

Southern Access to Heathrow

Securing the future for the UK's global gateway

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HEATHROW STRATEGIC
PLANNING GROUP



SURREY
COUNTY COUNCIL

ARUP

Southern Access to Heathrow (SATH)

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The case for investment:

Addressing a multi-decade problem and unlocking economic potential

Heathrow is the **country's global gateway** for passengers and freight – providing access to markets across the globe and making the South East an attractive place for international companies to locate.

However, as the airport and the region have developed, the impacts of this growth have not been met by improved connectivity, particularly to the south, resulting in **increased congestion, constrained housing supply and poor air quality**.

These challenges are **impacting productivity** and holding back the **development of a world-class multi-centre region**, with negative economic consequences for the nation as a whole.



The opportunity:

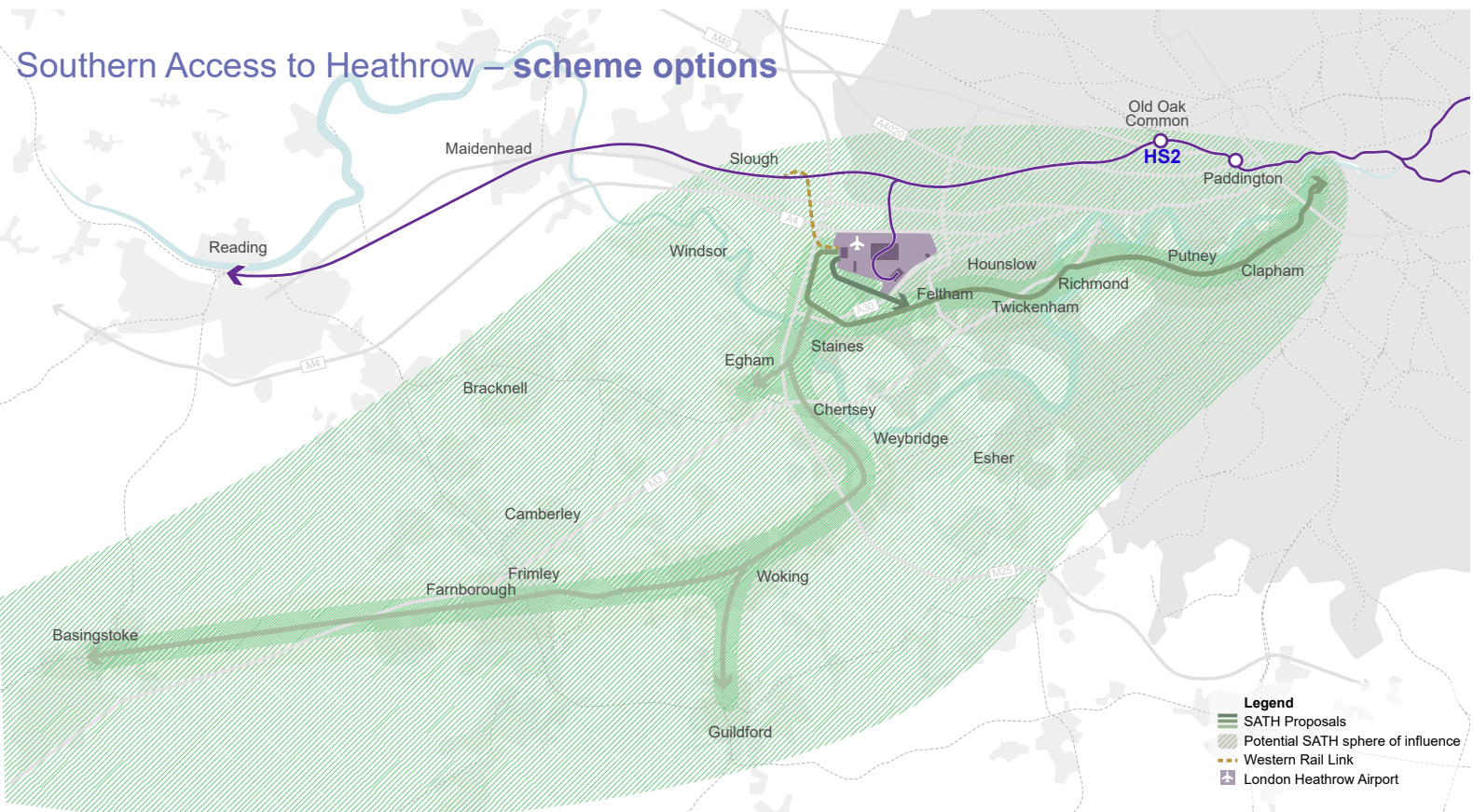
A new model of sustainable growth integrating across housing, transport, and economic development

Delivery of Southern Access to Heathrow (SATH) will **address these challenges** and provide major transport improvements – and not just to the airport.

