SHORT (& MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

MEASURE SET	**Surface Operations**
MEASURE TITLE	Improvements to surface access (operations) for Stansted
MEASURE SUMMARY	This measure concerns enhancing surface access to Stansted, primarily by improving surface transport operations.
MEASURE INVOLVES	☐ Behavioural Change ☒ Operational Change ☒ Technical Change ☒ Infrastructure Change ☐ Regulatory Change ☐ Policy Change

WHAT DOES THIS ADDRESS?

Contrasted with other London hub airports, the limitations of surface infrastructure support for Stansted Airport, which lead to increased journey times, are seen as a major factor in constraining its attractiveness to airlines. However, Stansted remains the leading major UK airport for the proportion of passengers using public transport for their journey to the airport (48.9%, 2011).

These measures seek to address some of the operational constraints to regular, reliable and fast public transport services to the airport.

WHAT WOULD BE DONE?

A range of improvements to rail services and operations of highway infrastructure will enhance accessibility to Stansted by reducing travel times, and so increasing the attractiveness of Stansted Airport for all users

WHAT IS THE IMPACT?

Travel time, convenience and reliability improvements for Stansted users who access the airport by rail, and associated users of those services and networks.

MEASURE SET:	**Surface Operations**	**Short Term**	X
MEASURE TITLE:	**Improvements to surface access (operations) for Stansted**	**Medium Term**	X

PROPOSAL SUMMARY

Proposed by:	ABTA (005), Heart of the SW LEP (023), London First(047), LSCC(048), MAG (050)	
Proposal: SOps-STN-1 SOps-STN-2 SOps-STN-3	This measure covers proposals to enhance surface access to Stansted, primarily by improving surface transport operations, including: • Upgrade of Stansted Express services • Improved and predictable journey times • Increased frequency of services	
Approach	The approach is: A range of improvements to rail services will enhance accessibility to Stansted by reducing travel times, and so increasing the attractiveness of Stansted Airport for all users. • Modernise and upgrade Stansted Express within existing infrastructure, including extension of early morning services and improved reliability • More rail services between Stansted and Cambridgeshire (2x hourly),Peterborough, Norfolk and Suffolk • Standardised journey time on Stansted Express • Improved frequency of services between Stansted and Stratford • Rail services between the SouthWest and Stansted	Stated Capital Cost: Not stated Capacity (mppa): Not stated Capacity (atm): Not stated
Benefits	The main benefits available are time savings for Stansted users who access the airport by rail, and associated users of those services and networks	
Issues & Risks	Existing WAML rail capacity constrained at peaks. Improved dedicated STN services may involve reduced commuter services at peak times. There is a constrained maintenance regime on the affected lines, earlier trains may not be possible due to engineering possession under current regime Additional rail services on other lines may require infrastructure work or retiming of other services. Some changes are likely to be complex to deliver through franchise negotiations. Service reliability improvements may be dependent on infrastructure / rolling stock improvements Combination of the above issues may mean that these proposals are more suited to a medium term view, at which point strategic alignment with future airports utilisation is definitive	
Mitigations	No environmental mitigations are identified, but should be limited in terms of operational change projects, although full knock-on effects must be considered. Modal shift and reduction in congestion should result in both carbon and air quality emissions benefit.	
Dependencies	The key dependencies are: • Improved services should be defined within scope of upcoming refranchising, although some of this may be medium term • Alignment with current Route utilisation strategy, other services and current engineering requirements • Single track sections of line are ultimate constraint	

MEASURE SET:	**Surface Operations**	**Short Term**	☒
MEASURE TITLE:	**Improvements to surface access (operations) for Stansted**	**Medium Term**	☒

ASSESSMENT SUMMARY

Strategic Fit	Improving to surface access to airports is identified within the Aviation Policy Framework as a priority in paragraphs 1.92 to 1.98. Some proposals are short term and aligned with the APF. Proposals consistent with long term options that retain or enhance the role of STN. Strategic fit with current Route utilisation Strategy and franchise priorities must also be considered, as some options here are not consistent with these in the short term.
Economy	Dependent on whether individual projects have benefits that exceed costs. Currently the airport already shows a high proportion of public transport access, and 30 minute journey times to central London are indicated as attracting another 1.4mppa. Overall economic benefits difficult to assess from operational improvements proposed.
Surface Transport	Presumed to result in increased usage of rail services. Potential implications for existing users of WAML commuter services. Expect travel time savings for Stansted rail users, although these may be limited by infrastructure and rolling stock constraints.
Environment	Operational changes should have minimal environmental effects in themselves. Rail improvements can be assessed using sustainability strategies developed by Network rail, Rail Safety and Standards Board and others. Modal shift will result in reduced car journeys, and with electric train replacement in particular, will result in carbon emissions reduction and air quality emissions reductions, dependent on train loadings.
People	Public transport accessibility enhancements are supportive of accessibility for work and family reasons. Rail corridor and station improvements will benefit other travellers. Reduction of environmentally damaging emissions can contribute to an enhanced quality of life. Balance of impact on other travellers and local communities must be considered.
Cost	No costs are identified, but corridor highway management is known to be generally low cost and effective in improving traffic flow. Changing rail franchise specifications are likely to lead to additional costs in that process, particularly if new rolling stock is involved and may be difficult to deliver in the timescales concerned, and without infrastructure improvements. There will be opportunity costs on other services where improvements have knock-on effects.
Operational Viability	Tradeoffs between direct Stansted Express services and other WAML services. Stratford to Stansted services not currently compatible with Stansted Express (on different line) Current maintenance regime is constrained, so running earlier services may not be possible. The Stratford – Stansted link would face issues of alignment with the planned 4 train per hour services in CP5, so substitution of existing services more likely than additional services.
Delivery	Some rail service improvements dependent on refranchising and trade-offs with commuter services. There are some practical alignment issues with CP5 and CP6 investments and current Route Utilisation Strategy.