

The Secretary of State for Transport
c/o TWA Orders Unit
Department for Transport
9th Floor
Southside
105 Victoria Street
London SW1 6DT

G2 PUBLIC INQUIRY STATEMENT OF CASE

THE TRANSPORT & WORKS ACT 1992 STANSTED RAIL IMPROVEMENT ORDER

Stansted airport Ltd has applied to the Secretary of State for Transport under section 6 of the Transport and Works Act 1992 for the above mentioned order under sections 1 and 5 of that act. The draft order makes provision for Stansted Airport Ltd to construct works and compulsory to acquire land and rights in that land for the purposes of improvement works to the railway serving Stansted Airport. The works will include the construction of a new forth platform at Stansted Airport Station and the construction of a second tunnel into Stansted Airport Station. The application is to be made subject to an environmental impact assessment. The application contains a statement that a direction for deemed planning permission is being applied for.

INTRODUCTION:

The Parish of Takeley consists of approximately 1200 dwellings and a further 850 homes being built on the Priors Green Development. The existing population of 2500 will probably double. Takeley is the nearest settlement of size to the airport. The community is positioned no more than 1500-2000 metres in a south easterly direction from existing and proposed airport facilities. There are no structures or buildings between the airport and the village. Takeley Parish Council represents the parishioners of Takeley and owns land at Molehill Green (village green & common land). The Parish Council opposes plans to expand Stansted Airport to include a second runway and believes that the proposal is fundamentally flawed.

- Takeley Parish Council is opposed to any further expansion of Stansted Airport however, TPC does not object to the development of a second tunnel and additional platform at Stansted Airport.
- The Transport & Works Act means that this proposal is conditional on G2 planning application approval. The proposal **should** be driven by the current demand for capacity.
- The proposal should form part of a strategy to develop rail travel between Liverpool Street and East Anglia, encouraging use of the railway rather than the car. The rail proposal was published subsequent to the road proposal and demonstrates the lack of emphasis to move people out of cars on to the railway. This proposal provides for an additional platform & tunnel at Stansted Airport. There is no joined up strategy for the line from Liverpool Street to West Anglia.
- The G2 rail proposals apparently envisage firstly running longer (12 instead of 8 car) Stansted Express (STEX) trains with the current timetable and from about 2020 running a more frequent service from the airport.

For this option to be feasible other work needs to be undertaken. Is there spare rolling stock at present or will new trains have to be ordered to augment the fleet? Although the government has said it would like new trains to be ordered for the West Anglia route, no order for new trains has been placed yet.

Platforms at most of the stations on the route need to be lengthened because TPC believes only Bishop's Stortford, Harlow, Audley End and Tottenham Hale have platforms long enough for 12 car trains.

Thirdly, a more frequent service will require the reinstatement of additional tracks between Broxbourne and Tottenham Hale. The 3 track option for this put forward by BAA in its G2 application has been withdrawn because the government announced in March that it was asking Network Rail to study and put forward proposals for increasing capacity on the route including a four track option. We do not know when or what that study will report.

SUMMARY

A strategy of firstly running longer trains and then adding extra tracks to increase capacity is in line with government policy for increasing capacity on the railways generally, none of the actions needed to make it happen have yet been taken and so the timing of any increase in capacity is uncertain. Rail's share of the surface access market to the airport has been declining and BAA's plans will probably do little more than restore the status quo. With or without airport expansion, a more imaginative approach is needed which would allow rail to serve new markets more effectively.

Takeley Parish Council intends to give oral evidence at the inquiry which has been acknowledged by the Inspector. As a 'major participant' the Council wishes to reserve the right to cross examine Department for Transport witnesses at the inquiry.

Yours sincerely,

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