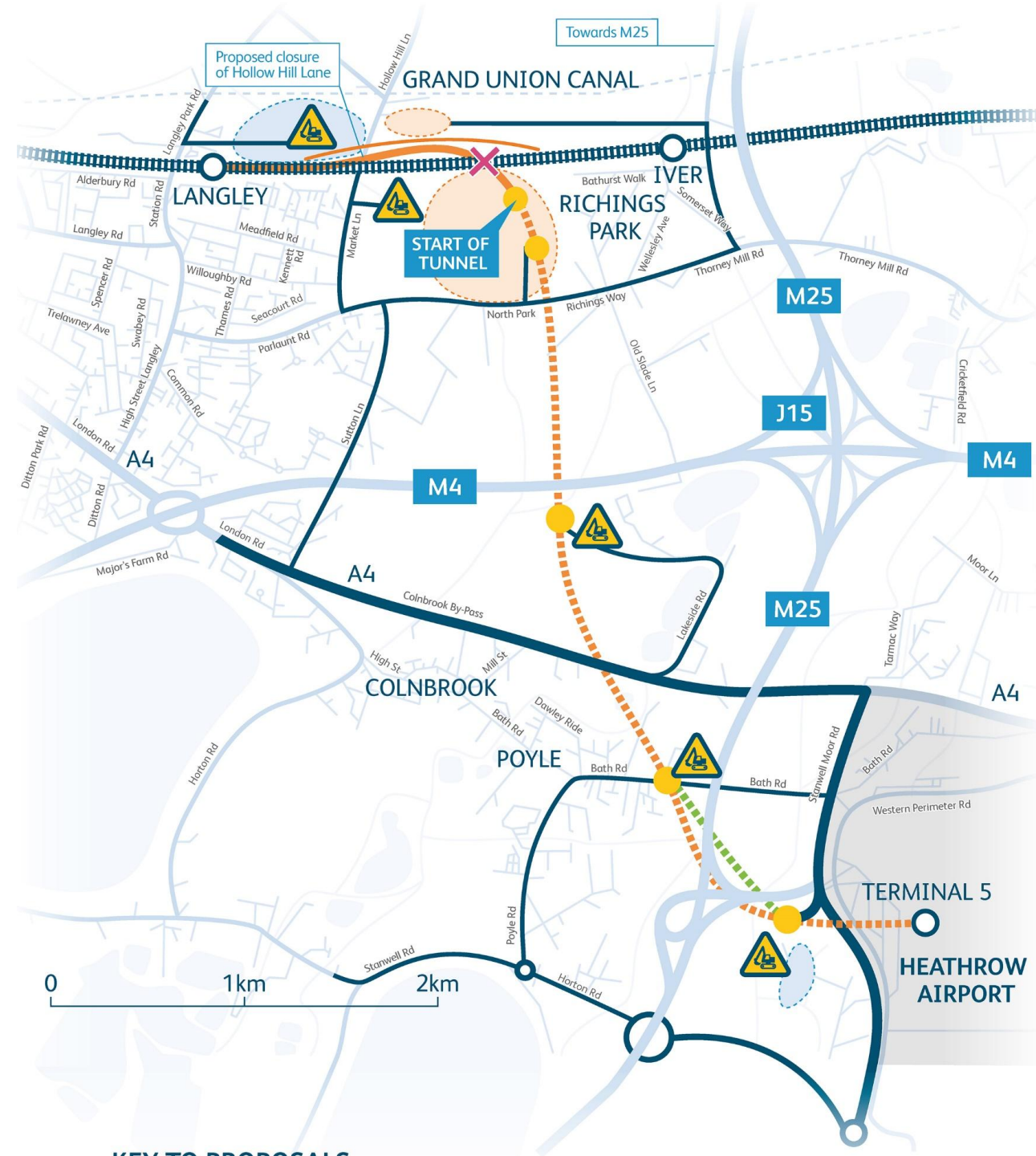
- Need
- Solution
- Outcomes, benefits and measures
- Where are we now
- Timetable
- Next steps: the opportunities and support needed

The need

- Heathrow - the UK's only hub airport and the busiest, handles 80 million passengers each year
- Unlike most European hub airports it has rail access in only one direction
- Rail journeys from the west, south and midlands require a journey in and out of London
- Roads around Heathrow are reaching critical congestion
- Environmental impacts are severe
- Poor and deteriorating access to Heathrow frustrates business growth, investment and retention
- Congestion at Paddington is growing
- BREXIT

WRLtH

- 6.5km rail link from Heathrow T5 to the mainline
- 5km tunnel
- Trains direct to Reading, Slough and intermediate stations
- 4 trains per hour each way
- Strong business case based on a two runway airport
- Possible through routes?