But there is an opportunity for SATH to deliver on a **much wider and more ambitious agenda**. The scheme could be integrated with a holistic consideration of **regeneration, housing, innovation, and economic development strategies** across a wide arc to the south of the airport.

SATH can be a **platform for sustainable growth** that allows this region to enhance its role as a major contributor to the long-term economic success of the nation – fully capitalising on its unique assets and global relevance.

Southern Access to Heathrow – scheme options



SATH facts & figures



4.5 million

people within close proximity of the SATH corridor



£2.1 billion

annual GVA impact from SATH*



8,200

jobs created by SATH*



£210 million

annual economic benefits, across the UK**



4 million

annual car journeys removed due to SATH



250,000

tonnes of CO2 emissions reduced annually due to SATH



12,000

Heathrow employee journeys improved by SATH (16% of total)



7 million

Heathrow passenger journeys improved by SATH (9% of total)

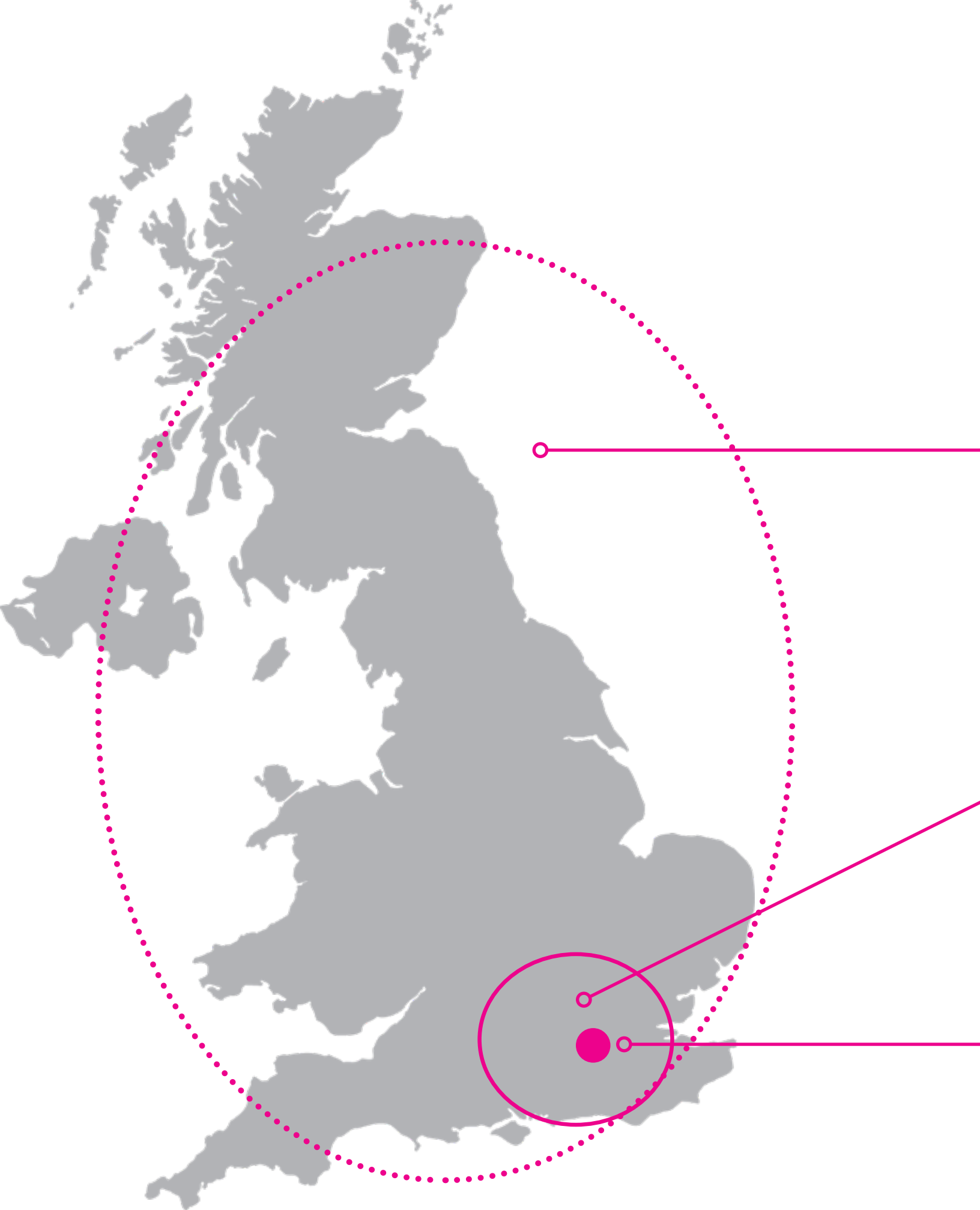


SATH enables a number of strategic outcomes – with benefits that will be felt across the country



* Influencing Strategic Transport in the South East, WSP, March 2016. Figure converted from 2016 prices to 2021. These figures have not been further analysed as part of this report.

** Reading-Waterloo Line and Southwest Rail Access to Heathrow Economic Impact Study, Thames Valley Berkshire Local Enterprise Partnership (LEP), Bracknell Forest Council, Reading Borough Council and Wokingham Borough Council, 2014. Figure converted from 2014 prices to 2021. These figures have not been further analysed as part of this report.



SATH has a compelling economic story – supporting critical outcomes at national, regional and local levels

