

# LONDON STANSTED AIRPORT

Stansted Transformation Programme (STN-TP)

## Terminal Extension

### Transport Statement (July 2023)

July 2023

# Stansted Airport Transformation Programme (STN-TP): Proposed Terminal Extension Transport Statement

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The logo for Steer, featuring the word "steer" in a bold, lowercase, sans-serif font.

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# 1 Introduction

## Background

- 1.1 Stansted Airport has grown steadily since the original terminal building was opened in the early 1990's. It is the UK's fourth busiest airport, serving London and the East of England with annual demand in 2019 of 28 million passengers per annum (mppa), pre Covid-19 pandemic, and has permission for additional growth to 43mppa. Over time, the airport has expanded and reconfigured the use of the terminal building as passenger numbers have grown, including major extension works between 2007 and 2009. The terminal continues to be the busiest single terminal in the UK and additional growth is now terminal constrained whilst there is still runway capacity available.
- 1.2 The last internal terminal reconfiguration was completed in 2015 to address changes in the way in which passengers use airports, and to increase security and border control requirements. This improved the experience for passengers, although the terminal building is very busy at peak periods.
- 1.3 In 2021, Stansted Airport Limited (STAL) secured planning approval for the future expansion of the airport (LPA Ref: UTT/18/0460/FUL) to handle up to 43 mppa. The application provided for additional airfield infrastructure to improve airside efficiency and to allow for higher passenger throughput, but did not include proposals for expansion of the existing terminal building. The proposed extension is therefore to facilitate the growth already permitted, assessed and mitigated under the 2021 permission. It will not alter the established surface access transport strategy nor effect the requirements for associated transport infrastructure.
- 1.4 The steady growth in passenger numbers in recent years is shown in Table 1.1 up to 2019, pre Covid-19.

**Table 1.1: Civil Aviation Authority (CAA) Annual Passenger Counts at Stansted Airport (2012-2019)**

Year	Annual Passengers
2012	17,410,000
2013	17,781,000
2014	19,899,000
2015	22,432,000
2016	24,061,670
2017	25,381,779
2018	27,613,240
2019	28,274,425

- 1.5 Table 1.1 illustrates that the volume of passengers has grown from 17.4m to 28.3m in the eight years to 2019, reflecting a 39.7% growth.

- 1.6 The impact of the global Covid-19 pandemic meant that passengers numbers were significantly reduced during 2020 and 2021. In 2022, annual passenger totals reached 23.29m reflecting the interruption still being caused by the continuation of some travel restrictions.
- 1.7 However, as travel restrictions have lifted and passenger confidence has returned, the airport is expected to return to operating at pre Covid-19 passenger levels by the end of 2023. Passenger numbers are set to rise further in the coming years, in line with the recent planning permission and growth aspiration of the airport. To accommodate future growth in passengers at the airport, further passenger handling space is required.
- 1.8 Stansted Airport's wide-ranging Sustainable Development Plan (SDP), published in 2015, set out the future vision for the airport to make best use of its single runway. The SDP provides a framework for Stansted's sustainable growth and identifies the airport company's approach to community engagement and managing the airport's impacts. The guiding principles in preparing the SDP were to:
- support Stansted in becoming the best London airport;
  - proactively plan for growth to make best use of existing capacity;
  - support prosperity and economic growth in the region;
  - actively manage and contain environmental impacts;
  - be active and supportive partners in the local community; and
  - maintain Stansted's position as the best airport in the UK for public transport.
- 1.9 STAL is committed to delivering high quality and reliable transport infrastructure with sustainable travel choices for both passengers and employees. Improved access is a key element in the plans to attract more airlines and passengers and to bring economic benefits to the area. It is also central to giving companies based at the airport access to the widest possible pool of labour and to ensure that local residents have access to jobs.
- 1.10 The 2015 SDP set out the following targets:
- to maintain at least 50% mode share of public transport to the end of 2019;
  - to grow rail mode share from 22% to 25% by the end of 2019; and
  - to reduce single car occupancy for staff travel to no more than 65% by the end of 2019.
- 1.11 All of the above targets were achieved in 2019 and the STAL is committed to building on this success as it continues to grow. An update of the SDP was delayed due to the impact of Covid-19, however the airport is currently progressing with a revised SDP, including an updated Surface Access Strategy and Travel Plan for publication in 2024.

## Current Proposals

- 1.12 STAL (the applicant) is seeking planning approval for the partial demolition of the existing Track Transit System and full demolition of 2 no. Skylink walkways and the bus-gate building. It proposes construction of a 3-bay extension to the existing passenger terminal, a Baggage Handling Building, a plant enclosure and 3 no. Skylink walkways and associated hardstanding.
- 1.13 The principle of expansion of the passenger facilities at Stansted is long established. STAL had previously secured permission to extend the terminal to the south-west elevation as part of the permission granted for 35mppa in 2008 – however, this was not built. In 2017, the STAL received planning approval for a free standing arrivals building, located immediately north-east of the existing terminal building. Construction started but ceased shortly afterwards when the Covid-19 pandemic started in March 2020 and has not recommenced.

- 1.14 Following the significant interruption to air travel caused by Covid-19 STAL has undertaken a review as to how best to handle the future growth in passengers in line with the currently permitted passenger numbers (43mppa). An arrangement to extend the existing terminal building airside, to the north-west, by decommissioning the Tracked Transit System (TTS) and provide new sky links to the satellites has evolved as the preferred solution in order to meet modern operational requirements and accommodate passenger growth in the quickest timeframe with the least passenger disturbance.
- 1.15 An explanation as to the benefits of the proposed extension of the existing terminal building is contained within the Planning Statement accompanying this application.
- 1.16 This Transport Statement has been prepared to set out the land-side passenger handling between the proposed terminal expansion and the transport infrastructure that forms the established surface access strategy for the airport. The key principle being that the proposed extension to the terminal building is facilitating the growth already permitted, assessed and mitigated under the extant consent (LPA Ref: UTT/18/0460/FUL) and will not alter the established surface access transport strategy nor effect the requirements for associated transport infrastructure.

### **National, Regional and Local Policy**

- 1.17 The below considers the national, regional and local planning policy guidance that is relevant to the Proposed Development.

