

5th March 2008

Dear << NAME >>

Re: West Anglia Main Line Rail Enhancements

I am writing to tell you about the progress on the rail enhancement proposals which were the subject of public consultation in summer 2007. Thank you for taking part in the consultation, particularly if you gave us feedback on the information we presented in June and July last year.

Since the close of consultation at the end of July 2007, BAA has been analysing responses and developing its strategy and infrastructure schemes for serving a proposed new second runway at Stansted (the “Generation 2” project).

Rail Schemes Consultation

To recap on the rail schemes consultation: we consulted about 7000 households plus airlines, businesses, statutory bodies such as Natural England as well as commuter and rail user groups. In brief, the findings were:

1. The majority of respondents were in favour of a broader scheme in the Lea Valley i.e. not just a three-track, Airport-focussed scheme
2. There was overwhelming support for improvements at Stansted i.e. the second tunnel and fourth platform
3. Concern was registered by residents in the Lea Valley, in particular about the impacts of more tracks and more trains e.g. noise and vibration

BAA has discussed the results of this consultation with the Department for Transport and Network Rail.

Broader Proposals

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 2019. A full copy of the statement is attached to this letter.

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.

BAA's Proposals

As a result of this, BAA does not intend to promote the three-track scheme that was set out by us last summer. Instead, we will work with the Department for Transport and Network Rail as required, using the knowledge we have gained over the past four years. In particular, BAA will pass the results of our rail schemes consultation to the DfT and Network Rail for their consideration.

Irrespective of the final schemes designed to achieve the delivery of longer term capacity and service improvements on the West Anglia Main Line, the two capacity constraints on the Airport branch line would need to be addressed as no additional or longer trains can be accommodated without this additional infrastructure. BAA is proposing that a second tunnel and a fourth platform, with associated track and signalling works, are constructed to remove both of these constraints, and therefore intends to apply for a Transport and Works Act (TWA) for both these schemes, for consideration alongside the Planning Applications for the G2 Airport Development.

BAA will make the Rail Schemes Consultation Report available at the time that the TWA application is lodged. Notices will be published in local press advertising the lodging of the TWA application. In the meantime, if you have any further queries about the second tunnel or the fourth platform at Stansted Airport then please contact BAA by email at:

stanstedpublicaffairs@baa.com

Or by post at:

Communications Department
(G2 rail)
3rd floor Enterprise House
Stansted Airport
Essex
CM24 1QW

Or by telephone on 01279 662 800.

If you wish to know more about the Generation 2 Project please visit:

www.stanstedairport.com/future

Yours faithfully,

Alastair McDermid
Stansted Generation 2 Project Director
BAA
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Statement to Parliament

Long term road and rail capacity in the East of England

The Secretary of State for Transport (Ruth Kelly): I am today announcing plans for my Department to take forward work to consider the long term capacity of the M11 motorway and the West Anglia Main Line. This is in recognition of the proposed growth in the draft East of England plan and the need to support this with effective and sustainable transport links. This work would also need to take account of potential expansion of Stansted airport.

Last year my predecessor announced publication of the Highways Agency's consultation on plans to widen the M11 between junctions 6 and junction 8, and to improve the junction access from the M11 and the A120 to Stansted Airport.

I consider that the form of capacity improvements to the M11 in the period before 2030 requires further assessment and as a result I have asked the Highways Agency to carry out further work to look into this. This work will take account of the forecast growth in the region and ensure that, in seeking to exploit the region's economic opportunities, we do so in a socially and environmentally sustainable way, considering a range of ways to provide the additional capacity that is needed.

If this work determines that widening the M11 is needed, it has been agreed that BAA would contribute to the overall costs, subject to the necessary referral to the economic regulator. My Department will announce shortly the results of the consultation on the schemes required to provide access from the M11 and A120 to an expanded Stansted Airport, which BAA has agreed to fund in full.

I also recognise that growth in the region and the associated number of new houses will place additional pressures on the West Anglia Main Line between Liverpool Street station and Cambridge.

Therefore, to complement the Highways Agency's further work on the M11, I am also asking Network Rail to develop and bring forward proposals for enhancing the West Anglia Main Line. This work should examine the case for further enhancements, to provide for longer term capacity and service improvements, in the context of Network Rail's recent Greater Anglia Route Utilisation Strategy (RUS).

Following recent feasibility work led by my Department, I confirm that this assessment should incorporate consideration of line and route improvements including a potential four-tracking option from Tottenham Hale to south of Cheshunt, and an assessment of what commitments would be needed to deliver this solution.

The anticipated timescales for this assessment are for necessary development work and powers to be completed within railway Control Period 4 (2009-14), with a view to targeting delivery in Control Period 5 (2014-19).

This would be in addition to the more immediate capacity enhancements I announced in my White Paper Delivering a Sustainable Railway, and High Level Output Specification (HLOS), which were published last year.

As with the M11, this work will draw on forecast demand from wider regional growth, as well as from the potential increase in passengers resulting from any expansion of Stansted Airport.

Both the work on the M11 and the West Anglia Main Line will be led by my Department, engaging industry, developers and other key stakeholders as necessary.

I aim to report progress on both of these projects later this year.

Delivered: 03 March 2008