

PROPOSAL TITLE:	Twyford Airport	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Private Individual	Medium/Long Term	<input checked="" type="checkbox"/>

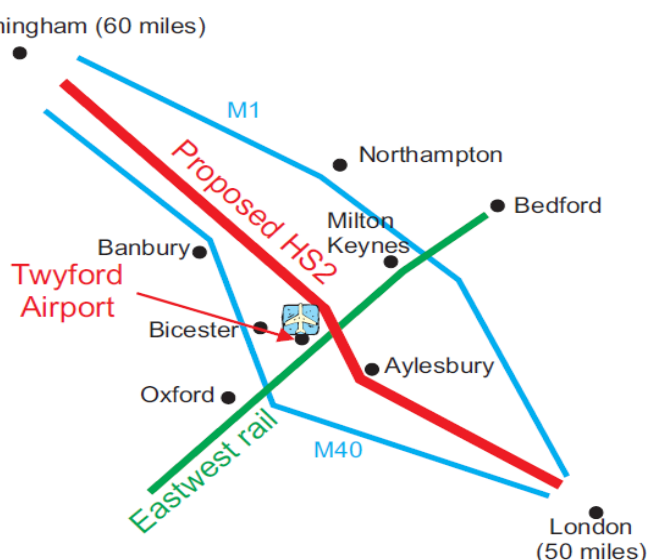
PROPOSAL

A new airport development at Twyford in North Buckinghamshire at the intersection of two prospective railway lines: HS2 (London-Birmingham) and the East West line which will eventually connect Southampton and Reading with Bedford, Cambridge and the various northbound Main Lines.

London and Birmingham would be within 30 minutes journey time by HS2 if an additional station was constructed on the line. Road access includes the M1 and M40.

The site of the proposed airport is currently farmland and villages.

No further details are provided.



INITIAL ASSESSMENT COMMENT

The 1-page proposal provides a new location for a hub airport on the basis of its proximity to surface transport links.

No further information is provided therefore all aspects of the proposal require further development in order to fully comment upon the performance of the proposal against the sift criteria and to understand the relative benefits and disbenefits of the proposal.

It is not clear that the proposed location offers any significant advantages over locations in broadly the same area that are set out in more detail in other submissions including London Oxford and the Northwest London Gap.

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OVERVIEW

Proposal	New airport at Twyford in north Buckinghamshire		
Approach	No details on the approach are provided. It is assumed that proposal is for a replacement airport to Heathrow to operate as the national hub airport. Assumed that enabling legislation would be required similar to other replacement Heathrow schemes.	Assumed Capital Cost	£45 bn
Potential Benefits	<ul style="list-style-type: none"> Although not quantified, it would be assumed to deliver national and local economic benefits. Significant net reduction in population exposed to noise on closure of Heathrow. Potential for night flights with lower noise impact. However, would need to be offset against new noise inputs for communities in surrounding areas Assumed larger capacity than Heathrow, with the potential to further expand capacity if required in the future. The assumed larger, more efficiently configured site offers the potential for a more resilient operation than attainable at Heathrow. 	Additional Capacity (mppa)	38
		Additional Capacity (ATM)	275,000
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none"> No detail in proposal on the timing and scale of capacity. Supports the objective to create additional capacity and enhance the UK's hub status. 		
Economy	<ul style="list-style-type: none"> Whilst the development would be expected to generate regional and national economic benefits, it is not clear that the scheme offers any greater benefit over competing airports closer to London. Given its distance from Heathrow, existing businesses and workforce would be adversely impacted unless they are able to adjust to the new opportunities presented by the redeveloped site or to relocate to the new location. 		
Surface Transport	<ul style="list-style-type: none"> Although the airport is centrally located relative to southern England, its 1hr and 2hr catchment areas may be lower than other locations. Significant upgrades to road and rail networks required. Journey times to London and Birmingham would be dependent on an additional HS2 station which is not currently part of the scheme. 		
Environment	<ul style="list-style-type: none"> No assessment of noise, air quality and ecological impact has been carried out. The area includes a number of towns and villages for which there would be considerable loss of tranquillity. Large area of agricultural land and woodland lost. Although, the proposal offers a significant benefit to communities currently affected by noise and air quality from Heathrow, that benefit would be obtained at a nuisance cost to currently unaffected communities, although in aggregate significantly fewer people would be exposed to a noise nuisance and the air quality impact may be lower than at Heathrow. 		
People	<ul style="list-style-type: none"> The airport would provide a local source of employment, though unemployment is not high in this region. 		
Cost	<ul style="list-style-type: none"> Estimated cost does not include any compensation payments due on closure of Heathrow, transfer costs of businesses relocating to the new airport or for offsite surface transport costs. Depending upon the anticipated surface transport works, their cost could be in the order of £5bn. 		
Delivery	<ul style="list-style-type: none"> Range of support measures needed for private financing, including government support / commitment and supportive regulatory framework and planning environment. The scale of private financing involved is large and deliverability is not certain despite significant government funding and underwriting of risk. The required government support also raises fundamental value for money and government accounting questions. 		
Mitigations	<ul style="list-style-type: none"> Limited scope to reduce impacts on designations and agricultural land loss. Potential to include off-setting area for biodiversity improvement. 		