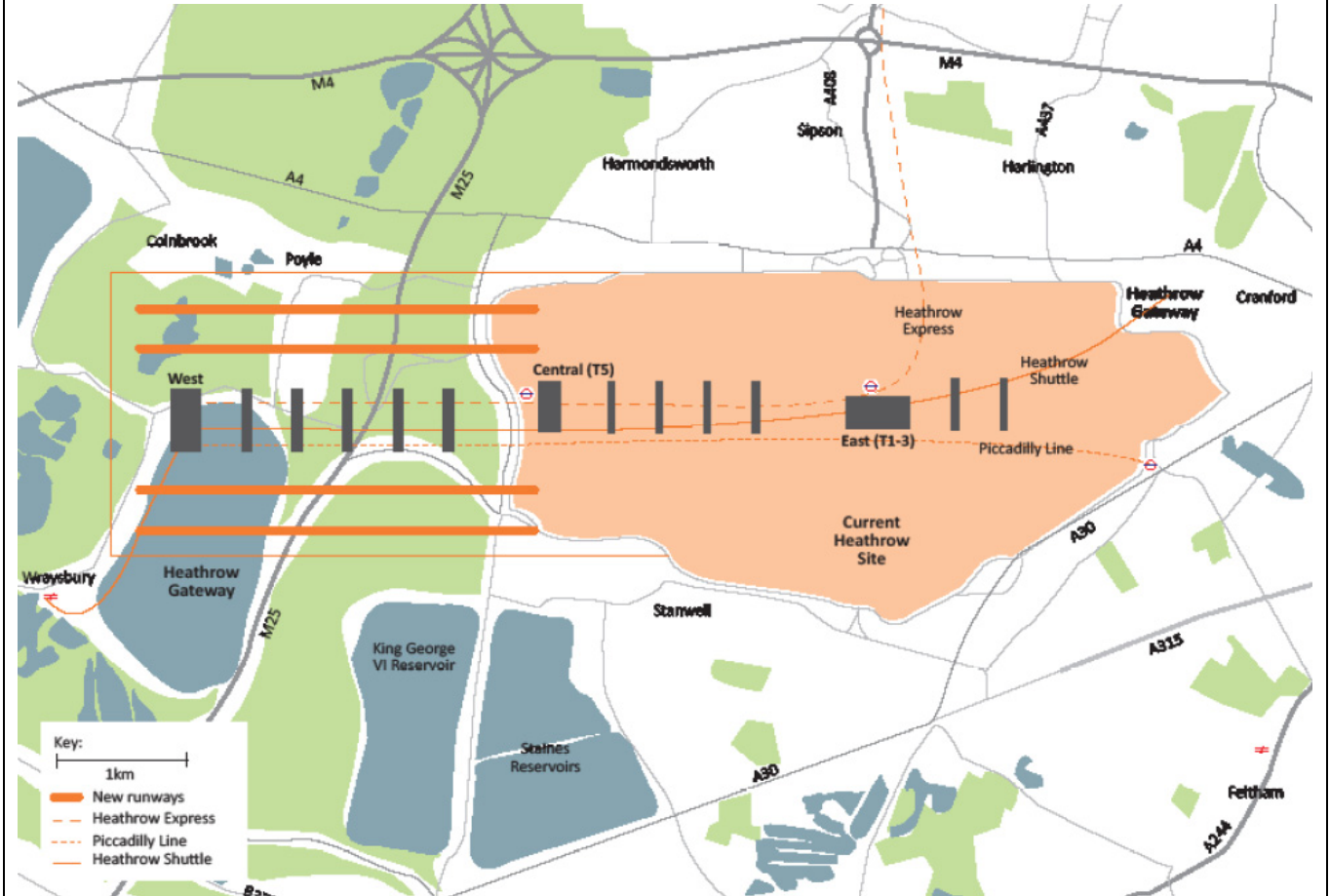


PROPOSAL TITLE:	Bigger and Quieter: Heathrow	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Policy Exchange and CentreForum	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

Following a review of various aspects of the southeast airport policy debate, including economic, environmental and technical aspects, the proposer’s preferred solution is to develop hub capacity at Heathrow. Heathrow development comprises the displacement westwards and marginal widening of separation of the current runways, and expansion to four by the addition of two close-spaced parallel runways one to the north and one to the south. The existing central terminal area would be retained (except Terminal 4), and extended westwards between the displaced runways.

