

## SHORT ( & MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

<b>MEASURE SET</b>	<b>Surface Operations</b>	
<b>MEASURE TITLE</b>	Improvements to surface transport operations for access to Heathrow	
<b>MEASURE SUMMARY</b>	This measure concerns improving surface transport operations for access at Heathrow through the introduction of a shuttle helicopter service between Heathrow and Gatwick.	
<b>MEASURE INVOLVES</b>	<div> <input type="checkbox"/> Behavioural Change         <input checked="" type="checkbox"/> Infrastructure Change       </div> <div> <input checked="" type="checkbox"/> Operational Change         <input type="checkbox"/> Regulatory Change       </div> <div> <input checked="" type="checkbox"/> Technical Change         <input type="checkbox"/> Policy Change       </div>	
<b>WHAT DOES THIS ADDRESS?</b>		
<p>There are time constraints on transfers between LHR and LGW, currently provided by the M25, or rail services in and out of London.</p>		
<b>WHAT WOULD BE DONE?</b>		
<p>Two options are discussed: A shuttle helicopter service would be subsidised to transfer passengers between LHR and LGW (as occurred between 1978 and 1986); development of a fast direct rail link between Heathrow and Gatwick.</p>		
<b>WHAT IS THE IMPACT?</b>		
<p>The impacts would be expected to be:</p> <ul style="list-style-type: none"> <li>• Time savings for transfer passengers between LHR and LGW.</li> <li>• Better utilisation of airport capacity</li> <li>• Increase noise and emissions from helicopter flights</li> <li>• Estimated ten year cost of £150m for helicopter service</li> </ul>		

MEASURE SET:	Surface Operations	Short Term	<input type="checkbox"/>
MEASURE TITLE:	Improvements to surface transport operations for access to Heathrow	Medium Term	<input checked="" type="checkbox"/>

## PROPOSAL SUMMARY

Proposed by:	Airways Consultancy (031); London First (047); South East LEP (064);		
Proposal: SOps-LHR-1 SOps-LHR-2	<p>This measure covers improving surface transport operations for access at Heathrow and linking to Gatwick through:</p> <ul style="list-style-type: none"> <li>• Introduction of a shuttle helicopter service between Heathrow and Gatwick.</li> <li>• Development of a fast rail link between LGW and LHR</li> </ul> <p>Although helicopter links could be introduced in a relatively short timescale, new rail infrastructure is not a short term option, and unlikely to be medium term</p>		
Approach	<p>The approach is:</p> <ul style="list-style-type: none"> <li>• Reintroduction of a helicopter shuttle service is seen as being able to utilise slots at Gatwick for connecting to/from Heathrow.</li> <li>• Construction and operation of a fast rail link between Heathrow and Gatwick</li> </ul>	<p>Stated Capital Cost: £10m+ to ?</p> <hr/> <p>Capacity (mppa): Not stated</p> <hr/> <p>Capacity (atm): 700 per week to ?</p>	
Benefits	<p>The main benefits available are time savings for transfer passengers between LHR and LGW. Better utilisation of airport capacity by using Gatwick and Heathrow as virtual hub</p>		
Issues & Risks	<p>The main issues and risks are:</p> <p>Operational limitations imposed by helicopter operation in the vicinity of busy airspace.</p> <p>Need for transfer passengers to remain “airside” throughout trips.</p> <p>Need for transfers to/from LHR to involve ground access to three separate terminal areas</p> <p>Development of a high speed rail link is costly, difficult and not a short term option, even if CrossRail and HS2 were not already underway or programmed.</p>		
Mitigations	<p>Helicopter routes designed over less populated areas. However this would affect the tranquillity of the landscape in these areas.</p> <p>No mitigations discussed for rail line development</p>		
Dependencies	<p>The key dependencies are:</p> <ul style="list-style-type: none"> <li>• Ability to redesign airspace near LHR and LGW to safely accommodate required frequency of services.</li> <li>• Ability to adequately develop ground facilities at LHR and LGW to support rapid transfer from all terminals to helicopter facilities.</li> <li>• Commercial interest by airports.</li> <li>• Commercial interest by hubbing airlines.</li> <li>• Commercial interest by rail industry</li> <li>• Planning permission</li> <li>• Other projects absorbing skills and capital required</li> </ul>		

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<b>MEASURE TITLE:</b>	<b>Improvements to surface transport operations for access to Heathrow</b>	<b>Medium Term</b>	<input checked="" type="checkbox"/>

## ASSESSMENT SUMMARY

<b>Strategic Fit</b>	Does not conflict with any long term options, but use of slots for helicopter journeys does not make best use of airspace and ATC resource in the context of the APF priorities, and new rail link is not aligned with any existing CP or RUS.
<b>Economy</b>	Unclear as to whether benefits exceed costs. No significant benefit gained in the short term.
<b>Surface Transport</b>	Limited impact on current journeys. Construction of a rail link is not a short term option.
<b>Environment</b>	Helicopter link would be expected to increase noise and emissions in vicinity of LHR and LGW. Rail link option would have significant environmental effects during construction.
<b>People</b>	Additional noise nuisance, and no local connectivity benefits. Possible safety risk impact related to presence of helicopter operations over residential areas.
<b>Cost</b>	No costs indicated for Rail link. For helicopter link capex is indicated as £10m for 5 helicopters, plus an estimated £15m p.a. operational subsidy (source: Airways Consultancy). £150m for ten years. However, there is no certainty to this, and even if viable different cost models would be likely to emerge.
<b>Operational Viability</b>	Effects of frequent helicopter operations in LHR and LGW vicinity likely to either compromise operations at those airports, or severely limit scope to introduce such a planned service because of the safety issues involved. New rail link has no operational viability in short term as does not exist.
<b>Delivery</b>	Helicopter link difficult to introduce in short term, rail link cannot be delivered in short term.