

Transport and Works Act 1992

Stansted Rail Improvement Order 200[]

Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

Concise Statement of the Aims of the Proposals

Summary:

1. The aims of the proposals are to enable Stansted Airport to be served by longer trains and additional rail services in the peak hours.

The Works

2. The proposals are for the construction and use of:
 - a fourth platform at Stansted Airport Station; and
 - a second railway tunnel and tracks north of and parallel to the existing railway tunnel on the rail link between Stansted Airport and the West Anglia Main Line.
3. The fourth platform will be constructed to the south west of the existing Airport Terminal building and connected to the existing track at Stansted Airport Station with a new railway spur. The construction of the proposed railway tunnel will require the realignment of the existing railway and the laying of track between Stansted Airport and the West Anglia Main Line parallel to the existing railway, the construction of a tunnel portal building at each end of the proposed tunnel and an access road from Belmer Road to the Tye Green tunnel portals for use by emergency and maintenance vehicles. There will be a minor temporary (about three years) diversion of footpath number 46 to enable construction of the tunnel. Footpath 45 will require to be closed for about a week for construction purposes.

Land to be acquired

4. The majority of the works will be carried out within the airport boundary on land owned by Stansted Airport Limited or within existing operational railway land owned by Network Rail. At Tye Green, sub-soil between the median point of Belmer Road and the tunnel portal will be required permanently for the proposed tunnel. Temporary access for construction will be required over land immediately adjacent to the existing Tye Green tunnel portal area. A permanent right of way will be required along the existing emergency and maintenance access from Belmer Road to the tunnel portal.

Need for the proposals

5. The proposals are needed to provide additional surface rail access to serve the proposed development at Stansted Airport to provide a second runway and additional airport-related facilities (known as the "G2 Airport Development"). The application for permission for the proposed development is supported by an Environmental Statement and an accompanying Transport Assessment¹ which have been prepared by BAA Limited (the holding company of the

¹ Stansted G2 Airport Project Transport Assessment (Faber Maunsell) March 2008

applicant Stansted Airport Limited) in consultation with the Department for Transport, Network Rail, the Highways Agency and other stakeholders. The Transport Assessment contains demand forecasts for G2 for the assessment period to 2030 which show that lengthening Stansted Express trains to twelve cars and adding two trains per hour at peak times of the day will provide sufficient capacity to cater for all rail demand to and from the Airport in the period up to 2030. This means that growth in the number of airport rail passengers during this period can be accommodated without overall adverse effect on other rail passengers. The proposed fourth platform will enable longer trains, and the second tunnel will enable additional trains, to serve the Airport.

6. In December 2007 Network Rail published the Greater Anglia Route Utilisation Strategy, which concluded that there was merit in further study of a wider rail strategy for the West Anglia Main Line. Following this, the Secretary of State for Transport announced on 3rd March 2008 that she has asked Network Rail to bring forward proposals with a view to targeting delivery in the period 2014 to 2019².
7. The broader proposals will be designed to meet the growth in population and employment forecast for the rail corridor between London Liverpool Street and Cambridge as well as the increase in passengers resulting from the potential expansion of Stansted Airport. The assessment will incorporate consideration of line and route improvements including a four-tracking option from Tottenham Hale to south of Cheshunt. The work on the West Anglia Main Line will be led by the Department for Transport and will engage industry, developers and other key stakeholders as necessary. Further advice is expected from DfT/Network Rail as these plans evolve, and the Secretary of State aims to report on progress later this year.

² Statement to Parliament "Long term road and rail capacity in the East of England" Ruth Kelly 3rd March 2008.