#### **National Planning Policy Framework (NPPF, July 2021)**

- 1.18 The National Planning Policy Framework (NPPF) (July 2021) sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced.
- 1.19 The NPPF states in Paragraph 111 and 112 that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 1.20 The NPPF does not provide a definition of what level 'severe' is, as this should be determined on the local context and circumstances. This was assessed and considered in detail as part of the growth already permitted under the extant consent (LPA Ref: UTT/18/0460/FUL) including the necessary transport infrastructure required to mitigate the growth. This development does not alter this assessment and is in compliance with NPPF policy.

#### **Essex County Council Local Transport Plan (2011)**

- 1.21 The Essex Local Transport Plan (2011-2026) LTP3 summarises Essex County Council's (ECC) transport strategy, outlining its approach to all travel modes for the period of 2011-2026. The LTP3 divides Essex into four areas, for which specific priorities will be identified via dedicated area plans. The Stansted Airport related transport priority identified in the West Essex area relate to improving access to Stansted Airport by low carbon forms of transport.
- 1.22 As set out in this Transport Statement, STAL is committed to promoting sustainable and low carbon access to the airport through their Sustainable Development Plan, and in compliance with S106 obligations already in force.

### **Uttlesford Adopted Local Plan (January 2005)**

- 1.23 The Uttlesford Local Plan was adopted in January 2005 and is the current Development Plan for the district. Two policies are relevant to the transport elements of the proposed development are 'saved' in December 2007 (along with other policies); Policy GEN1 Access and Policy GEN6 Infrastructure Provision to Support Development.
- 1.24 Policy GEN1 states that development will only be permitted if it meets the following criteria:
- access to the main road network must be capable of carrying the traffic generated by the development safely;
  - traffic generated by the development must be capable of being accommodated on the surrounding transport network;
  - design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired; and
  - the development encourages movement by means other than driving a car.
- 1.25 Policy GEN6 states that development must make appropriate provision for the required supporting infrastructure, including transport. Where the cumulative impact of developments necessitates infrastructure provision, developers may be required to provide a financial contribution.
- 1.26 Adherence to this local policy was assessed and considered in detail as part of the growth already permitted under the extant consent (LPA Ref: UTT/18/0460/FUL) including the necessary transport infrastructure required to mitigate the growth. This development does not alter this assessment and is in compliance with the Uttlesford Adopted Local Plan (2005).

### **Transport Statement Content**

- 1.27 Further details of the application proposals are provided in Section 2. A review of existing and currently permitted surface access transport infrastructure and its operation is provided in Section 3. A description of the how the proposals will work in terms of passenger movements and a commentary on any implications of the current proposals in terms of surface access is set out in Section 4. A summary and conclusions are provided in Section 5.



## 2 Proposals

### Terminal Extension, Passenger Circulation and Onwards Travel

- 2.1 The extension of the existing terminal building is proposed on the entire length of the north-western airside elevation. To allow for this extension the Track Transit System (TTS) will be decommissioned and replaced by new skylinks providing direct and accessible walking routes to the three existing satellites.
- 2.2 Figures 2.1 and 2.2 show the existing and proposed layouts subject of the planning application.

Figure 2.1: Existing layout (Source: Pascall and Watson)