NATIONAL

- Supports the [Government's vision of a Global Britain](#), fostering inward investment and ensuring the UK economy remains competitive in a new era of trading relationships.
- Aligns with [three pillars of 'Build Back Better Plan for Growth'](#) – infrastructure, innovation, and skills – supporting a sustainable recovery from the pandemic.
- Drives modal shift to public transport, supporting the [transport decarbonisation strategy and Net Zero](#) targets.

REGIONAL

- Contributes to [the levelling up agenda](#) by providing new access to jobs and opportunities for some of the UK's most deprived communities.
- Integrates, amplifies, and fosters the growth of the region's [cluster of technology and science](#) innovation centres.
- Provides a platform for further [economic specialisation and clustering](#), e.g. the London West Innovation District.
- Reinforces and enhances the region's positional advantage as a [prime location for global businesses](#).

LOCAL

- Supports delivery of [sustainable mixed-use development](#) – including badly-needed new homes and commercial space.
- Provides access to employment and skills development opportunities, and [creates new and better jobs](#) located close to where people live.
- [Revitalises](#) town centres and high streets.
- Supports [healthier lifestyles](#) through active travel and better air quality.

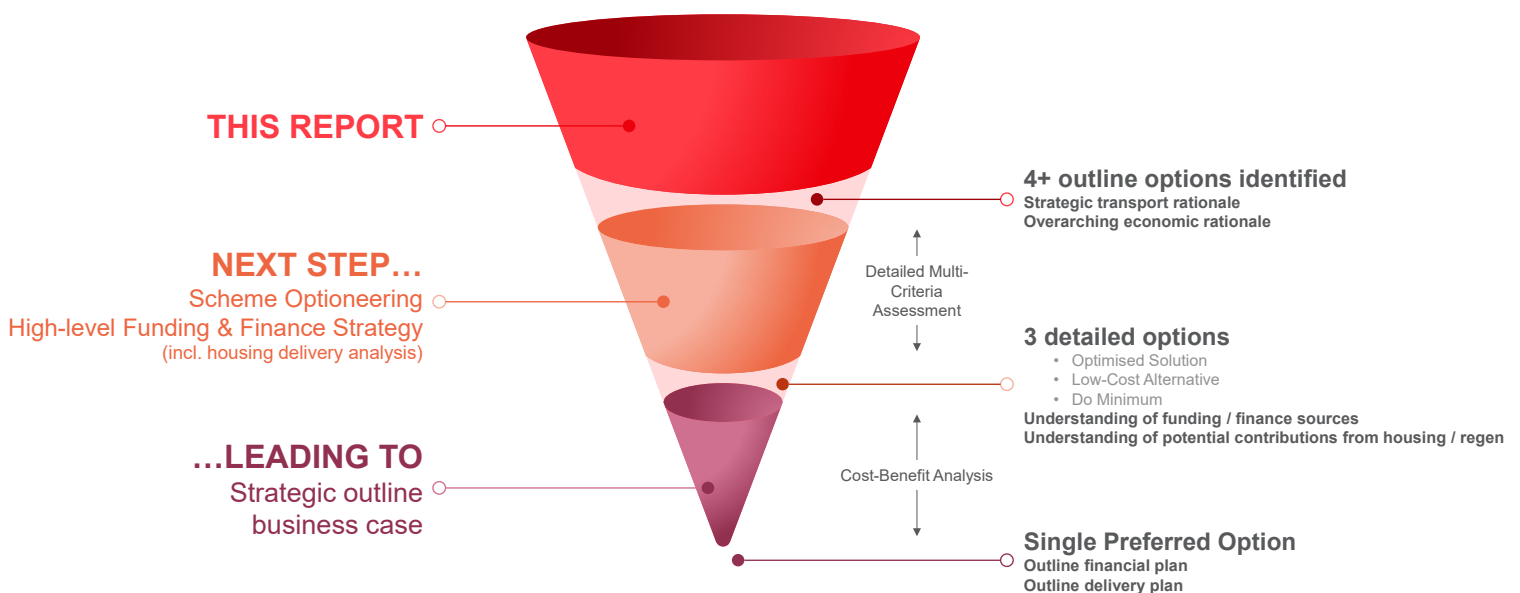
Now is the time for SATH to be delivered

