

Tackling congestion

Easing congestion in west London is essential because, without the ability to move around, commuters cannot get to work and businesses cannot transport their products. It's also vital for the health of people living in the communities closest to the airport.

Aside from carbon emissions, the key pollutant is nitrogen dioxide. This is emitted by aircraft engines and road vehicles. The Government's own monitoring confirms that levels in residential areas close to the airport already exceed the EU limits.

Without radical improvements in public transport connections to the existing airport, air quality problems can only get worse.

About 2M

This pamphlet has been researched, compiled and written for 2M by Colin Elliff BSc CEng MICE. Colin Elliff is a chartered civil engineer with over 25 years' experience, working in the rail industry.

The 2M Group is an all-party alliance of local authorities concerned at the environmental impact of Heathrow expansion on their communities. The boroughs have a combined population of almost 5 million.

The full membership comprises the London Boroughs of Brent, Camden, Ealing, Greenwich, Hammersmith and Fulham, Haringey, Harrow, Hillingdon, Hounslow, Islington, Kensington and Chelsea, Kingston, Lambeth, Lewisham, Merton, Richmond, Sutton, Southwark and Wandsworth, the boroughs of Slough, Windsor and Maidenhead and South Bucks District Council.

For more information visit
www.2MGroup.org.uk

2M
against
Heathrow
expansion

Getting to Heathrow

A TRAIN FOR EVERY PLANE

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A train for every plane

The 2M Group has played a leading role in the Heathrow expansion debate. In July 2008 the group published the High Speed North proposal. This offered a national high speed rail network as an alternative to the Government's policy of uncontrolled growth at Heathrow.

More than a quarter of all flights at Heathrow serve destinations which could potentially be reached within four hours by high speed rail.

With fast city centre to city centre rail links, most short-haul flights would become unnecessary. And with efficient links from the high speed network many people now travelling by plane to Heathrow to pick up long-haul flights could arrive by train.

High Speed North recognises the need for Heathrow to become a truly integrated transport hub and a fitting gateway to the UK. Trains would radiate in all directions and link to main lines and to the new high speed line.

This 'compass point network' would offer through trains rather than terminating branch line services. This improved connectivity would transform local and regional rail services around west London.

Using the existing Heathrow Express infrastructure, it would be possible to run 40 trains an hour on these lines. That's a train for every plane arriving and departing at Heathrow.

Strategic rail access to Heathrow



A better Airtrack

The starting point for this new compass point network would be a complete rethink of the Airtrack scheme.

A more ambitious project would see dual voltage trains continuing through the airport, providing a huge variety of connections including Woking, Bracknell and Staines and Uxbridge, Watford, Wembley and Cricklewood – the proposed interchange with the new high speed rail line from Euston.

South of the airport, services would extend on existing lines to central London. But alternatives must be considered to the current Airtrack routing to Clapham Junction via Richmond which includes a series of congested level crossings.

The expanded network would integrate with existing Heathrow Express services towards central London, and with proposed Crossrail services. It could provide local connections to 150 stations within a 25 mile radius of the airport and take a million cars off the road every year.

Proposed local rail access

