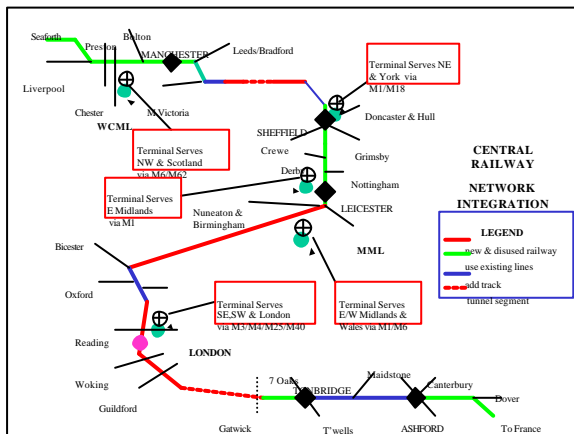


Major Transport Effects

- Meets DETR Objectives (over 75% of 10yr plan)
- Reduces UK HGV Traffic by 3.6m/yr
 - 1100UK/250FR mvkm in 2010 rising @ 5-7%/yr
 - 70-75% is in London/Southeast
- Economic Benefits SE - £275-400m/yr
- Reduces Accidents - 300 fewer/yr
- Less Disturbance - trains 1/10 noise of HGV
- Reduces Air Pollution (tonnes/yr)
 - 725kCO₂, 2.9kNO_x, 230PM10
- Reduces Daily HGV Motorway Traffic
 - M25 -5-9,000, M1- 6300, M40 -1200
- Reduces haulier costs (-10% for round trip)

Transport Effects in Surrey

Central Railway



Network Integration Opportunities I

- Adding capacity to:
 - Mid-Kent Line
 - Chiltern Line
 - Midland Main Line
 - Manchester - Mersey Routes
- New Line Services
 - Use of Great Central Route
 - Trans-Pennines via Woodhead Tunnel
 - Continental Services to Major Centres

Network Integration Opportunities

- Airport Service Links to:
 - Heathrow Terminal 5 (Airtrack/M40 Trains)
 - Heathrow to Gatwick
 - Midlands/Sheffield services
 - Air Freight links to Europe
- M25/M40 Corridor Rail P&R Services
 - West Wycombe
 - Links with Reading, Woking, & Guildford Services