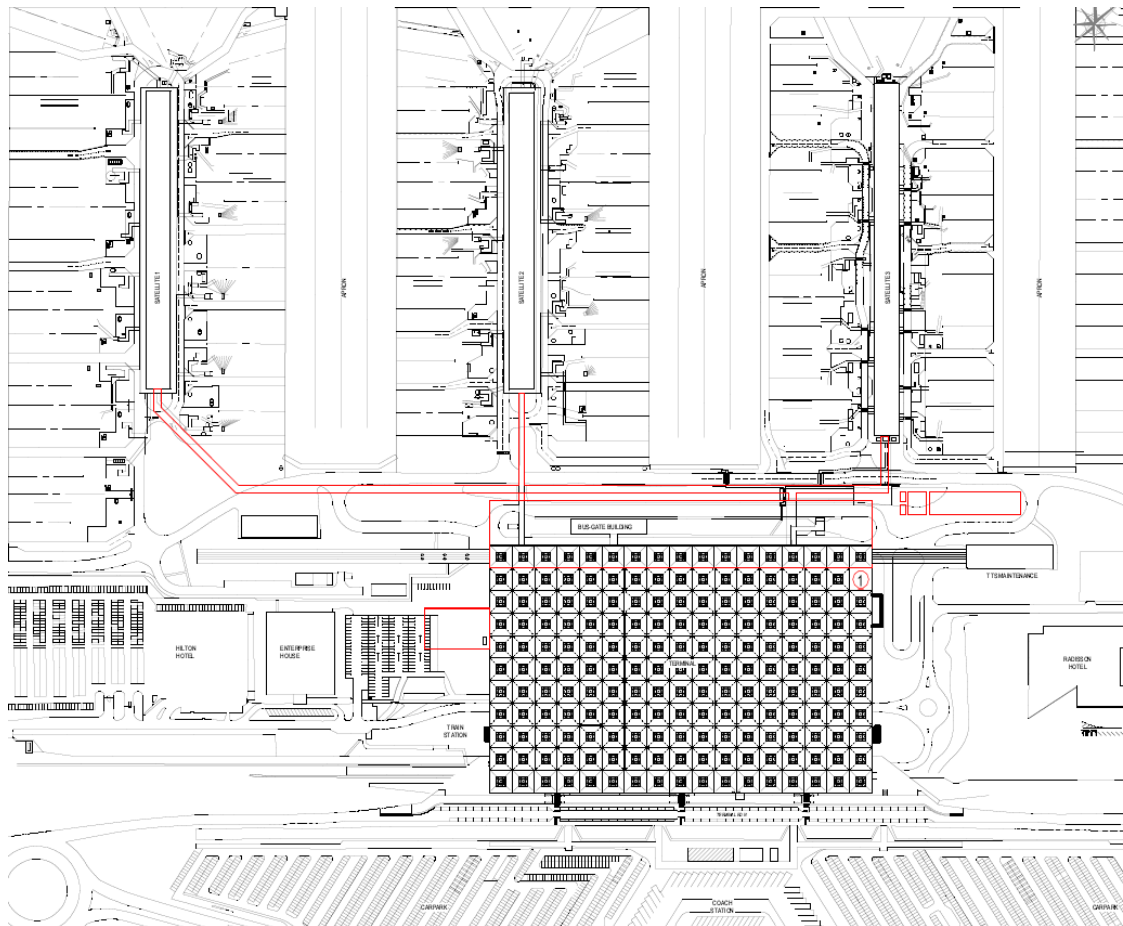
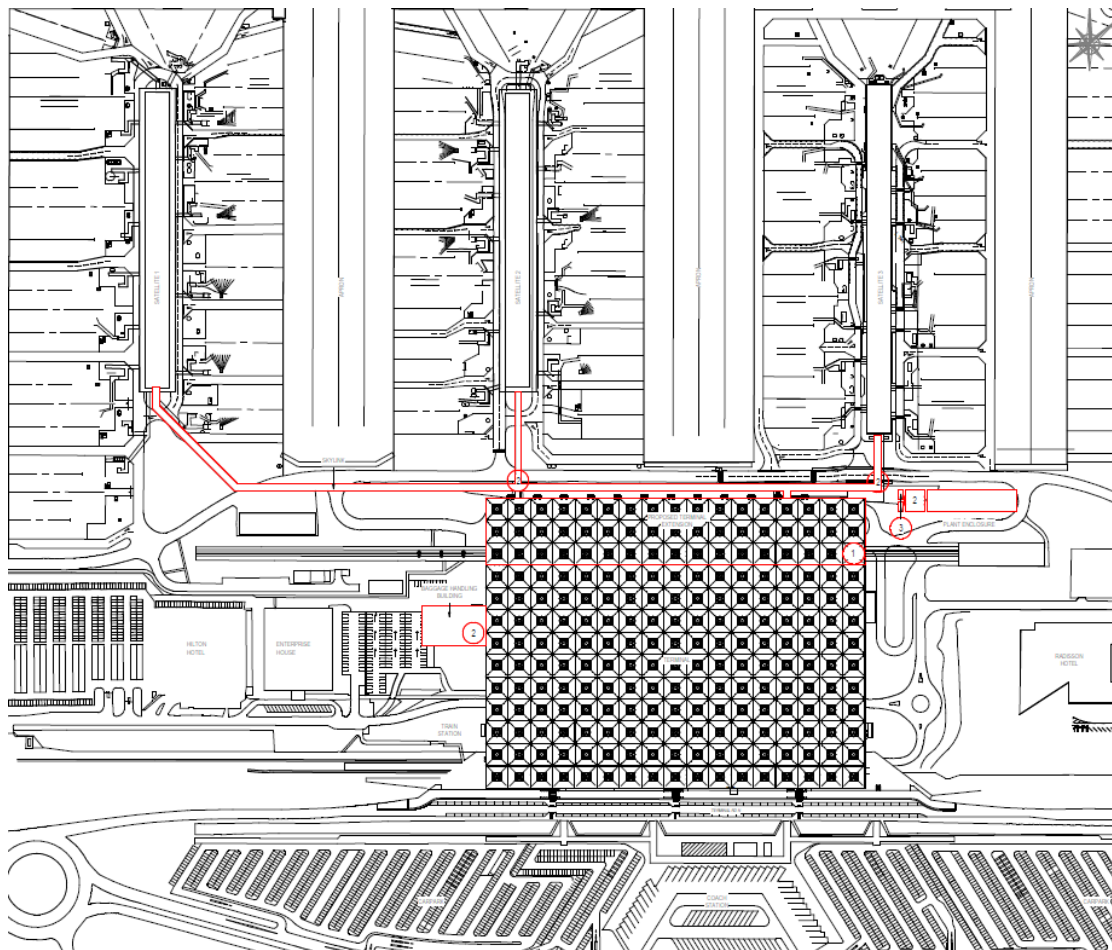
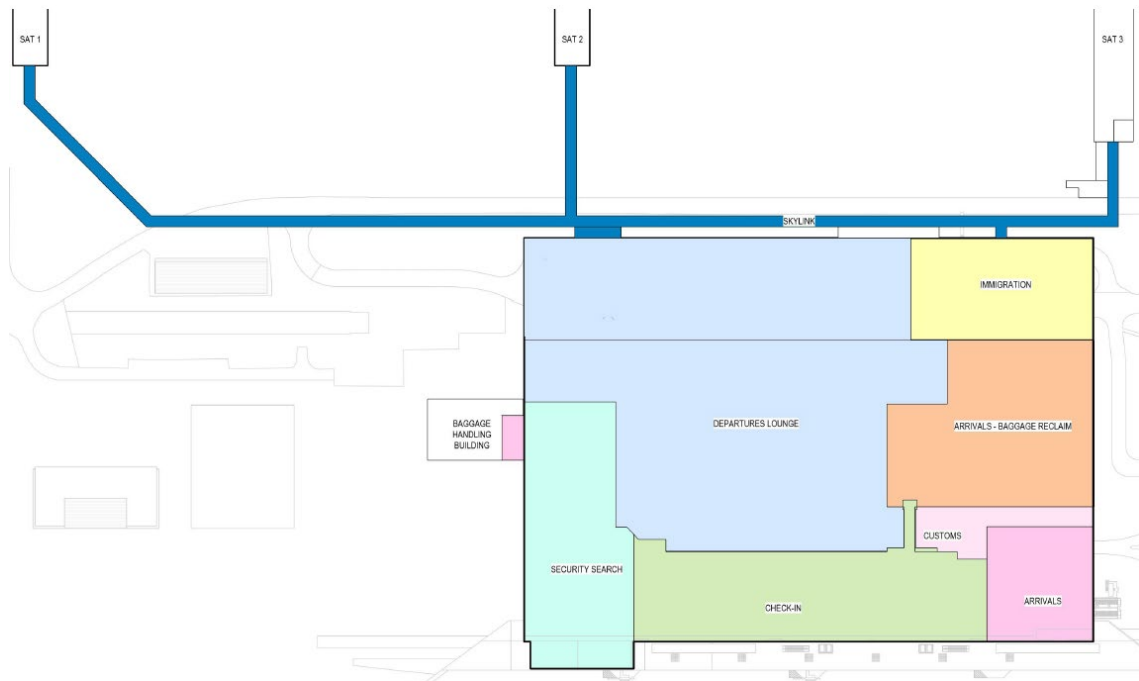


Figure 2.2: Proposed layout (Source: Pascall and Watson)



- 2.1 The TTS is 3.2km in length and connects the main terminal to satellites 1 and 2. The TTS infrastructure is reaching the end of its working life and is becoming increasingly unreliable and therefore its redundancy provides an opportunity for expansion to take place in this location. A preliminary decommissioning strategy has been devised considering the sustainable decommissioning of the TTS. The airport is planning to remove the TTS from service by mid 2025.
- 2.2 New skylinks will provide passengers with direct and accessible walking routes (including travelators) to satellites 1, 2 and 3.
- 2.3 The extension of the existing terminal will create more space within the terminal to significantly improve the passenger experience. Figure 2.3 illustrates the how the internal space would be reconfigured to accommodate the growth in passenger numbers and provide for necessary modification to enhance levels of passenger service whilst also safeguarding for upcoming regulatory changes requiring security screening enhancements.

