

Committee: Stansted Airport Advisory Panel

Agenda Item

Date: 28th January 2014

6

Title: Short Term Surface Transport Measures
Recommended by the Airports Commission

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Key decision: **No**

Summary

1. This report, which is for information, is about a letter written by the Chairman of the Airports Commission (Sir Howard Davies) to the Chancellor of the Exchequer. The letter, dated 26th November 2013, predated the publication of the National Infrastructure Plan (NIP) 2013, the Autumn Statement and the Airport Commission's interim report.
2. The letter recommends a package of short term surface transport measures at a number of airports, including Stansted.
3. Copies of the letter and the accompanying annex containing the individual recommendations are attached at the end of this report.

Recommendations

4. That the Panel notes the letter and, in particular, the measures that the Commission has recommended at Stansted.

Financial Implications

5. There are no financial implications associated with this report.

Background Papers

6. None

Impact

- 7.

Communication/Consultation	The Airports Commission has undertaken a series of consultations on its published discussion papers and guidance documents during 2013. It says that it has received many proposals regarding the railway line between Stansted and London.
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Community Safety	None.
Equalities	None.
Health and Safety	None.
Human Rights/Legal Implications	None.
Sustainability	None.
Ward-specific impacts	District-wide, but particularly those areas around the airport and within the West Anglia rail corridor.
Workforce/Workplace	Officer time in preparing this report.

The Commission's Recommendations

8. The letter from Sir Howard is self-explanatory. These recommendations are in response to what the Commission considers is a strong case for attaching greater strategic priority to improving surface access to airports in the interim period before any significant new infrastructure can be brought on line. The recommendations are included in Paragraph 5.89 of the Commission's interim report.

9. Sir Howard says in his letter:

"Our present recommendations on surface access make sense whatever the eventual choice of longer term option may be. We have not put forward any proposals which could only be justified in the circumstances of particular decisions on new airport capacity".

10. There are four recommendations relevant to Stansted (Recommendations 6 to 9 in the annex to Sir Howard's letter). The Government has confirmed in the NIP that the recommendations will be taken forward. In response, Sir Howard has said:

"I am pleased that the Government has acted on our recommendations to enhance surface access to some of our major airports. Improving the quality of surface transport links can play an important part in optimising how we use our existing infrastructure in the short and medium term. We will present further recommendations for making the best use of existing capacity in our interim report, which we will deliver later this month". (Note: Chapter 5 of the interim report deals with making best use of existing capacity).

11. It is worth commenting briefly on each of the four recommendations.

Recommendation 6.

This recommendation gives a considerable boost to the case for major investment

in the West Anglia railway which the Council is campaigning for through its membership of both the London Stansted Cambridge Consortium and the West Anglia Routes Group. What is particularly welcome is the recognition that enhancements should benefit all rail users and not just users of the Stansted Express. In the NIP the Government refers to extending the scope of the East Anglian Mainline study to include access to Stansted. This could result in more resilient rail services to and from the airport in times of disruption. At the moment, it is the practice of the airport to run replacement coach services to and from Witham to connect with Mainline rail services.

Recommendation 7.

Liverpool Street is extremely congested at peak hours, with no spare capacity into or out of the station at those times. It would make sense to look at alternative destinations, such as Stratford, which is very convenient for Canary Wharf. There is currently no direct service from the airport to Stratford.

Recommendation 8.

Paperless ticketing on airport rail services would be welcome as an improvement to connectivity and passenger convenience.

Recommendation 9.

When planning permission was granted for expansion to 25mppa in 2003, BAA Stansted signed a Section 106 agreement which included obligations to improve the strategic road network and monitor traffic levels at both key strategic points and on the local road network. The obligations also included the proportionate funding of any required improvements. The unilateral undertakings submitted by BAA Stansted in 2008 with the Generation 1 permission (to 35mppa) supersede the earlier obligations, but there still are monitoring and funding requirements on the airport operator.

Further monitoring would be welcome due to the passage of time, because the economic downturn has meant that levels of road traffic to and from the airport since 2008 have not been as significant as was expected.

Risk Analysis

12.

Risk	Likelihood	Impact	Mitigating actions
That the lead time for implementing the recommendations could be extensive, running behind the increased surface access demand from passenger	2	2	Maintain the political and stakeholder pressure for major rail infrastructure investment via the LSCC and WARG. Ensure that the new Stansted Airport Surface Access

growth.			Strategy takes account of increased surface access demand over the next Strategy period.
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1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.