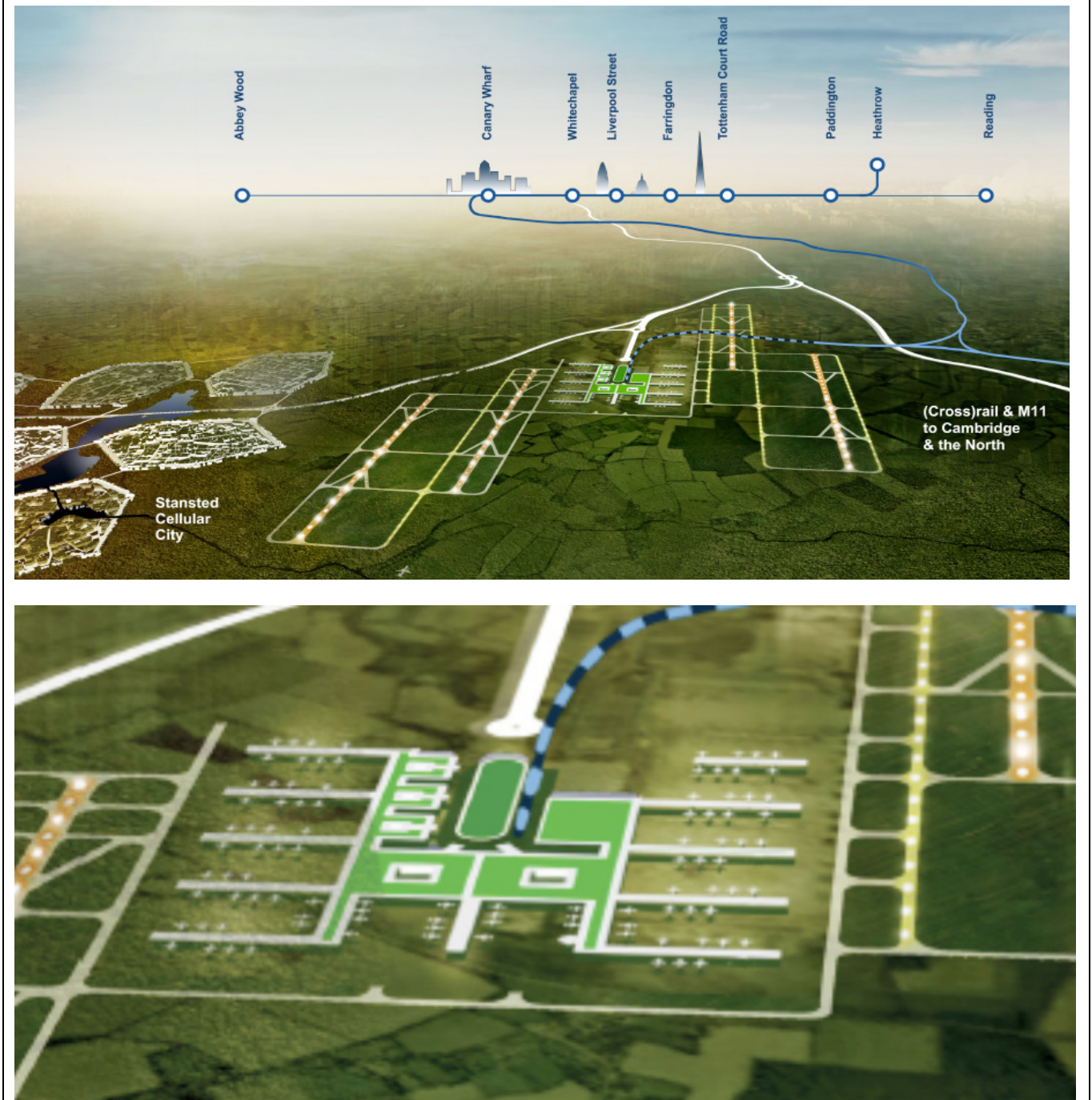


PROPOSAL TITLE:	Take Crossrail to Stansted	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Avery Waters Schabas	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

To connect Stansted by Crossrail into central London providing non-stop services from Stansted to Stratford or Canary Wharf. Non-stop services would also connect Heathrow with Paddington. The existing terminal at Stansted would be upgraded to serve long-haul passengers; simple terminal pavilions will be built for low cost airlines. A second runway would be built at Stansted if demand justifies it. Strategic land holdings to the east of the airport could provide substantial housing supported by airport employment.



INITIAL ASSESSMENT COMMENT

Although the proposal provides suggestions for expanding capacity at Stansted, its focus is on providing improved surface access between Central London and Stansted. As a proposal, similar to other ‘improve surface access to Stansted’ suggestions, it would appear to have in-principle merit.

