

Why the UK needs a new hub airport



Mayor of London, Boris Johnson, is campaigning to ensure the UK has enough aviation capacity and connectivity to boost jobs, growth and investment in each region.

Britain must be open for business, with direct access to as many markets as possible. Aviation is crucial to this connectivity, yet severe capacity constraints at our main international airport, London Heathrow, already limit the number of places that can be served directly from the UK.

The best way to solve the problem would be to build a four-runway hub airport capable of providing the capacity needed to secure London's place as the world's commercial capital.

Following Transport for London research, the Mayor has submitted three options to the Airports Commission, all of which could be open by 2029 (see map, far right):



Hub airports enable better connections

Hub airports combine high numbers of point-to-point and transfer passengers, allowing airlines to fly to more destinations, more frequently. They are the most efficient way of connecting many different destinations.



Eight point-to-point routes only connect five cities



Eight routes from a hub airport allow 28 city-to-city connections

Transfer passengers support routes that local demand alone cannot sustain.

Most long-haul routes rely on the hub model to be viable. Because of the UK's lack of hub capacity, airlines from all over the world are going elsewhere.



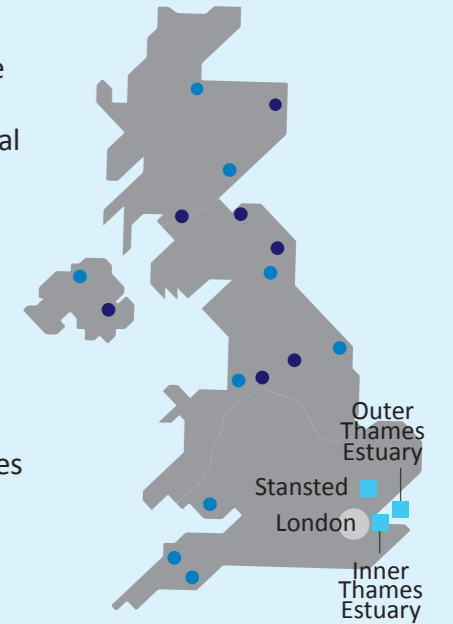
Up to **80 per cent** of seats on routes like Heathrow to Hyderabad are filled by transfer passengers. These flights are only viable from a hub airport.

A new hub airport would benefit the whole of the UK

Many parts of the UK could benefit from better connections to the rest of the world. This would give a major economic boost to some of the country's most deprived areas.

Amsterdam Schiphol has become the long-haul flights hub for much of the UK. It serves 27 British airports. Global access via a UK hub is better for the regions and better for London.

- UK cities with existing Heathrow flights would have more frequent services into a new hub airport
- A new hub would accommodate viable routes to many more UK cities
- The Mayor's options for a new hub airport



Heathrow expansion is not the answer

At a new hub airport, the number of people exposed to excess noise would be at least **95 per cent** less than those exposed at Heathrow today.

Heathrow – two runways (today)



New hub – four runways (maximum)



There are currently **102,000** people living around Heathrow who are exposed to very high levels of noise (in excess of 60dB Lden). They are up to **20 per cent** more likely to suffer a stroke or heart disease than normal.

Heathrow's operating times will always be much more restricted than those at a new hub



Heathrow wouldn't be a quick fix

- The decision-making, planning and construction process is broadly the same, whether for Heathrow or a new airport
- A third runway at Heathrow could not open before 2026
- A new four-runway hub would be open in 2029

Heathrow wouldn't be a cheap fix

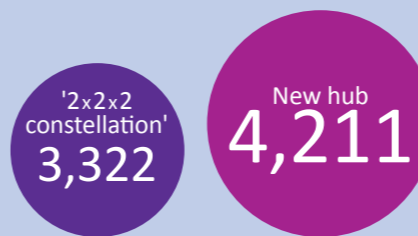
- Expansion would require public funds
- Government spend on new rail and road links alone would be up to £25bn to cope with increased passenger demand
- A new hub would also need similar links, but they would provide connectivity across a wider area

A new hub means many more flights to many more places

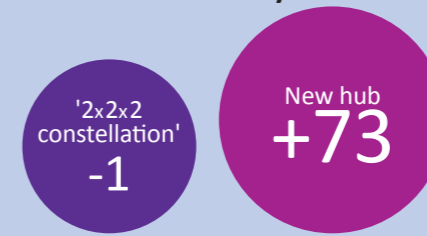
Independent analysis of different airport capacity scenarios undertaken by Transport for London indicates that only a four-runway hub airport can maximise our connectivity, particularly for long-haul destinations.

A new hub offers a far superior level of connectivity to the so-called '2x2x2 constellation' approach which involves building one new runway at both Gatwick and Stansted, in addition to Heathrow's existing two runways.

Total number of long-haul flights per week from London in 2050



Number of long-haul destinations served from London compared to the 132 served today



High-quality rail links from the start

- Passengers could access central London in less than 30 minutes
- Ten million people could reach a new hub in under an hour

- Full integration into the national rail network would mean millions of people could get to a new airport without having to change train

New homes and jobs



Heathrow airport would move, and the land used to create a new London borough. The area would have a bright future with at least 100,000 new homes.

East London and the Thames Gateway would get a major economic boost.

Jobs supported

National



Local



New Heathrow borough

