High quality, efficient and reliable surface access connections, whether road or rail, are integral to London Stansted's success. With aviation capacity in London and the South East expected to be fully used by 2030, it is vital that airports like Stansted plan for the future, including how to improve surface access connectivity.

In partnership with our Transport Forum we have made significant advances in surface access over the last 10 years. I am extremely proud that half of our passengers now arrive by public transport - the highest of any major UK airport. However, we need to work together to build on this success with further investment in the rail infrastructure.

Government recognises investment is a key enabler of economic growth and we believe that with improved rail links, Stansted can play its part in getting the UK back into growth.

That is why this year we started a new rail campaign - Stansted in 30 - to persuade Government and the rail industry to commit to reducing journey times from London to Stansted to around 30 minutes. Recent research shows that reducing the journey time could encourage at least an extra 1.4 million passengers to use Stansted every year. This would have significant benefits for the local economy.

On the right track

On the right track

Stansted's vision for improved rail connectivity

- Work with Network Rail and train operators to see 95% of trains running on time by 2015
- Work with the rail industry to introduce an 03.20 service from Liverpool Street to Stansted to serve first 'wave' departures
- Work with the rail industry to reduce the minimum journey time on the Stansted Express service by at least 5 minutes by 2017
- Work with the rail industry to reduce the variation in journey times on the Stansted Express service and implement a standardised journey time by 2015
- Work with train operators to introduce better rail connections to Cambridgeshire, Norfolk and Suffolk including two trains per hour to the City of Cambridge
- Support the extension of Crossrail to Stansted and reduced journey times
- Work with train operators to promote the use of rail and improve the passenger experience including introducing real time passenger information, travelcards, competitive fares and increasing the use of social media
- In partnership with regional stakeholders secure Government commitment to invest in new infrastructure on the WAML to enable faster and more reliable journeys
- In partnership with regional stakeholders secure Government commitment to deliver a 30 minute service from the airport to Central London
- Support regional stakeholder aspirations to improve links from the WAML to Stratford supporting regeneration in the Lea Valley and opening up Stansted to new communities
- Secure long term commitment to retain the current rolling stock (Class 379 Electrostar) on the Stansted Express service

Stansted Airport's vision

- Invest in infrastructure on the WAML to enable 30 minute services from the airport to Central London
- Deliver a Crossrail link from Stansted to London
- Introduce a 24 hour rail service to Stansted
- Explore rail freight facilities for Stansted with the aspiration to create a rail link to connect with the Great Eastern Mainline, Felixstowe and Thames Ports
By attracting more airlines serving more destinations, Stansted is well placed to benefit from the growing opportunities for travel that the world is seeing. The airport is already a major hub for leisure and business travel, with over 200,000 tonnes of cargo passed through the airport, helping to sustain over 14,000 jobs.

Stansted Airport - the UK’s 'third runway'?

A campus for economic growth and productivity

Stansted is home to a diverse range of businesses, from small, local enterprises to large multinational corporations. With over 3,000 businesses and 21,000 jobs, the airport is a key contributor to the local economy.

Stansted’s success is integral to the East of England and the UK as a whole. By providing a faster and more reliable rail service to London, Stansted would help to stimulate growth and create new job opportunities. Investing in the rail links to Stansted would not only benefit airport passengers and staff, but would also help to sustain over 14,000 jobs and over 200,000 tonnes of cargo passed through the airport each year.

The campaign aims to persuade Government to include Stansted in the 30 minutes to cover 30 miles from Liverpool Street to Stansted, compared with 35 minutes and an hour to cover 35 miles from London Victoria to Gatwick Airport by train.

In April 2012, the £147million Crossrail 1 project was announced to deliver the new Stansted mainline link from Liverpool Street, matching the speed of the £30million Stansted mainline service today. By increasing train capacity and frequency, the rail service to Stansted would provide passengers with more choice of trains and provide an underpinning service to Stansted Airport’s fast and reliable rail services.

A better connected Stansted - faster trains for our passengers

Stansted wants to play its part in growing the UK economy. In 2011, 18 million passengers used Stansted every year, and over 200,000 tonnes of cargo passed through the airport. With the Government keen to see more inward investment and increased exports, slashing journey times could lead to an extra £4.5 billion of economic growth and productivity in London and the UK as a whole.

As the only major airport serving the London Borough of Enfield, Stansted is well placed to benefit from the growing opportunities for travel that the world is seeing. The airport is already a major hub for leisure and business travel, with over 200,000 tonnes of cargo passed through the airport, helping to sustain over 14,000 jobs.

Stansted is home to a diverse range of businesses, from small, local enterprises to large multinational corporations. With over 3,000 businesses and 21,000 jobs, the airport is a key contributor to the local economy.
High quality, efficient and reliable surface access connections, whether road or rail, are integral to London Stansted’s success. With aviation capacity in London and the South East expected to be fully used by 2030, it is vital that airports like Stansted plan for the future, including how to improve surface access connectivity.