<b>PROPOSAL TITLE:</b>	<b>Take Crossrail to Stansted</b>	<b>Short Term</b>	<input type="checkbox"/>
<b>SUBMITTED BY:</b>	<b>Avery Waters Schabas</b>	<b>Medium/Long Term</b>	<input checked="" type="checkbox"/>

## OVERVIEW

<b>Proposal</b>	Primarily the submission relates to a proposal to construct an extension to Crossrail and facilitate regular and efficient services between Stansted and central London into either Canary Wharf or Stratford, and Heathrow to Paddington. To a less developed extent it proposes an extension of Stansted to 4 runways.		
<b>Approach</b>	It is assumed that the proposal is for TfL to develop the Regional Option for Crossrail 2 to Stansted and run non-stop services into London. Development of the airport would, it is assumed, be led by the airport company in line with market demand.	<b>Stated Capital Cost</b>	<b>£3bn</b>
<b>Potential Benefits</b>	<ul style="list-style-type: none"> <li>Additional local employment, with wider economic benefits for Upper and Lower Lea Valley and East London.</li> <li>May promote marginally greater competition with other London airports.</li> <li>Low additional population affected by noise compared with Heathrow.</li> <li>Assumed that the development of Stansted would be privately funded, although support package may be required.</li> </ul>	<b>Additional Capacity (mppa)</b>	100
		<b>Additional Capacity (ATM)</b>	600,000
<b>Key Issues &amp; Risks</b>			
<b>Strategic Fit</b>	<ul style="list-style-type: none"> <li>In competition with Heathrow, an expanded Stansted increases point-to-point capacity, in line with Commission's terms of reference. Should Heathrow be required to close, it is not clear that the proposal adds to system capacity.</li> </ul>		
<b>Economy</b>	<ul style="list-style-type: none"> <li>Point to point service expansion likely to be predominantly low cost carriers servicing destinations in Europe and domestically, with possible introduction of services from some European hub carriers and a Middle Eastern hub carrier (particularly if Heathrow and Gatwick remain capacity constrained). Additional connectivity predominantly likely to be due to higher frequencies, and more short haul services with incremental long haul operations reflecting market opportunities, but unlikely to be more than marginal transfer of services or airlines from Heathrow.</li> <li>May reduce competition in the London system given probable closure or reduction in capacity of Luton. Further weakened, if growth is proposed to an extent necessitating the closure of Heathrow to be financially viable.</li> </ul>		
<b>Surface Transport</b>	<ul style="list-style-type: none"> <li>Uncertain whether proposed rail and road enhancements can cater for the predicted level of demand.</li> <li>Second rail tunnel required along with the proposed Crossrail works.</li> <li>Local road upgrades and widening of the M11 to the M25 likely to be required.</li> </ul>		
<b>Environment</b>	<ul style="list-style-type: none"> <li>Direct loss of SSSIs and local wildlife sites; impacts to a significant number of designated cultural heritage features. Residential property loss of 240-400.</li> <li>Large area of agricultural land loss.</li> </ul>		
<b>People</b>	<ul style="list-style-type: none"> <li>Impacts on health, vulnerable groups and local communities are not specifically addressed other than through employment opportunities.</li> </ul>		
<b>Cost</b>	<ul style="list-style-type: none"> <li>The stated cost only relates to the surface access works to extend Crossrail, and would appear to underestimate that cost significantly, and excludes a contribution to Crossrail 2.</li> <li>In addition, Luton Airport is likely to be required to be closed or reduced due to airspace conflicts and potentially Heathrow in order for the four runway airport to be commercially viable. This would further significantly increase the likely cost.</li> </ul>		
<b>Operations</b>	<ul style="list-style-type: none"> <li>Likely to necessitate the closure of London Luton Airport, potentially leading to insufficient system capacity, particularly for low cost airlines who may be less inclined to continue operation from the enlarged facility.</li> <li>The proposal states a 4-runway Stansted would have a capacity of 50 mppa, i.e. of c 15 mppa over current capacity, which, with the closure of Luton, would not add to system capacity. However, this would appear to significantly understate the capacity of a four runway Stansted, which would be expected to be c 160 mppa, i.e. a system increase of c 100 mppa.</li> </ul>		
<b>Delivery</b>	<ul style="list-style-type: none"> <li>Range of support measures likely to be needed for private financing, including government support / commitment and supportive regulatory framework and planning environment and wider package of measures to reduce the cost of finance in order to develop Stansted to the extent proposed.</li> <li>Unclear that in competition with Heathrow a four runway Stansted would be commercially viable, therefore may also necessitate the closure of Heathrow.</li> </ul>		