Figure 2.3: Reconfigured terminal illustration



- 2.4 A full illustration of the terminal expansion proposals and passenger journey is provided within the accompanying Design and Access Statement.
- 2.5 All passengers will continue to access and egress the airport, landside, in the same way as currently exists. Onward travel from the airport to the rail station, taxis, coach and bus facilities as well as car parking will be maintained and remain unchanged.

## 3 Surface Access Infrastructure and Strategy

### 2008 and 2021 Permissions and Infrastructure

- 3.1 The development of Stansted has been controlled through a series of planning permissions over several phases covering both the airport's infrastructure and operations. Of most significance to the current scale of operation of the airport has been the capacity increase achieved in 2008 for a permitted capacity to 35mppa and a further permission granted in 2021 to increase passenger capacity up to 43mppa.
- 3.2 The 2008 permission included transport facilities and mitigation measures that have largely focussed on promoting sustainable travel to and from the airport and necessary highway and parking improvements that have subsequently been implemented in line with agreed operational trigger points.
- 3.3 The latest 2021 permission has built upon the previous transport strategy. The application included a full Transport Assessment and Environmental Impact Assessment of surface access implications for growth from 35mppa to 43mppa. The application included additional airfield infrastructure to enable the airport to make the best and most efficient use of the existing single runway to improve airside efficiency and in turn allow a higher passenger throughput.
- 3.4 From a passenger movement perspective, the key transport mitigation measures associated with this permission included:
- Highway improvements at M11 Junction 8;
  - Airport bus and coach station improvements;
  - A local road monitoring scheme; and
  - Funds to support the local road network, sustainable transport and local bus network development.
- 3.5 The 2021 application did not include specific proposals for expansion of the existing terminal but assumed that any expansion would not alter the requirements for surface access infrastructure.
- 3.6 Other historic planning permissions have included the development of other key on-site transport infrastructure including:
- On-site car parks;
  - Rail terminus facilities;
  - On-site bus and coach station facilities; and
  - Passenger drop-off and pick-up arrangements
- 3.7 As a statutory undertaker, the airport benefits from permitted development powers which could allow such facilities to be modified, as and when necessary and appropriate, to cater for

expanding passenger demands. It is worthwhile noting that two key alterations have already taken place to vital elements of the public transport infrastructure.

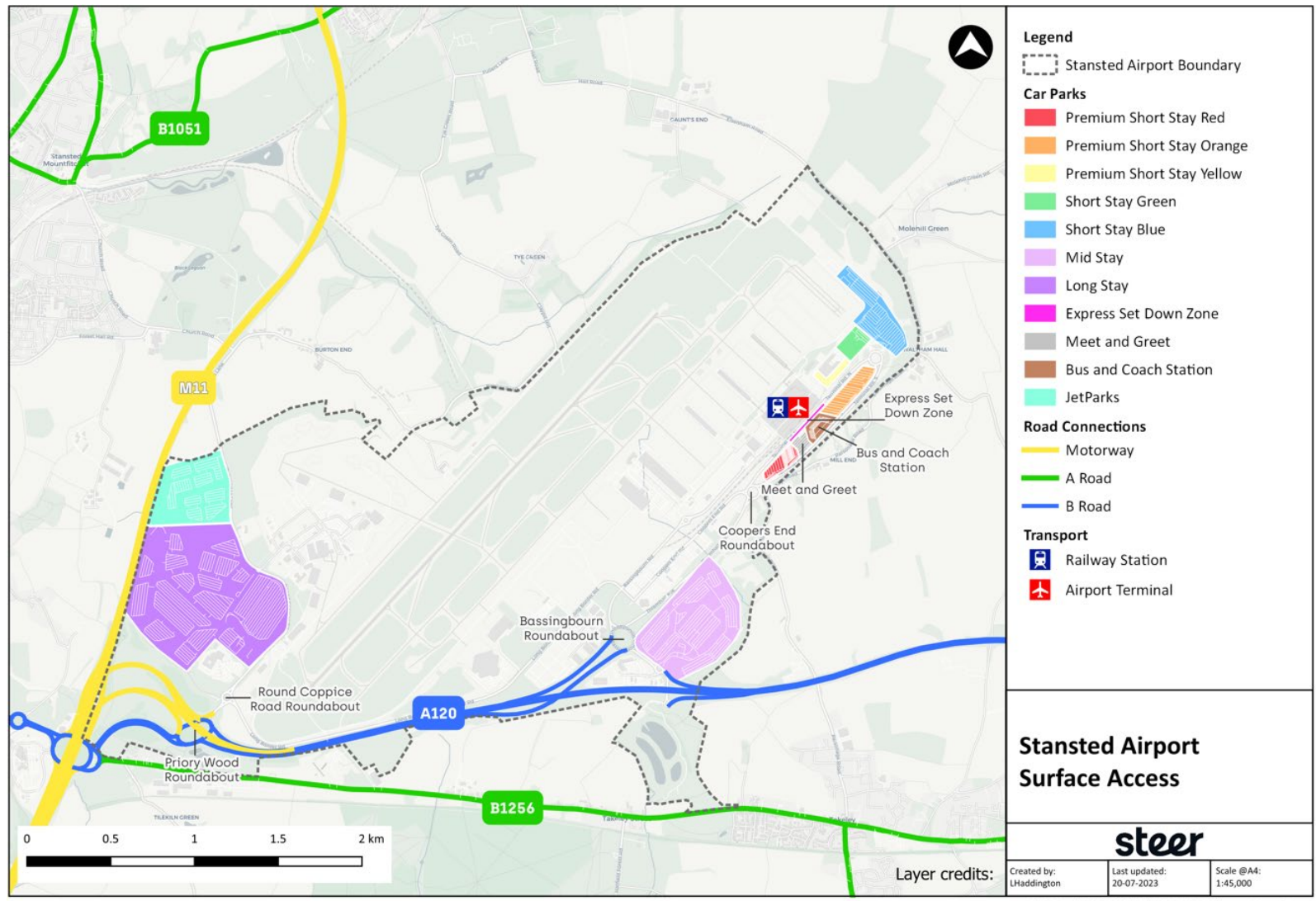
- 3.8 The existing rail facilities now include the eastward extension of the two main rail tracks as required by the 2008 permission (implemented in 2011) to accommodate 12-carriage trains and therefore providing additional capacity for the Stansted Airport services to and from London. No further modifications to the railway station are required to cater for demand up to the permitted 43mppa.
- 3.9 The existing coach and bus station has been subject to modifications to improve coach operations that have addressed peak demand crowding. The size and layout of bus and coach facilities are kept under review by the airport as new services are introduced by operators to cater for future passenger growth.

