

STANSTED GENERATION2 SURFACE ACCESS CONSULTATION 2007

Agenda Item 8b.

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Background Papers: Stansted Generation2 Surface Access February 2007 (The consultation can be viewed on the BAA website at <http://www.stanstedairport.com>)
Financial Implications: No direct implications for BDC
Equalities Implications: None
Legal Implications: None
Options:
1. To agree the response to the consultation as set out in the attached report.
2. To agree the response to the consultation as set out in the attached report with amendments
Risks: The main risk is that BAA do not take account of this Council's representations in the further development of the project.

EXECUTIVE SUMMARY

The Surface Access Strategy (SAS) describes the policies, infrastructure and service provision that would be necessary to support the proposed second runway at Stansted airport.

The SAS consultation has been published by BAA in collaboration with the Department for Transport (DfT), the Highways Agency and Network Rail. It outlines proposals for transport infrastructure that will:

- Reducing the need to travel by car (Restrictions on people using cars to access the airport)
- Improve public transport (Rail, Bus and Coach services)
- Make best use of existing highway infrastructure (road widening)
- Provide New Highway Infrastructure (New junctions on the M11 and A120)
- Allow for Local Road Stopping up and diversions.

None of the proposals are within Braintree District. However, parts of the District are within the Stansted sub-region and there will be a need for the proposals to include improvements to surface access to the airport from the east.

DECISION

That the Council submits the following representations to BAA:

1. The Council reiterates its opposition to a second runway at Stansted.
2. That BAA be requested to support the need to complete the improved A120 between Braintree and Marks Tey before the new runway is operational.
3. BAA should be requested to consider further the feasibility of a rail link between Braintree and the airport
4. The proposed layout should be such as to allow a future rail link between Stansted and Braintree.
5. BAA should be requested to promote improvements to bus and coach services from the District to the airport particularly from Halstead and Witham
6. That park and ride schemes operating out of Braintree District would be opposed.

STANSTED GENERATION 2 SURFACE ACCESS STUDY

Background

Surface Access Strategy-Consultation

1. BAA Stansted has published a proposed Surface Access Strategy (SAS) consultation for G2 (the plans for a second runway at Stansted). The document refers to policies, improved and new infrastructure and public transport services.

2. The SAS aims to:

- Reduce the need to travel especially by car by introducing terminal forecourt charging to reduce private vehicle drop-off as well as pick up.
- Improve local bus and coach services and increase capacity on the railways by having more railway carriages per train on the West Anglia Main Line and, after 2020, delivering infrastructure including a second airport rail tunnel and possible extra tracks along the network. There is however no mention of a rail link from Braintree to the airport
- Make best use of existing highway infrastructure – the majority of Airport related traffic growth is said to be outside the peak periods in the short to medium term.
- Provide new highway infrastructure. The proposals being consulted on by the Highways Agency are:
 - A new junction on the M11 immediately north of Junction 8 giving access into the airport site with a new access road parallel to the A120 serving the existing terminal.
 - A new junction from the A120 near Takeley to serve a new terminal.
 - Widening the M11 between Junctions 6 and 8 to 4 lanes each way

3. BAA is also consulting on roads and rights of way that could be affected by a new runway.

Rail Infrastructure

4. Initially it is assumed that existing services Liverpool Street will be sufficient. BAA assume there could be 12 car trains (rather than the existing 8 car) in that the G1 proposal (making better use of the existing runway) may require 12 car trains and so the additional rolling stock and associated infrastructure for G1 is assumed for G2. These trains stop alternately at Harlow and Bishop's Stortford so carry both airport passengers and other users (notably London commuters). BAA's strategy intends there should be no adverse impact on regional users and with growth forecast for both air passengers and commuters they conclude additional capacity would be necessary on the line sometime after 2020.

5. Two additional services are proposed for Harlow and Bishop's Stortford with the airport trains becoming dedicated to serving the airport. The introduction of 14 car trains could put back the need for extra tracks though this would involve lengthening station platforms.

Bus and Coach Services

6. The SAS predicts that the number of people accessing Stansted by bus and coach services will increase significantly by 2030. No specific proposals for increased routes are proposed as BAA are taking the approach of working in partnership with coach companies to meet increased demand and providing start-up funding for new services from the public transport levy, where required. The overall approach is that operators will provide additional routes if they are profitable. Where new coach services are referred to they relate to the potential for intercity routes from Nottingham, Peterborough, Southend, North Kent and Oxford.

7. In terms of provision of local bus routes Braintree would be considered a priority area for improved bus links however no further detail has been provided at this stage.

Local Road Infrastructure

8. While BAA and the Highways Agency have determined the need to widen the M11, little is said in the consultation about local road improvements that may be necessary or any potential contribution to further infrastructure. The consultation assumes that the improvements to the A120 between Braintree and Marks Tey will be completed.

Changes in travel volumes

9. The SAS provides forecasts for increases in travel between 2003 and 2030. This information indicates that there will be a general increase in volumes on the transport network and that this would be the case regardless of a second runway being constructed. The emphasis of the document appears to be on persons traveling by car and how that needs to be catered for in the future. It would be more suitable if alternative forms of transport were given equal weight when planning for general growth in transportation demand rather than splitting this growth into transport type.

10. It is acknowledged that some of the proposals will need to be implemented before the planned completion of the runway in 2015 however further study would be required to determine which would be most appropriate to deliver first.

Discussion

11. The consultation concentrates on improvements to the west of the airport and to London. Little reference is made to improving access from the east. The consultation assumes that the second runway will be operational in 2015. At present the improvements to the A120 are unlikely to be completed by then. There is therefore a need for renewed pressure to bring these improvements forward. Whilst there are general references to improved bus and coach services this needs to be more specific to ensure that new services are provided from parts of the District not directly linked to the airport at present, particularly from Halstead and Witham. The report refers to an assessment carried out by consultants of a rail strategy for G2. This included consideration of new lines into Stansted from the east and/or the west. However these do not form part of BAA's proposed strategy and BAA should be requested to consider this further. In considering car parking for air passengers the report states that if neighboring authorities are interested in developing park and ride operations then BAA would be interested in opening a dialogue with them. BDC's current policy is to resist such proposals and require all airport-related parking to take place within the airport itself.