SHORT (& MEDIUM) TERM MEASURES - EXECUTIVE SUMMARY

MEASURE SET	**Surface Infrastructure**
MEASURE TITLE	Improvements to surface access infrastructure for Stansted
MEASURE SUMMARY	This measure concerns proposals to enhance surface access to Stansted, primarily by improving surface transport infrastructure.
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).

The Stansted rail strategy exists to persuade Government and the rail industry to commit to reducing journey times from London to Stansted to around 30 minutes. Recent research shows that reducing the journey time could encourage at least an extra 1.4 million passengers to use Stansted every year. This would have significant benefits for the local economy, and some benefit to UK economy as a whole.

WHAT WOULD BE DONE?

A variety of rail upgrades are proposed, including West Anglia Main Line improvements, rail link to Braintree to connect STN to GEML, extend Crossrail 1 to Stansted, extend Crossrail 2 to Stansted, build high speed rail link from Stansted to central London, link STN to other airports, improve rail access from the SouthWest.

WHAT IS THE IMPACT?

The impacts would be expected to be:

- Improvements in access.
- Reduced journey times to London
- Enhanced connectivity.
- May have positive environmental impact if modal shift occurs in transport.

MEASURE SET:	**Surface Infrastructure**	**Short Term**	☐
MEASURE TITLE:	**Improvements to surface access infrastructure for Stansted**	**Medium Term**	☒

PROPOSAL SUMMARY

Proposed by:	CBI(012), CILT(013), Essex County Council (016), Heart of the SW LEP (023), Fox (029), IARO(040), IOD(039), LCCI(042), London First(047), LSCC(048), MAG(050), Kent County Council, TfL(067), KFAS (041)	
Proposal: SInf-STN-1 SInf-STN-2 SInf-STN-3	This measure covers enhanced surface access to Stansted, primarily by improving surface transport infrastructure, through • Improvements to existing rail infrastructure • Development of dedicated new rail projects • Road improvement projects	
Approach	The approach is: A range of rail upgrades will enhance accessibility to Stansted by reducing travel times, and so increasing the attractiveness of Stansted Airport for all users. Proposals to do this are: • West Anglia Main Line improvements including 4 tracking in Lea Valley to allow for an increase in services and to achieve maximum 30 minute rail travel time to Stansted from central London • Reinstate rail link to Braintree to connect STN to GEML (and services on that line north or south to Felixstowe, Harwich and Thames Ports) • Extend Crossrail to Stansted (1 or 2 Option B) with 4th platform at STN • Build high speed rail link from Stansted to central London • Link STN, LGW, LHR and LTN with a high speed rail line • Improved rail access from the SouthWest to Stansted airport • Consider route improvements on the A120/M11 and West Anglian railway line if there is expansion beyond current permitted levels	Stated Capital Cost: Not stated Capacity (mppa): Not stated Capacity (atm): Not stated
Benefits	The main benefits available are reductions in journey time for surface transport access to Stansted Enhanced connectivity for some locations (e.g. Norfolk, Suffolk) accessing STN	
Issues & Risks	The main issues and risks are that most proposals are not short term, and that there is little clear advantage to be gained by what might be very high levels of investment. Significant rail programmes could be difficult to progress when other major infrastructure is underway (Crossrail, HS2). Despite journey time from London, public transport use is already highest at Stansted. Costs of some proposals likely to be very high. It isunclear if demand for access to STN would justify high speed line unless usage of STN was expanded substantially Crossrail travel times would not be an improvement on Stansted Express Unclear if there is sufficient demand for services from GEML to Stansted	
Mitigations	None identified specifically, but moves to public modes of surface transport will address CO2 and Air Quality emissions from road transport, and the dominant private car modes.	
Dependencies	The main dependencies are: • Planning approval for new railway and highway infrastructure • Commercial interest in new rail services.	

MEASURE SET:	**Surface Infrastructure**	**Short Term**	☐
MEASURE TITLE:	**Improvements to surface access infrastructure 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. Strategic fit with RUS / Network Rail Control Period 5 and 6 investment plans must also be considered. Supports long term options that retain or enhance the role of STN. Major new lines only likely to be worth constructing if STN is to be expanded.
Economy	If airport accessibility and integration with overall transport network is enhanced, there will be general economic benefits from air and rail sector activity. Depends on individual projects as to whether benefits exceed costs. Proposals identified here are costly to deliver, with limited impacts (e.g. by STN own admission, 1.4 mppa through a 30 min journey time).
Surface Transport	May result in enhanced experience for those currently connecting between rail and air services. There could be complex inter-relationships with other rail and road projects
Environment	May have positive impacts on emissions if modal shift occurs. Major infrastructure construction will have its own significant negative environmental impacts, which can be mitigated through good environmental project management. 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.
Cost	No costing for the proposals is possible at this stage.
Operational Viability	Putting more / longer / faster trains onto existing lines would present operational difficulties. New rail infrastructure could be designed in accordance with the latest safety case. Crossrail extensions would not meet 30 minute travel time target, so would also need upgrades to existing lines.
Delivery	Significant planning issues around some new infrastructure projects. Extended Crossrail would require much more rolling stock to sustain planned service frequencies. Upgrades to WAML possible over medium to longer term. Lack of London rail terminal capacity for new high speed rail link.