The outcome

- Faster, more frequent, more reliable train services to Heathrow for nearly 14 million people in the Thames Valley, South Wales, South West, South Coast and West Midlands
- Journey time reductions:
 - 30 minute gain for all passengers connecting at Reading - e.g. Plymouth, Cardiff, Bristol, Hereford, Guildford
 - Brings Oxford and Swindon within the “golden hour”
- Direct services:
 - Reading - 26 minutes
 - Slough – 6/7 minutes
- Reduced congestion on roads including the M4, M3 and M25
- Reduced passenger congestion at Paddington

Benefits

- Increased attractiveness to business investment and growth in all locations benefiting
- Improved ease of access to support trade and international links
- Improved freight access to Heathrow
- Increased attractiveness of tourism areas to overseas visitors
- Increased attractiveness of our Universities for international research partnerships and to overseas students
- Opportunities for development around stations
- Removes road passengers from major roads, so reducing congestion and pollution and contributing to the UK's climate change targets



Measures

- £800 million increase in economic activity
- £1.5 billion in business efficiency savings
- 42,000 new jobs
- Lower CO₂ emissions equivalent to about 30 million road miles per year

* Benefits based on a two runway airport, 2011

Thames Valley Chamber role

- Working Group to secure delivery – activity funded by members
- Contribution to Market Soundings
- Promotion and reinforcement of the case
- Creation of extensive network and statements of support
- Direct access to Secretary of State and senior officials
- Lobbying for approval
- Commissioning a refresh of the economic case
- Submission in support of the DCO application

Support for the scheme

- Consultation outcome:
 - 72% of people agreed or strongly agreed with Network Rail's plan
 - Disagreement focused on construction disruption and loss of a local road
- Support across whole benefiting area:
 - Regional Assembly (Wales)
 - Chambers of Commerce (TV; SE; SW; Midlands & Wales)
 - Local Enterprise Partnerships
 - Local/Unitary/County authorities
 - Peninsula Rail
 - Business
 - Universities
 - Tourism associations

Where are we now?

- Outline business case considered by DfT – 10 June
 - Endorsement of strength of economic and commercial case
 - Impact of TVCC's work to make the case acknowledged
 - Some project details to be refined
 - **Funding and finance** yet to be resolved
- *Launch of Heathrow expansion consultation – 18 June*
- Bidders Day 23 July

Timetable

- Autumn 2019 – Reports back to DfT and Treasury
- 2019 – DCO application, subject to funding approval
- 2019/2020 – Procurement launch
- *2020 – Heathrow expansion DCO application*
- 2021 – DCO determination
- 2021/22 – Construction to start, subject to final approval
- 2027 – Completion
- 2027 – in service

Current concerns

- Further delay
 - increases costs
 - defers benefits
- Current capacity in government
- Competition for public funds
- Possible confusion with Heathrow expansion
- Negotiation with Heathrow

Key messages

- Good RoI and higher economic outcomes per £ than other infrastructure schemes
- Case based on a two-runway airport
- Delivers climate change and environmental mitigation targets
- Nearly 14 million people and many thousands of businesses benefit
- Benefits weaker regions and the UK's second most productive region
- Widespread support and only modest opposition
- Still requires financial approval

What next? Prepare for the opportunity

- 23 July – Bidders day
- Formal procurement launch – late 2019/early 2020
- Exciting and challenging project – multiple skills required
 - Significant tunnelling
 - Mainline junction – complex integration and high risk of disruption
 - Public impact of construction
- Track record and strong relationship with Network Rail required
- Consortia forming



What next? Prepare for the opportunity

- Promote the opportunity to potential investors, international trading partners, global HQs
- Consider global business and trade opportunities accessible via Heathrow
- Consider tourism opportunities
- Consider the need for station and access improvements
- Consider regeneration and investment opportunities around stations

What next? Support the scheme

- Provide support at critical decision points in 2019
- Provide a statement of support
- Talk to local MPs, ministers, civil servants, key partners
- Discuss support in Council meetings
- Watch the Network Rail and Thames Valley Chamber of Commerce websites

Contacts and information

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Thames Valley Chamber of Commerce

www.thamesvalleychamber.co.uk

Network Rail

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WRLtH

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

Thank you