The two pairs of close spaced runways would be around 380m apart, while the distance between the sets of runways would be 1,035m.



INITIAL ASSESSMENT COMMENT

The submission is only in part the presentation of a developed proposal for a detailed capacity solution. At its time of writing (October 2012), the report was presented as a contribution to the policy debate around the time of the establishment of the Airports Commission. At that time, this runway configuration for the proposed expansion of Heathrow was novel, but has helped inform the subsequent submissions from the owners of Heathrow airport.

<b>PROPOSAL TITLE:</b>	<b>Bigger and Quieter: Heathrow</b>	<b>Short Term</b>	<input type="checkbox"/>
<b>SUBMITTED BY:</b>	<b>Policy Exchange and CentreForum</b>	<b>Medium/Long Term</b>	<input checked="" type="checkbox"/>

## OVERVIEW

<b>Proposal</b>	Development of Heathrow through the displacement westwards and marginal widening of separation of the current runways and expansion to four by close-spaced parallel runways to the north and south. The existing central terminal area would be retained (except Terminal 4), and extended westwards between the displaced runways.		
<b>Approach</b>	Implicit that this would be delivered by the airport owner through established regulatory capital investment programmes.	<b>Stated Capital Cost</b>	<b><u>£10 bn</u></b>
<b>Potential Benefits</b>	<ul style="list-style-type: none"> <li>Phased expansion building upon existing airport and transport infrastructure.</li> <li>Increased economic activity due to additional capacity of new hub airport, allowing for significantly increased international and domestic connectivity.</li> <li>Would increase surface access options by allowing passengers to access the airport by HS2, Great Western Services from the South West and Wales and also by motor vehicle directly from the M25. These measures would improve connectivity to regional economies and reduce journey times.</li> <li>Possible reduction in night flight nuisance.</li> <li>Lower construction carbon footprint compared to new hub locations with use of existing infrastructure.</li> <li>Potential for increased resilience over current Heathrow operations.</li> </ul>	<b>Additional Capacity (mppa)</b>	<b>50</b>
<b>Key Issues &amp; Risks</b>		<b>Additional Capacity (ATM)</b>	<b>300,000</b>
<b>Strategic Fit</b>	<ul style="list-style-type: none"> <li>The scheme adds to capacity whilst seeking to minimise the environmental impact of flying whilst making maximum use of existing infrastructure.</li> </ul>		
<b>Economy</b>	<ul style="list-style-type: none"> <li>Services could transfer from Gatwick because of enhanced opportunities to increase their viability and take advantage of hub connectivity.</li> <li>Proposed reduced arrivals before 06:15 may negatively affect connectivity and competition on some key long haul routes.</li> </ul>		
<b>Surface Transport</b>	<ul style="list-style-type: none"> <li>Uncertain whether the local road network would cope with the projected increase in demand.</li> </ul>		
<b>Environment</b>	<ul style="list-style-type: none"> <li>Risks to air quality continuing in medium term.</li> <li>Additional impacts from M25 diversion likely.</li> <li>Flood risk area affected and compensatory storage required</li> <li>Although affecting the reservoirs southwest of the airport, which given their environmental designation, would require appropriate assessment and demonstration of no alternative and overriding public interest plus compensatory habitat creation, this is considered more deliverable than for other schemes affecting similar, more unique habitats in the Thames Estuary.</li> </ul>		
<b>Cost</b>	<ul style="list-style-type: none"> <li>No detailed cost information provided. £10 bn estimate appears low. Public financial support maybe required for surface transport, which may cost in the order of £5 bn.</li> </ul>		
<b>Delivery</b>	<ul style="list-style-type: none"> <li>Construction affecting existing runways likely to significantly disrupt current operations.</li> <li>Major reconfiguration of the M25 required; major works affecting the reservoirs west of Heathrow.</li> <li>Unclear whether government/regulatory support is required to attract inward investment/viability.</li> <li>Government support requirement raises issue regarding affordability and value for money.</li> </ul>		