

EXPANSION OF SOUTH EAST AIRPORT CAPACITY

SUMMARY SHEET OF SELECTED CURRENT PROPOSALS (IN VARIOUS STATES OF PREPARATION...AND SERIOUSNESS?)

	Heathrow	Gatwick	Stansted	Luton	Thames Estuary	Other
Foster + Partners, Halcrow and Volterra (Thames Hub 2011)					New 4R hub airport on Isle of Grain as part of a new infrastructure spine running the length of the UK - includes: i) new flood barrier harnessing tidal power ii) high speed orbital passenger and freight rail link iii) utilities and data spine in the barrier, rail link and high-speed networks iv) comprehensive environmental management strategy	
Free Enterprise Group (2011) - supported by 34 MPs	"Virtual hub" with Gatwick and / or build 3 rd or 4 th R.	"Virtual hub" with Heathrow.			Build new hub airport away from population centres.	Expand RAF Northolt.
Gatwick Airport Limited		<i>Beginning detailed work on options for 2nd R (70 mppa), with timing consistent with the 1979 S52 Agreement</i>				

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Gensler (London Britannia Airport)	Becomes "Heathrow Gardens" eco-city, housing 300,000 and with jobs for 200,000.				4R floating airport, tethered to the seabed, with scope to expand to 6R when required. Rail, ferry and jetfoil connections. Use of marine turbines for power generation. Would be manufactured in UK shipyards and floated into position.	
Heathrow Airport Limited (One hub or none)	The Government has 3 options: 1) do nothing and let the UK fall behind its competitors 2) it can add additional capacity at Heathrow 3) it can close Heathrow and replace it with a new hub airport	Dual hub operations were encouraged by Government aviation policy in the 1970s and 80s, but failed due to LHR dominance . Elsewhere, they have resulted in reduced connectivity because they make short haul feeder flights more expensive. They hubs" do not result in acceptable minimum connect times (60 mins at LHR)			How would options that involve replacing Heathrow manage the transition between Heathrow and the new hub.?	

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Kent County Council (Bold Steps for Aviation 2012)	High speed rail link to Gatwick to create "virtual hub" concentrating on long haul international flights.	High speed rail link to Heathrow to create "virtual hub" concentrating on long haul international flights. Requires 2 nd R after 2019 to increase capacity.	Utilise current 35mppa permission, with improved rail connectivity.	Could expand to 21mppa, with improved rail connectivity.	Not favoured due to a large number of reasons, including: Time to build Uncertainty of funding Effect of Heathrow closure on W London Environmental / conservation impact Airspace congestion	Develop Manston as a regional airport (6mppa), with improved rail connectivity, including to Gatwick. Other regional airports to take more short haul flights.
London Luton Airport Limited				<i>Planning application for expansion to 18mppa to be submitted in November 2012.</i>		
Make Architects (2012)	Closed and redeveloped or reduced in size - could possibly operate as dual hub with Stansted.		4R hub (150mppa). Extension of Crossrail from Stratford to give 25min travel time to London. Existing terminal used as rail station? New M11 J8A.			

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Make It Architects - London / Southend Pier International Airport					The World's first pier-based international airport (spoof!)	
Mayor of London (2009 onwards - "Boris Island") London Assembly's Transport Committee to produce a report for the Davies Commission by May 2013 on: 1) the case for London airport capacity changes 2) short / medium / long term options	3 rd R not favoured due to effect on W London, and would not meet London's extra capacity requirement.		<i>Mayor has subsequently said that 2nd R could be an option.</i>		2009 feasibility report by Douglas Oakervee stated that a new airport was needed by 2030 and recommended the setting up of a Thames Estuary Working Group. 2011 studies set out the case for new capacity and the economic benefits of a new hub. Island airport off the Isle of Sheppey (Shivering Sands) linked by high speed shuttle trains could meet London's future capacity needs in a more environmentally acceptable way. May not involve Heathrow closure. 3 rd report expected on location options.	

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Policy Exchange and Centre Forum (2012)	4R hub to w of existing airport, existing runways closed. Not suitable as hub for intra-European flights as Frankfurt is more central. Strict noise limits + no night flights.	Safeguard land for 2 nd R if there is a business case for it.	Not a sensible location for a hub. Vulnerable to Ryanair moving business elsewhere.	4R hub on Luton Hoo as alternative to Heathrow, but would require closure of Stansted. Otherwise build 2 nd R south of the existing airport.	Not favoured. Wouldn't easily serve a large population.	Birmingham unsuited as hub because there is existing unused capacity closer to London. Heathrow / Gatwick "virtual hub" not on due to logistical problems.
South East Local Enterprise Partnership - SELEP- (May 2012)	Look at lifting artificial restrictions in the short term. 3 rd R the best longer term option.	Look at lifting artificial restrictions in the short term. Should increase operations as a "virtual hub" with Heathrow, but difficult linking the two.	2 nd R would not create an additional hub.		Not viable - economic effect on W London of closure of Heathrow.	RAF Northolt would be a sub-optimal solution.