

Surface Access Links and Proposals

Heathrow Airport is well connected to the UK transport network. This includes road access via the M25, M4, M40 and M3; rail access via Heathrow Express and Heathrow Connect; and London Underground access via the Piccadilly line.

Huge investment is already planned or underway to improve public transport services, from which Heathrow will benefit:

- From 2018, four Elizabeth line (Crossrail) trains an hour will run between Paddington and Heathrow Airport, replacing the existing two trains per hour that the Heathrow Connect service offers;
- From December 2019, Elizabeth line (Crossrail) trains will run from the airport directly to central London destinations, including Bond Street, Liverpool Street and Canary Wharf;

- HS2 will connect to the airport via an interchange with Elizabeth line services at Old Oak Common, providing an express route to the Midlands and the North from 2026;
- Transport for London plans to increase capacity and upgrade trains on the Piccadilly line;
- Network Rail is developing a rail link from the Great Western Main Line to Heathrow, which will allow passengers to travel directly to the airport from Reading and Slough; and
- A new Southern rail link from Heathrow providing better access to Staines, Woking and London Waterloo is planned.

In addition, there are major road schemes in the current Road Investment Strategy (including upgrading the M4 junctions 3-12 and M25 junctions 10-16 to Smart Motorway) that have already been identified as necessary and will be delivered, subject to the usual planning process, whether or not Heathrow is expanded. Future road and rail capacity to meet background population growth and any changes in travel patterns or demands will be looked at through the Department for Transport's usual road and rail investment processes.



Surface Access Strategy

Our aim is to increase the number of people using public transport to travel to and from the airport.

Travel to and from the expanded airport is important for passengers, airport workers and freight operators. Increasing the number of journeys made by public transport and sustainable modes of transport will also benefit the environment by reducing road congestion and impacts on air quality.

The Government expects Heathrow Airport to put forward a strategy, developed in conjunction with its Airport Transport Forum, that meets the objective of increasing journeys by public transport to and from the airport, and that mitigates community and environmental impacts.

The strategy should outline how Heathrow will:

- Increase the proportion of journeys to the airport made by public transport, walking and cycling;
- Achieve Heathrow's pledge of a public transport mode share for passengers of at least 50% by 2030 and 55% by 2040; and
- Achieve Heathrow's pledge of a 25% reduction in staff car trips by 2030, and a reduction of 50% by 2040.

Heathrow Airport is expected to work closely with key transport stakeholders – including Highways England, Network Rail and transport providers – to develop the Airport Surface Access Strategy. It should demonstrate how targets will be delivered, measured and monitored during both the construction and operational phases of the expanded airport.

Heathrow Airport must also consider the effects of its plans on other transport schemes that are not related to airport expansion.



Surface Access Delivery

Heathrow Airport has publicly pledged to secure an increase in the number of passengers and staff accessing the airport by public transport. It is up to Heathrow Airport to set out how it will achieve this.

We expect Heathrow Airport to make every effort to minimise any disruption from airport works to the transport network.

Details of the costs and delivery plans of the surface access schemes are being developed, but:

- Heathrow Airport has pledged to meet the costs of any surface access proposals that are required for the airport expansion itself. This is expected to include works on the M25, A4, A3044 and local roads;
- Where projects have wider benefits, such as Western Rail Access and Southern Rail Access, the Government will consider funding a proportion of the cost based on the benefits provided to non-airport users, but with appropriate contributions from others who directly benefit; and
- London's population is growing and future congestion on the M4 is a wider issue than just airport capacity. The Government will consider the need for further investment for the M4 in its strategy for future road investment.

We expect many of the surface access schemes to benefit other transport users and not just those who use the airport. The usual Government planning and investment processes for both the road and rail networks will continue – irrespective of airport expansion – with the aim of reducing congestion and improving journeys.

Any necessary work on the road network will be carefully planned to reduce impacts on congestion and will aim to cause as little disruption as possible.

As much construction as possible will take place offline ensuring that any new road sections can be built before existing sections are replaced.