## Current Surface Access Provision

### Public Transport Interchange

- 3.10 The Public Transport Interchange (PTI) facility at Stansted Airport allows for easy and convenient access between the terminal building and all forms of public transport. The airport's railway station comprises three platforms, located beneath the terminal building and forecourt. The bus and coach station is adjacent to the terminal, located between the Meet and Greet and Orange (Short Stay) car parks. Figure 3.1 shows the location of the public transport infrastructure. Both the rail and bus/coach stations are connected to the terminal by escalators, ramps, walkways and lifts. STAL works closely with transport operators, through the Stansted Area Transport Forum (SATF), to ensure there are clear, direct and accessible routes to, from and within the terminal building ensuring high quality access for passengers, including persons with restricted mobility, to public transport.

Figure 3.1: Stansted Airport Surface Access Infrastructure

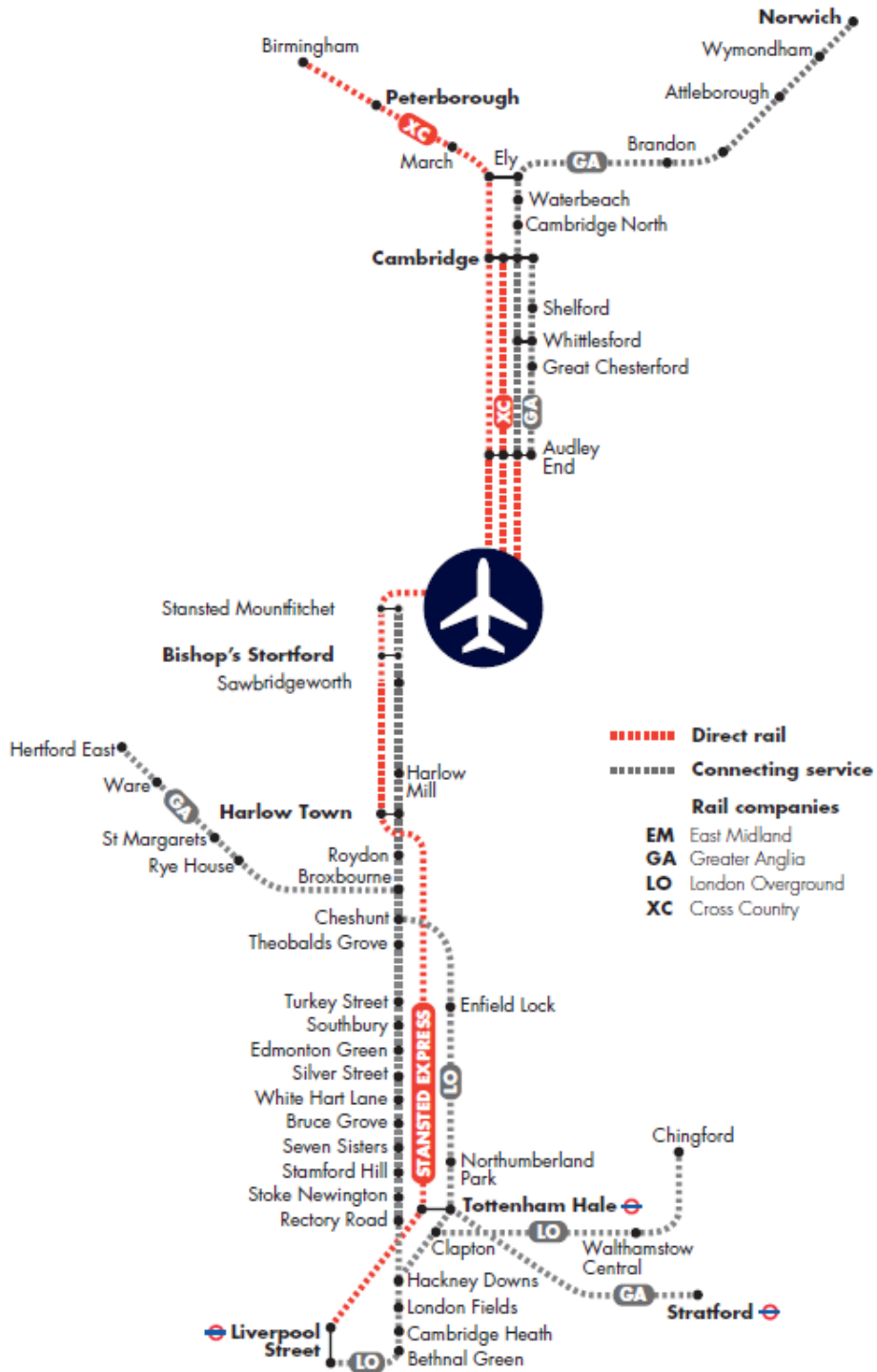




## **Rail Services**

- 3.11 Stansted Airport Railway Station is served by a branch of the mainline that runs beneath the runway in a single bore tunnel. The railway station is directly linked to the passenger terminal by ramps, lifts and escalators. Abellio Greater Anglia (AGA) manages the station on behalf of Network Rail. Figure 3.2 provides a route map of existing rail services.
- 3.12 AGA operates the Stansted Express rail service which provides a service from London Liverpool Street to the airport, with intermediate stops at Bishop's Stortford, Harlow Town and Tottenham Hale. As of May 2023, four trains per hour operate in the weekday morning and evening peaks from Liverpool Street Station, between 5:10am and 8:10am, and between 4:10pm and 7:40pm. The airport is hopeful that the pre-Covid four trains an hour service throughout the day will return shortly. Cross County services also run from the airport and route to Birmingham New Street Station.

