

Business Plan Consultation
Office of Rail Regulation
1 Kemble Street
London
WC2B 4AN

14 February 2013

To Whom It May Concern:

Network Rail's Strategic Business Plan for England and Wales - January 2013

We welcome the publication of Network Rail's Strategic Business Plan (2014 – 2019) and the commitment it gives to looking at options for line speed improvements on the West Anglia Mainline (WAML) and proposals for a third track between Stratford and Tottenham Hale. However, we remain concerned that these are merely proposals. They do not include any actual commitment to reducing journey times on the line from London to Stansted in Control Period 5 nor for any commitment to extend the third track north of Tottenham Hale – one of the key pinch points on the WAML for Stansted Express and other commuter services.

Stansted wants to play its part in growing the UK economy. We have a vital role to play in helping to handle more of London's demand with limited environmental impacts. We have the planning permissions in place to deliver growth up to 35 million passengers a year, and the conditions that were agreed as part of the planning process provide a robust and comprehensive package of noise and environmental controls for the benefit of the local community.

If we are to help deliver UK growth, we need faster and reliable rail connections to London and Cambridge. Passengers and business leaders tell us this is a high priority, while airlines cite it as a key factor into whether they decide to operate at Stansted or another airport. Reducing the Liverpool Street to Stansted journey time on the WAML to around 30 minutes would enable Stansted to attract airlines whose passenger's value fast and reliable connections to the financial heart of the City of London as well as the creative industries located nearby in East London. Research conducted on behalf of the airport showed that reducing the journey time to 30 minutes could lead to at least an extra 1.4 million passengers using Stansted every year.

Investing in the WAML would also have a knock on benefit for the entire rail corridor, particularly the Upper Lee Valley. The valley is a significant growth area and a longstanding manufacturing, distribution and retail hub, heavily reliant on Stansted's express freight

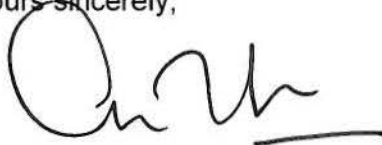
facilities and connectivity to the global marketplace. It is also highlighted in the London Plan as one of London's largest 'opportunity areas' with thousands of new homes planned over the next 10 years. In fact, a recent study by Oxera and the London Borough of Enfield showed that investing in infrastructure along the WAML could unlock the wider benefits for the UK economy of over £4.5 billion by 2021.

It is the wider economic benefits of investing in the line, and the positive impact on transport policy, that we are urging the ORR and Government to consider when determining the final delivery plan. Reducing the journey time to 30 minutes and investing in the rail infrastructure would enable Stansted to play its part in bringing more jobs and growth to the UK without requiring further planning permissions or major development.

In summary, we would urge the ORR and Government to prioritise improving the infrastructure on the WAML in Network Rail's Final Delivery Plan, including extending the third track north beyond Tottenham Hale and delivering line speed improvement by 2019. To delay the development of a solution to 2020 and beyond or to reduce Network Rail's funding condemns passengers on the WAML to more years of infrequent and slow services and delays.

If you require any further information please don't hesitate to contact me directly on 07713 075741 or alternatively by emailing chris_wiggan@stanstedairport.com. In the meantime, I have enclosed a copy of our rail vision: *On the right track – Stansted's vision for improved rail connectivity*.

Yours sincerely,



Chris Wiggan
Head of Public Affairs and Sustainable Development