

PROPOSAL TITLE:	Surface Transport: Heathrow-Gatwick Multi-Site Hub	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Quaestus (Poppleton) Ltd.	Medium/Long Term	<input checked="" type="checkbox"/>

OVERVIEW

Proposal	To establish ‘compass point’ rail links from Heathrow to the national intercity network, and to connect a proposed High Speed North line into the compass point; to facilitate a virtual hub by connecting Gatwick with Heathrow and beyond.		
Approach	Collaborative working between competing airports will be required. Assumed to be a Government led initiative to restructure the London system as proposed.		Assumed Capital Cost £100 bn+
Potential Benefits	<ul style="list-style-type: none">Phased expansion building upon existing airport and surface access infrastructure.Retains jobs and economy at Heathrow.Improves public transport access to Heathrow from directions currently underserved.		Additional Capacity (mppa) 35
	<ul style="list-style-type: none">Facilitates a shift towards public transport access and lower carbon emissions.Lower construction carbon footprint compared to new hub locations with use of existing infrastructure.		Additional Capacity (ATM) 240,000
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none">The scheme’s only direct contribution to airport capacity is a 2nd runway at Gatwick though allowing for possible further connectivity as a large hub.May enable split-hub operations, but commercial and operational viability of such a configuration may be questionable.Provides incremental airport capacity which, although somewhat dependent upon other developments in the system, could foster competition between airports.		
Economy	<ul style="list-style-type: none">Inter-airport connection, however swift, may be seen as inconvenient by passengers leading to leakage from London to competing European hubs.		
Surface Transport	<ul style="list-style-type: none">Claimed journey times and capacities may be sufficient to facilitate a virtual hub.Road upgrades to serve Gatwick would also be required.		
Environment	<ul style="list-style-type: none">Impacts to a significant number of designated cultural heritage features. Large number of residential demolitions required.		
People	<ul style="list-style-type: none">Impacts on health, vulnerable groups and local communities are not specifically addressed other than through employment opportunities.		
Cost	<ul style="list-style-type: none">The development of Gatwick could potentially be high, however the far greater cost relates to the extensive regional/national upgrades to the strategic rail network.		
Operations	<ul style="list-style-type: none">Some inter-airport connections are ‘airside’ while some are ‘landside’, likely to cause operational complexity.Potential freed domestic slots makes a limited contribution to Heathrow’s hub capacity.Additional capacity provided at Gatwick would be difficult to coordinate into the operations of both airports requiring airlines to, probably unwillingly, split operations.		
Delivery	<ul style="list-style-type: none">Would appear to require that both Heathrow and Gatwick are in common ownership in order to fully integrate services.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.Government would be required to make a substantial investment in rail infrastructure.		