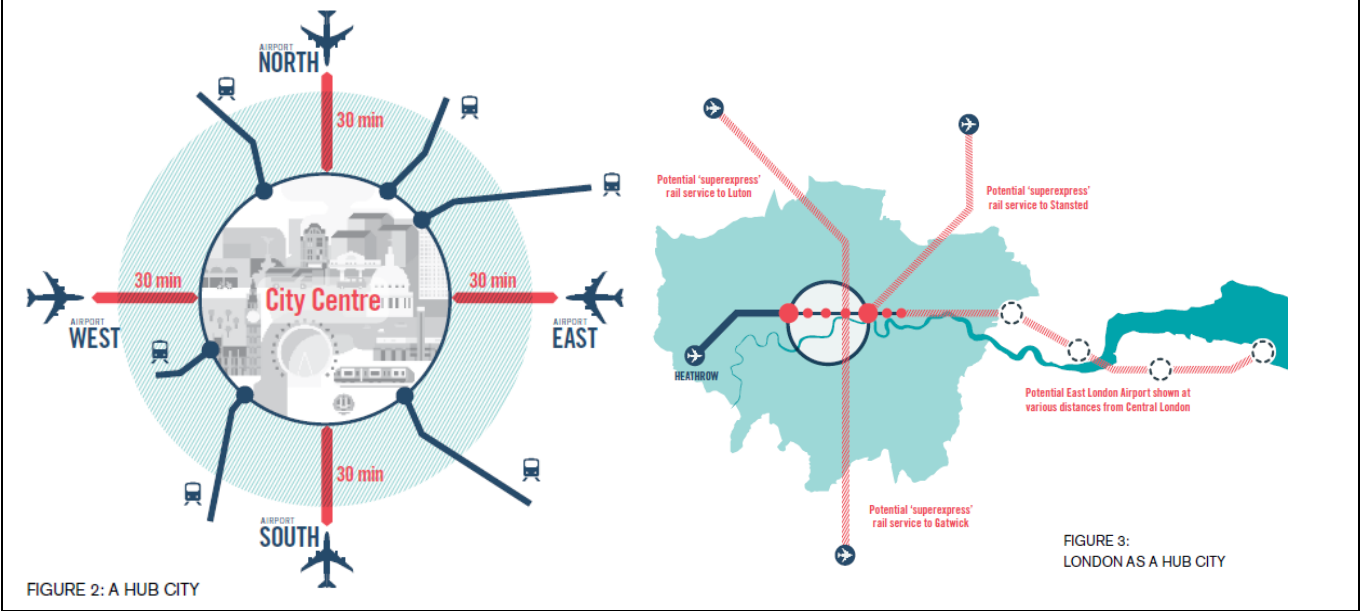


PROPOSAL TITLE:	London Hub City	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Grimshaw Architects	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

The proposal seeks to redefine the concept of a hub airport and proposes that London should become a ‘Hub city’, with excellent connections to its major airports, encouraging transfer passengers into central London to break up their journey and contribute to the economy.

The concept would enable both ‘minimum’ connections, in which passengers can transfer efficiently most probably within the same airport, and ‘meaningful’ connections, in which passengers can extend their stay and potentially fly from a different airport to their arrival airport.



INITIAL ASSESSMENT COMMENT

The proposal challenges the preconception that a hub airport for London is desirable or necessary. The submission is more a vision for London itself as a hub, reducing the need for any one particular airport to be a hub, and promoting the city as a world experience.

Significant investment in surface transport would be required to achieve the journey times necessary to deliver the hub city concept. This surface transport would appear to have wider benefit and enable better use to be made of existing capacity, but it is uncertain that hubbing passengers would seek to interrupt their journey in the numbers required to justify the investment required to deliver the scheme, or that airlines or airline alliances would seek to distribute their operations across the airports to make use of the available capacity.

PROPOSAL TITLE:	London Hub City	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Grimshaw Architects	Medium/Long Term	<input checked="" type="checkbox"/>

OVERVIEW

Proposal	<u>A vision of London itself as a hub, reducing the need for any one particular airport to be a hub</u>		
Approach	It is assumed that the proposal is for government to lead the development of the required infrastructure.	Assumed Capital Cost	£100 bn+
Potential Benefits	<ul style="list-style-type: none"> Facilitates better use to be made of existing capacity. Potential to capture additional economic activity should transfer passengers seek to extend their stay in London. Some pooling of capacity between London airports 	Capacity (mppa)	0
		Capacity (ATM)	0
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> Although the surface transport proposals could enable better use of existing capacity, the proposal does not add capacity to the existing airport system and therefore does not appear to be aligned with Commission's terms of reference. 		
Economy	<ul style="list-style-type: none"> Does not add capacity into the London system, so whilst it could help make maximum use of available capacity it does not clearly increase connectivity. Additional passenger and baggage processing cost to airlines, plus additional immigration and custom requirements likely to be passed through into ticket prices potentially reducing the attractiveness to passengers. 		
Surface Transport	<ul style="list-style-type: none"> Uncertain whether the proposed scheme could achieve the travel times claimed. 		
Environment	<ul style="list-style-type: none"> Large construction carbon footprint. 		
Cost	<ul style="list-style-type: none"> No cost estimate provided, but including the orbital route, plus indicated including interchanges at each airport, the cost is likely to exceed £100 bn. 		
Operations	<ul style="list-style-type: none"> Uncertain that the claimed operational benefits are demanded by airlines. 		
Delivery	<ul style="list-style-type: none"> Range of support measures likely to be needed for private financing, including government support / commitment and supportive regulatory framework and planning environment and wider package of measures to reduce the cost of finance. High and significant construction risk. 		