

Committee: Stansted Airport Advisory Panel
Date: 26 July 2004
Agenda Item No: 6
Title: Stansted Airport, Development of Bus and Coach Operations
Author: Jeremy Pine (01799) 510460

Summary

- 1 This report sets out a short summary of current progress on the development of bus and coach operations at the Airport.

Progress

Bus/Coach Study

- 2 When planning permission was granted for expansion to 25mppa, one of the most immediate obligations on BAA Stansted was to commission a study identifying how bus and coach services could contribute to 37% air passenger public transport usage by 31 December 2010. Halcrow were appointed by BAA Stansted to carry out the study, reporting progress to the Bus/Coach Working Group of the Stansted Area Transport Forum, which meets about every two months.
- 3 Halcrow's final report was published in December 2003, the conclusions and recommendations of which were appended to the Section 106 Agreement progress report to the Panel on 17 March 2004. BAA Stansted is required to use all reasonable endeavours to implement the recommendations of the study and to provide up to £1m (over and above the transport levy) up to 31 December 2010 towards achieving the 37% target, but also including improvements to pedestrian and cycle access. The allocation of the funding, e.g for pump-priming bus/coach services will be guided by the Bus/Coach Working Group via the consideration of business cases submitted by operators. The study is a standing item on the Working Group agenda.
- 4 In November 2003, National Express began operating the A9 Stratford (London) to Stansted service every 30 minutes 24-hours a day, the Halcrow report having identified this as a service that would achieve viability from 2004. Reports are that patronage is good, reflecting 18% growth in the London market. Recently, a night bus service was introduced from Liverpool Street during hours when the Stansted Express has ceased operating for essential maintenance to take place. This now means that passengers can get to Liverpool Street if travelling after midnight and can also use public

transport if they are flying out between 0600 – 0700. The Bus/Coach Working Group is currently evaluating business cases for a Southend to Stansted coach service, which was also identified in the Halcrow report as a service that should be viable quickly. The lack of a service from Southend was identified in representations received about the 25mppa planning application.

New Airport Bus/Coach Station

- 5 Another obligation upon BAA Stansted is to submit an application for planning permission for a new bus/coach station by 31 October 2004, to commence construction no later than 2005 and for it to be operational by May 2007. The Panel will recall from previous reports that the Bus/Coach Working Group undertook a two-day study tour of Public Transport Interchanges in the north of the country, following which BAA Stansted has appointed Fosters to design the scheme. Both the Bus/Coach Working Group and the Uttlesford Transport Forum will have an opportunity to comment on the draft proposals, which will follow the terminal forecourt area masterplan that was produced when planning permission was granted for the decking of Zones A-C of the short stay car park.

General

- 6 In addition to overseeing the Bus/Coach Study, the Working Group also looks at a wide range of day-to-day operational issues, including reliability, marketing and timetabling via individual appointments with the operators, National Express, First, Excel, Arriva and Stansted Transit. Individual appointments are necessary for reasons of competition. Recent service improvements include a Sunday service from Chelmsford (First 33) every two hours, jointly funded by BAA and ECC. Real time information is to be introduced on Arriva 510, First Coachlink, First 33, Stansted Transit 133 and Village Link 5 & 7 via joint funding by BAA Stansted and ECC. BAA Stansted is keen to bring this forward ahead of the opening of the new bus/coach station as long as there is no additional cost.
- 7 The First X40 service from Bury St Edmunds to the Airport was withdrawn from April 2004 due to lack of patronage and revenue south of Haverhill. The operator and BAA jointly funded the service, but no 3rd party source of funding could be identified to allow the service to keep running. The withdrawal of the X40 has reduced local accessibility to the Airport, but options will be considered as part of ECC's West Essex Area Review of transport.
- 8 Following the opening of the new A120 in its entirety to Braintree it is expected that bus journey times along the B1256 will be shorter. This will give an opportunity to adjust timetables, and patronage will be monitored to see if shorter journey times results in more use of services.

RECOMMENDED that the Panel note this summary of the progress that is being made with regard to airport bus and coach operations.

Committee: Stansted Airport Advisory Panel
Date: 26 July 2004
Agenda Item No: 7
Title: Actions and monitoring of the Section 106 Agreement relating to the expansion of Stansted Airport from 15-25 mppa
Author: Jeremy Pine (01799) 510460

Summary

- 1 This report, which is one of a regular series, advises the Panel on the actions and monitoring of those parts of the Agreement that has taken place to date. The information in this report is up to date as far as 1 July, and follows on from the report to the Panel meeting on 26 April.

Background

- 2 The Council granted outline planning permission for the expansion of Stansted Airport from 15-25mppa on 16 May 2003. The outline planning permission is subject to conditions and is also subject to a Section 106 Agreement, which places various obligations upon the airport operator that are triggered at times between the grant of the permission and by the end of 2010.
- 3 No start has yet been made on the development and no planning conditions have yet been triggered. It is currently anticipated that a formal start will occur early in 2005, probably via works to implement the next stage of the long-term car park.

Progress

- 4 At a previous meeting, the Panel requested that the format of this report be looked at to see if it could be made more comprehensive and specific to each of the obligations so that an overall picture of progress could be obtained. To this end, the latest copy of the obligations monitoring document prepared by officers is attached to this report. This monitoring document lists each obligation in date order in column 1, (starting with those that are not date-specific), sets out a summary of the obligation in column 2 with current progress in column 3. It is intended that the latest updated version be presented to each future Panel meeting.

FOR INFORMATION

Background Papers: Application file