In partnership with our Transport Forum we have made significant advances in surface access over the last 10 years. I am extremely proud that half of our passengers now arrive by public transport - the highest of any major UK airport. However, we need to work together to build on this success with further investment in the rail infrastructure.

Government recognises investment is a key enabler of economic growth and we believe that with improved rail links, Stansted can play its part in getting the UK back into growth. That is why this year we started a new rail campaign - Stansted in 30 - to persuade Government and the rail industry to commit to reducing journey times from London to Stansted to around 30 minutes. Recent research shows that reducing the journey time could encourage at least an extra 1.4 million passengers to use Stansted every year. This would have significant benefits for the local economy.

Building on the success of Stansted Airport’s Surface Access Strategy and working collaboratively with Government, the rail industry and stakeholders, we have made improved rail connectivity one of our top priorities.

Our vision is for Stansted to be the best connected air-rail hub in the UK, delivering fast, frequent and more reliable services that our passengers and local community rightly deserve.

**Stansted Airport’s vision**

- Invest in infrastructure on the WAML to enable 30 minute services from the airport to Central London
- Deliver a Crossrail link from Stansted to London
- Introduce a 24 hour rail service to Stansted
- Explore rail freight facilities for Stansted with the aspiration to create a rail link to connect with the Great Eastern Mainline, Felixstowe and Thames Ports
- Support the extension of the Docklands轻轨 (DCL) from White City to Stansted
- Support the Department of Transport’s (DoT) commitment to invest £500m in new freight facilities with the aspiration to create a rail freight service to connect with Felixstowe and other port facilities
- In cooperation with national stakeholders, support Government commitment to deliver the derived benefit of Stansted and similar airports on the national rail network
- Support the Department of Transport’s (DoT) commitment to improve rail access to the airport by increasing the number of trains per hour, reducing journey times and increasing platform capacity on the London Stansted Express and Great Eastern Mainline
- Support the Department of Transport’s (DoT) commitment to enable longer trains to call at Stansted
- Secure long term commitment to retain the current rolling stock (Class 379 Electrostar) on the Stansted Express service
- Secure long term Government commitment to invest in new infrastructure on the WAML to enable faster and more reliable journeys
- In partnership with regional stakeholders secure Government commitment to deliver a 30 minute service from the airport to Central London
- Support regional stakeholder aspirations to improve links from the WAML to Stratford supporting regeneration in the Docklands and opening up Stansted to new communities
- Support the Department of Transport’s (DoT) commitment to enable longer trains to call at Stansted

**On the right track**

- Work with Network Rail and train operators to see 95% of trains running on time by 2015
- Work with the rail industry to introduce an 03.20 service from Liverpool Street to Stansted to serve first ‘wave’ departures
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**Foreword**

Nick Barton
Managing Director

On the right track


Stansted Airport - a catalyst for economic growth and productivity

Stansted Airport has been a key player in the UK’s economic growth and productivity. It is integral to Stansted’s success.

However, if the airport is to reach its full potential, it needs faster rail connections to London and its economic growth and productivity, including investments in productivity and exports across Britain is open for business. It is time to put Stansted on a level competitive footing with other London airports. In April 2012, we launched the Stansted in 30 campaign which aims to persuade Government to include Stansted in 30 minutes to cover 30 miles from Liverpool Street to Stansted, compared with 95% journey times.

Our aim is to reduce the current journey time taken between Liverpool Street and Stansted to 30 minutes or less by 2015. The campaign aims to persuade Government and the rail industry to commit to reducing journey times.

The new trains have improved the passenger experience every day. Our visit to Stansted began with a 30 minute journey from London Victoria to Gatwick Airport by train. It is time to put Stansted on a level competitive footing with other London airports.

In 2011, airport staff worked hard to make sure that Stansted serves as the best connected air-rail hub in the UK, with good transport links to London and the East Anglia and beyond. High quality, efficient rail services help passengers to get to their flights on time by 2015.

As the only major airport serving the London Borough of Enfield - home to 105,000 local jobs and ensuring UK business and over 200,000 tonnes of cargo passed through the airport every day of the week. Stansted currently flies to over 150 destinations across Europe and North Africa and the list is growing. As our route network increases more people want to use Stansted and where possible we want to reduce their environmental impacts.

Stansted in 30 - fast and reliable rail services

Stansted in 30 launched the ‘first wave’, with over 5,000 passengers benefiting from the introduction of longer, faster trains. The new trains have improved the passenger experience every day of the week. With our current train service and train drivers, we can do even better. We want to see an early 03.20 service from London Victoria to Stansted. The campaign aims to persuade Government and the rail industry to commit to reducing journey times. Our commitment in Stansted in 30 is to increase this to 95%.

Standing in London - London Chamber of Commerce

The East of England has suffered for too long from the effects of under investment in the rail network. So with Government investment, productivity and exports across East Anglia and beyond opening up the region’s potential for inward investment and increased exports, slashing journey times to London’s airports like Stansted creates the opportunity for us to retain our position to attract airlines whose passenger’s only want to use Stansted in 30 minutes.