Figure 3.2: Rail Services (2023)



### Coach Services

3.13 The bus and coach station is located adjacent to the passenger terminal, a short 2 minute walk with step free access. There are 39 bays for scheduled bus and coach services, hotel shuttle buses and charter coaches, plus a further 30 bays used as a layover area. A recent welfare

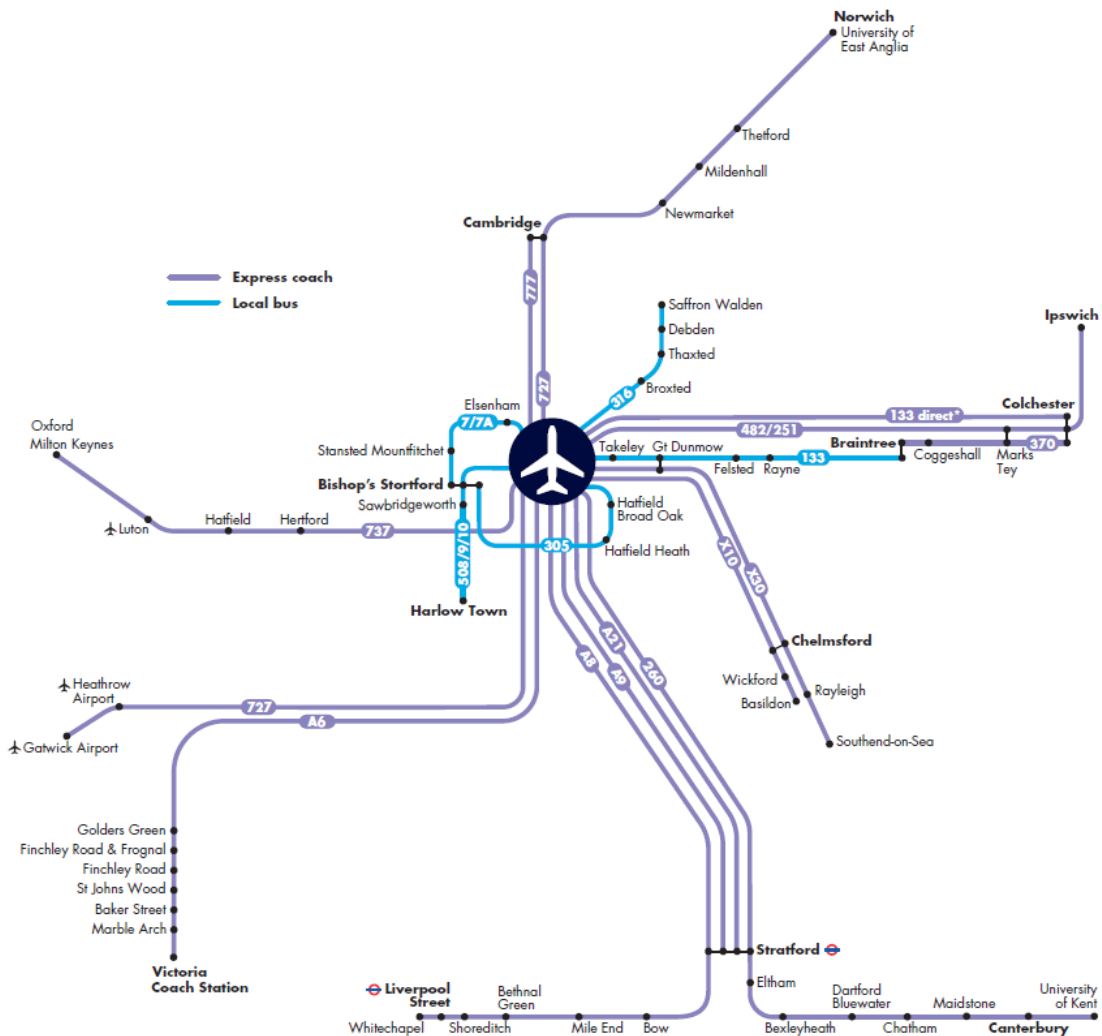


facility for staff and drivers was installed during 2018 that provides good rest facilities, toilets and a kitchen area. Figure 3.3 provides a route map of existing coach and local bus services, illustrating the wide range of destinations that can be reached by services from the airport.

### Local Bus Services

- 3.14 Four scheduled local bus operators provide nine services which connect to the main towns within the Eastern counties – Harlow, Bishop’s Stortford, Great Dunmow, Braintree, Basildon, Chelmsford, Colchester, Southend and Saffron Walden.
- 3.15 The Arriva 508/9/10, 305 and 133 services and First X30 and X10 are the key connections for airport employees. Changes in vehicle quality, routes and timetables have increased both revenue and patronage over the years. The 508/9/10 service operates up to every 15 minutes, operating 365 days a year, 24 hours a day.

Figure 3.3: Bus and Coach Services (2023)



### **Cycle and Pedestrian Access**

- 3.16 Access is provided to the terminal for both pedestrians and cyclists. However, given the rural location of the airport, walking is often impractical for most staff and passengers.
- 3.17 Improvements to the internal cycle network have been made connecting Round Coppice roundabout and Stansted Airport College to Bassingbourn Road and ultimately Enterprise House (the airport's main offices) for employees. In addition, a new shared pedestrian/cycle link has been constructed connecting Enterprise House and Coopers End staff car park. A cycle route is available linking the airport to the Flich Way, entering at Round Coppice roundabout.
- 3.18 Further improvements to the cycle network are to be implemented in conjunction with the redevelopment of redundant airport land at Northside. This will see a route developed on land between the long stay car park and the M11 connecting to First Avenue.
- 3.19 Cycle parking is available at key employment areas across the airport site. Stansted joined the Government's Ride2Work scheme and a large number of employees have been able to purchase new bicycles at a discounted rate.
- 3.20 During 2022, the Airport launched a shared cycles scheme to provide a cycle option for staff parking in Coopers End staff car park. This scheme allows staff to hire out a shared bike, free of charge, and cycle between Coopers End Car Park and Enterprise House

### **Vehicle Access**

- 3.21 STAL manages the internal (private) road network in line with the relevant highway acts and standards described in the Department for Transport (DfT) Design Manual for Roads and Bridges (DMRB).
- 3.22 The most important strategic route to Stansted is the M11. To the south, this provides access to London and a direct link to the M25, and to the north it provides access to Cambridge and then to the A10, A14 and M1.
- 3.23 Passenger car parking spaces are provided on-site, in a combination of surface level and multi-storey facilities, offering a range of stay lengths and product types to match the passenger demand and to balance achieving the mode share targets.