The SATH scheme has demonstrated through numerous studies that it can **deliver against Government priorities**.

However, the **progress of SATH has not kept pace** with other nationally important projects, with minimal demonstrable progress following DfT's 2018 market sounding exercise.

A **new sponsorship and development model** is needed. This must include central government (DfT and other Departments, such as MHCLG), local governments, Heathrow and Great British Railways working in partnership, alongside the private sector.

The immediate requirement is for Government to **set out a clear pathway** for the progression of the scheme, so that HSPG and our partners can play an active role in shaping this new model and ensuring successful delivery.



HSPG engagement has demonstrated that local authorities, businesses, and Heathrow Airport are ready to work with Government to shape and deliver this **transformational project for the UK**.

The time to act is now.



This long recognised ‘missing link’ in the nation’s rail network is essential for our economy and linking our world leading hub airport with the South, South East and South West regions. It will improve air quality, reduce congestion and support sustainable access to jobs and services. And with the right approach it could be so much more than that – delivering much needed new employment space and homes in a sustainable way on the doorstep of the Britain’s premier gateway, benefitting local areas that are also amongst the most deprived in the UK, with high prevalence of child poverty. The social and economic benefits are clear and any delay in progressing it is a false economy – the time for action is now.

Seema Malhotra, MP for Feltham and Heston



Southern Access would be part of the Government’s plan to build back better, build back greener and build back faster. We want to rebuild Britain and fuel the economic recovery across the United Kingdom. This Government have committed to building a Britain with world-class infrastructure and have established Project Speed, ensuring that we are building the right things better and faster than before.

Chris Heaton Harris (MP) Minister of State for the Department for Transport



My belief is that a southern rail link fits exactly with the spirit of the times. It exemplifies the ambition set out by the Prime Minister that, after the pandemic, Britain will not only have a thriving future but one that is cleaner and altogether smarter than what went before.

Angela Richardson, MP for Guildford



The Heathrow Area Transport Forum are committed to working in partnership with Team Heathrow, local authorities and communities, transport operators and other relevant parties to drive sustainable and affordable travel for passengers, colleagues, and freight in order to prevent a car-led recovery.

Val Shawcross CBE, Chair of the Heathrow Area Transport Forum



A southern rail link would improve our local infrastructure and economy, but, crucially, it would also help us meet our environmental targets. Air pollution and noise pollution from the M25 and M3 affect Runnymede and Weybridge badly. We want people to use public transport, but the infrastructure needs to be in place.

Dr Ben Spencer MP, Runnymede and Weybridge



New public transport facilities like Crossrail, HS2 and rail links to the west and south will transform how people travel to Heathrow and ensure we reach our goal of 50 per cent of passengers travelling by sustainable transport by 2030.

John Holland Kaye, CEO of Heathrow Airport Ltd