A better connected Stansted - and make it easier for our passengers

Aim for 95% on time by 2015.

With our current train service and train drivers, we can do even better. We want to see an early 03.20 service from London Victoria to Stansted.

The campaign aims to persuade Government and the rail industry to commit to reducing journey times.

Our visit to Stansted began with a 30 minute journey from London Victoria to Gatwick Airport by train. It is time to put Stansted on a level competitive footing with other London airports.
Stansted Airport - a catalyst for economic growth and productivity

Stansted works hard to ensure passengers arrive and depart on time.

The airport has invested £300 million in infrastructure to improve passenger experience, through the introduction of the Stansted Express service, providing increased frequency and reduced journey times. In 2011, airport stakeholders, together with the Department for Transport, are working on proposals to ensure that the West Anglia Mainline and Great Eastern Mainline are extended to Stansted, providing a 24-hour passenger service from central London, via Liverpool Street Station.

The airport is integral to Stansted’s success. And reliable surface access connections are crucial for Stansted to reach its full potential as an airport.

High quality, efficient rail services are available to Stansted passengers from Liverpool Street Station in central London, via the East of England and the UK as a whole. By ensuring seamless access to the region’s rail network, Stansted serves as the catalyst for inward investment, productivity and exports across the East of England and beyond.

Aeroplane passengers are not the only major user of the transport network that Stansted serves. By 2021, the airport is predicted to support 10,000 local jobs and ensure UK businesses with 1.4 million passengers using Stansted every year.

Investing in infrastructure along the West Anglia Mainline would be a key component of the expansion plans that the airport is looking at in the future.

By improving journey times to London’s airports is vital to boosting the East of England and the UK as a whole. Journey times from London to Stansted have improved from 30 minutes to cover 30 miles from Liverpool Street to Stansted, compared with 45 minutes and an hour to cover 35 miles from London Victoria to Gatwick Airport by train.

The campaign aims to encourage more people to use rail to travel to and from Stansted. The campaign has attracted significant support from politicians, business, airlines and the rail industry to commit to reducing journey time to Stansted in 30 minutes and the rail network. So with Government deliberating over the future of aviation policy in the UK, now is the time to invest in rail infrastructure.

The East of England has suffered for too long for too many passengers. In 2011, airport stakeholders, together with the Department for Transport, are working on proposals to ensure that the West Anglia Mainline and Great Eastern Mainline are extended to Stansted, providing a 24-hour passenger service from central London, via Liverpool Street Station.

Our airports are vital for economic competitiveness, but to unlock wider benefits for the UK economy. In 2011, 18 million passengers used Stansted every year.

AEROPLANE PASSENGERS ARE NOT THE ONLY MAJOR USER OF THE TRANSPORT NETWORK THAT STANSTED SERVES. BY 2021, THE AIRPORT IS PREDICTED TO SUPPORT 10,000 LOCAL JOBS AND ENSURE UK BUSINESSES

INWARD INVESTMENT, PRODUCTIVITY AND EXPORTS ACROSS THE EAST OF ENGLAND AND BEYOND.

The campaign has attracted significant support from politicians, business, airlines and the rail industry to commit to reducing journey time to Stansted in 30 minutes and the rail network. So with Government deliberating over the future of aviation policy in the UK, now is the time to invest in rail infrastructure.

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THE CAMPAIGN AIMS TO ENCOURAGE MORE PEOPLE TO USE RAIL TO TRAVEL TO AND FROM STANSTED.

THE CAMPAIGN HAS ATTRACTION SIGNIFICANT SUPPORT FROM POLITICIANS, BUSINESS, AIRLINES AND THE RAIL INDUSTRY TO COMMIT TO REDUCING JOURNEY TIME TO STANSTED IN 30 MINUTES AND THE RAIL NETWORK. SO WITH GOVERNMENT DELIBERATING OVER THE FUTURE OF AVIATION POLICY IN THE UK, NOW IS THE TIME TO INVEST IN RAIL INFRASTRUCTURE.

IN THE SHORT TO MEDIUM TERM WE ALSO WANT TO SEE AN EARLY 03.20 SERVICE FROM LIVERPOOL STREET TO STANSTED, TO HELP TACKLE THE PROBLEM OF THE EARLY MORNING PEAK TRAFFIC. IN THE LONGER TERM, WE WANT TO SEE MORE FREQUENT TRAIN SERVICES TO CAMBRIDGE, WHICH IS THE HOME OF THE REGION’S CREATIVITY INDUSTRIES LOCATED NEARBY.

WE WANT TO SEEN EARLY 03.20 SERVICE FROM LIVERPOOL STREET TO STANSTED, TO HELP TACKLE THE PROBLEM OF THE EARLY MORNING PEAK TRAFFIC. IN THE LONGER TERM, WE WANT TO SEE MORE FREQUENT TRAIN SERVICES TO CAMBRIDGE,
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Stansted Airport's vision

### Short to medium term 2012

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### Long term 2032

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50% of Stansted’s passengers arrive by public transport

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