### **Surface Access Strategy**

- 3.24 The approach to surface access is set out in the Airport Surface Access Plan (ASAS) which seeks to build on the success of developing public transport to Stansted through joint working with the local authorities and private sector partners. The plan also sets out how the airport will continue to manage the growth in airport-related road traffic in a responsible and sustainable way.
- 3.25 It is recognised that airport traffic can have an impact on the strategic road network around Stansted, particularly the M11 and A120, and STAL is committed to managing emissions from airport-related road traffic because of its contribution to local air quality. In this respect STAL is working jointly with partners through the SATF to support the delivery of national and local policies that seek to encourage travel by the most sustainable mode. The airport has recently devised a Local Road Monitoring Implementation Plan, linked to the 2021 permission, to monitor over time traffic growth surrounding the airport on the local road network, reporting back the findings to the SATF on an annual basis.

3.26 The SATF is one of the UK’s largest private/public partnerships. It brings together commitment and expertise from local authorities, Government, transport operators, airport companies, the Stansted Airport Consultative Committee (STACC) and other local businesses and interested parties. Over seventy organisations are now represented on the Forum. Government guidance sets three key objectives for Airport Transport Forums:

- identifying short- and long-term targets for increasing the proportion of journeys made to airports by public transport;
- devising a strategy for meeting these targets; and
- overseeing implementation of the strategy.

### Modes of Travel

3.27 STAL has been highly successful in expanding rail, coach and bus services over the last decade and the airport among the best performing in the UK and Europe for the percentage of trips by public transport. The last full year pre-Covid CAA survey (2019) confirms the continuing increase in the use of public transport by air passengers, with 52% using bus, coach and rail services (around 14.4m passengers). To date, 2023 has seen a strong recovery in public transport use by passengers and the airport is heading towards its pre-Covid public transport mode share.

3.28 A similar strong performance had been seen in the way that airport employees travel to work. The 2019 Employee Travel Survey for Stansted captured 3,832 responses or 29.5% of the workforce. The total staff number at the Airport of circa 13,000 in 2019 was a rise of 9.2% on the surveying period in 2017 (when 11,897 people were employed).

3.29 A 2021 Employee Travel Survey was undertaken, however the survey was completed remotely rather than the typical face to face interviews and the response rate was low. Unsurprisingly, the 2021 results show a rise in car use and reduction in public transport use This can be attributed to the impact of Covid-19 on travel behaviours and reduced confidence in public transport. STAL is working with SATF to ensure employees travel to work returns to pre-Covid mode shares and the 2023 Employee Travel Survey will be a more accurate measure of post pandemic travel behaviours.

3.30 Excluding the 2021 anomaly, Table 3.1 clearly shows the reduction since 2002/03 in staff driving to the Airport and a corresponding increase in arrivals by public bus, coach or rail services. Between 2002/3 and 2019 the proportion of car drivers fall by 32.6 percentage points whilst the proportion of passengers travelling by public transport increased over five-fold (principally through growth in the use of public bus or coach services and rail services).

**Table 3.1: Historic Employee Mode Split (2002-2021)**

Mode of Transport	Year									
	2002/3	2005	2007	2009	2011	2013	2015	2017	2019	2021
Car Driver	87.6%	78.6%	73.1%	71.7%	69.9%	68.8%	64.9%	54.28%	54.99%	79.85%
Car Passenger	4.1%	5.5%	6.3%	6.4%	7.1%	5.7%	5.7%	4.3%	2.24%	1.63%
Public Transport (rail and public bus)	7.0%	12.5%	16.4%	18.3%	19.8%	22.8%	26.9%	36.7%	37.64%	16.49%
Other	1.3%	3.25	4.2%	3.6%	3.2%	2.7%	2.5%	4.71%	5.12%	2.02%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

- 3.31 In order to ensure public transport use increased along with the airport's growth, specific mode share targets for passenger and staff travel were established in 2015 as part of the SDP for the next 5 years. This included:
- To maintain at least 50% mode share to public transport and the sufficient capacity to facilitate growth to the end of 2019;
  - To grow rail mode share from 22% to 25% by the end of 2019 and secure an enhanced timetable of services;
  - To reduce single car occupancy for staff travel to no more than 65% by end of 2019; and
  - To reduce 'Kiss and Fly' to below 30% by 2019.
- 3.32 By the end of 2019 all of these targets were achieved, however the impact of Covid-19 on travel during 2020/21 and the continuation of some travel restrictions in 2022 has meant that there has been a pause on setting new targets and collating mode share data. It is anticipated that 2023 will represent the first full year of data not directly impacted in some way by Covid-19 restrictions and passenger uncertainty.
- 3.33 The 2021 planning permission set a series of mode share targets for the airport which will be carried forward into the updated SDP to be published in 2024. These include:
- Maintaining a 50% public transport mode share for non-transfer air passengers;
  - Reaching and thereafter maintaining a single occupancy private car use by Stansted Airport employees at 45% by the 43mpps date; and
  - Reducing a passenger mode share by Kiss and Fly of:
    - 20% by the 39mpps date; and
    - 12% by the 43mpps date.
- 3.34 The 2015 SDP is due to be updated shortly but the commitments set out in this document continue to be core responsibilities of Stansted Airport:
- Review and where deemed relevant, implement the highway options for actively discouraging 'kiss and fly' traffic;
  - Make best use of the airport road network and work with others to identify the infrastructure needed to support increased demands for road access;
  - Work with these parties to introduce capacity improvements as necessary, and in line with previous obligations agreed; and
  - To deliver the highway-related planning obligations related to the permitted growth of the airport.

## 4 Implications of Proposed Terminal Extension

### Scheme Details

- 4.1 The extension of the existing terminal building, to the north-west, by decommissioning the TTS and providing new sky links to the three existing satellites, allows the airport to meet modern operational requirements and accommodate consented passenger growth.
- 4.2 The modification of the existing terminal to create more space will improve levels of service and experience to passengers whilst also accommodating upcoming regulatory changes requiring security screening enhancements which require additional space in the terminal.
- 4.3 Existing operational vehicle access and servicing for the terminal via the controlled landside route on Gorefield Road, will be maintained. This road is part of the 37km (23 miles) network of on-site roads within the airport boundary, for which Stansted Airport Limited (STAL) is the Highway Authority.

### Passenger Movement

- 4.4 The proposed extension to the existing terminal will provide enhanced facilities within a greater space for passengers. It will provide a significantly improved passenger experience compared with the current arrangements, allowing for additional space for key components such as security, departures and baggage reclaim facilities.
- 4.5 The extension of the existing terminal will allow for all the current surface access arrangements, including Express Set Down at the front of the terminal, access to car parks and the public transport interchange (rail and bus/coach) to be maintained, and the excellent proximity of transport modes to be retained.
- 4.6 Within the terminal, new sky links will replace the decommissioned TTS providing direct and accessible walking routes to the three existing satellites, as shown in Figure 4.1.

**Figure 4.1: Terminal extension illustrative plan showing new sky links to satellites 1-3 (Source: Pascall and Watson)**



- 4.7 When complete, the extension will enhance the quality of all passengers' experience when passing through the airport. This element of the flying journey is acknowledged as being important in assuring passengers about their journey time. Certainty about airport processing will encourage greater use and reliance on public transport for the surface access element of their journey.

### Construction Programme

- 4.8 Construction of the proposed terminal extension is estimated to take place over three years from early 2024 to early 2027. Construction vehicles will be required to use the strategic road network via M11/A120 route to the airport and will not access the airport from the local road network. A set-down area for materials and construction facilities will be provided within the airport site. The anticipated construction vehicle movements are temporary in nature and will be within the typical daily variance of vehicles on the strategic road network. A Construction Management Plan will be produced to control contractor vehicles.

### Active Travel England

- 4.9 Due to the rural location of the airport, few employees or passengers travel to Stansted Airport by cycling and walking. Influencing travel behaviour to encourage more walking and cycling is challenging, especially for walking trips as at present barriers exist to pedestrian movement, most notably, high traffic links including the M11 motorway and A120.
- 4.10 However, STAL is committed to promoting walking and cycle as a viable means of travel to the airport by local employees. Stansted Airport's Cycling and Walking Strategy (2016) forms part of the current overarching SDP for the airport and sets out the vision to increase the number of employees walking and cycling to and from work. This strategy will be updated in 2024, following the publication of the new SDP.

- 4.11 Significant enhancements to improve walking and cycling links to and from local communities have been implemented since MAG took ownership of the airport in 2013, together with improved facilities and raising awareness.
- 4.12 Transport initiatives have been put in place to try and increase the number of sustainable trips, predominantly with employees. Stansted Airport's cycling strategy includes the following measures:
- Improve cycle access from the west and north to Bishop's Stortford, Birchanger, Stansted Mountfitchet and Elsenham;
  - Cycle crossing facilities on J8 of the M11 motorway;
  - Extend the Sawbridgeworth – Bishop's Stortford link; and
  - Storage, shower and secure parking at key locations on site.
- 4.13 In addition, Stansted Airport joined the Government's 'Ride2Work' initiative in 2007 to allow and encourage employees to purchase new cycles from Halfords stores at a 15% discounted rate as an incentive to travel more sustainably to work.
- 4.14 STAL is committed to sustainable transport and is working jointly with the Stansted Airport Transport Forum to support the delivery of national and local policy to encourage travel by sustainable modes.
- 4.15 The continued focus on encouraging non car access to the airport will be unaffected by these proposals. Despite direct pedestrian and cycle access constituting a very small proportion of trips to or from the airport, the public transport users (over 50% mode share) are likely to use active travel modes as part of their overall journey experience to or from the airport, either to start their journey from home or to complete their journey home after using the airport's rail and bus/coach station for an initial journey.
- 4.16 The improvements to the terminal building, especially regarding internal layout and functionality will improve the passenger journey experience, providing greater assurance on journey time within the airport and potentially encouraging more reliance on public transport for the surface access element of their journey, with additional first mile / last mile active travel opportunities.



## 5 Summary and Conclusion

- 5.1 Stansted Airport is the UK's fourth busiest airport, serving London and the East of England with annual patronage in 2019 being 28 million passengers per annum (mppa). The airport has permission to grow to 43 mppa, supported by necessary transport infrastructure and mitigation to accommodate this growth such as rail station platform extensions which have already been completed.
- 5.2 The extension of the existing terminal building airside, to the north-west, by decommissioning the TTS and providing new sky links to the three existing satellites, allows the airport to meet modern operational requirements and accommodate consented passenger growth. The terminal proposals will provide improved facilities for both arriving and departing passengers and lead to an enhanced passenger experience.
- 5.3 This Transport Statement sets out the land-side passenger handling between the proposed terminal expansion and the transport infrastructure that forms the established surface access strategy for the airport. The key principle being that the proposed extension to the terminal building is facilitating the growth already permitted, assessed and mitigated under the extant consent (LPA Ref: UTT/18/0460/FUL) and will not alter the established surface access transport strategy nor effect the requirements for associated transport infrastructure.
- 5.4 Access to onward travel facilities will be maintained and remain unchanged in nature to the existing arrangements with no perceptible change in travel time to key elements of transport infrastructure.
- 5.5 The new extension in combination with the rearrangement of the internal layout of the existing terminal building will future proof the airport for expansion up to current permitted passenger numbers and physical public transport infrastructure is already in place for operation of the airport to 43mppa, as is the necessary mitigation measures and improvements to the road network.
- 5.6 Therefore, there will be no impact in respect of highway safety as a result of the proposals whilst improvements will be made to the passenger facilities, accessibility and overall experience of onward travel options compared to the current situation for passengers at the airport.
- 5.7 This Transport Statement demonstrates that the proposals to extend the existing terminal building are in compliance with both NPPF, Essex County Council and Uttlesford Local Plan policies and there are no transport related grounds for refusal of the planning permission.



## Control Information

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