

LONDON STANSTED WALKING & CYCLING STRATEGY 2025–2030



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INTRODUCTION

This is London Stansted Airport's Walking & Cycling Strategy, it sets out our vision and ongoing commitment to sustainable travel, encouraging more people to walk or cycle to the airport. The strategy is aimed primarily, but not exclusively, at employees given cycling and walking is rarely a convenient mode for passengers to travel to or from the airport.

It is one of three subsidiary documents which supports the delivery of the 2025 Airport Surface Access Strategy (ASAS) and is closely aligned to the Walking & Cycling measures outlined in the Travel Plan.



Transport Strategy at Stansted Airport

The overarching vision for London Stansted Airport is:

To make our airport the number one choice for people travelling to and from London and the East of England, and for airlines serving our catchment.

Sustainable Development Plan

In 2025 we published our Sustainable Development Plan (SDP) for London Stansted Airport. This supersedes the previous SDP published in 2015.

The purpose of the SDP is to outline the context and strategic approach we will adopt for the operation and development of the airport over the next 15–20 years. It describes our vision and ambition for the future, as well as the opportunities and challenges ahead.

The SDP includes five important components, including the London Stansted Airport Surface Access Strategy (ASAS). As detailed in **Figure 1**, the ASAS will be implemented through a suite of subsidiary documents, including the Cycling & Walking Strategy.

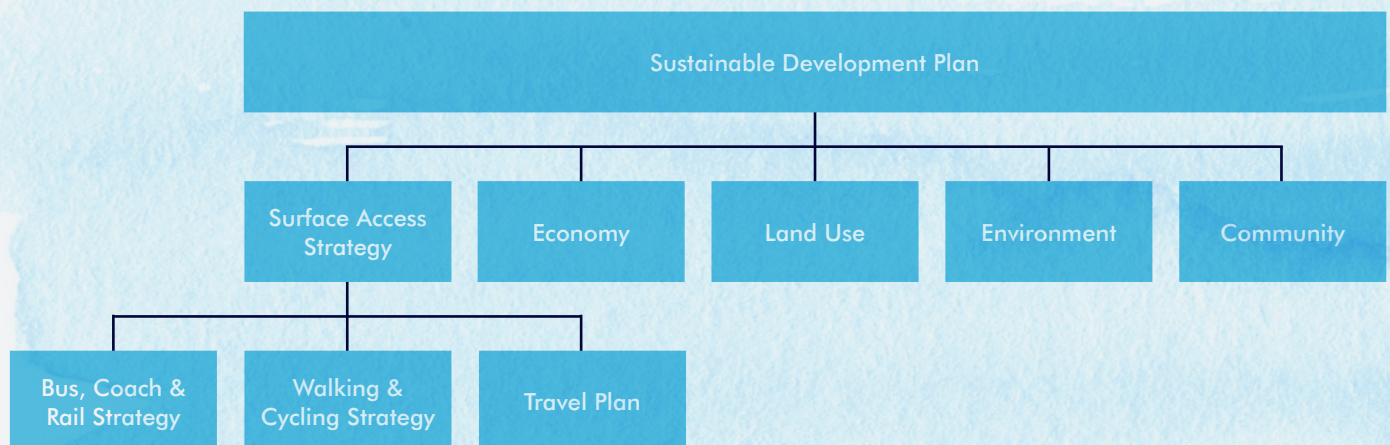


Figure 1: Sustainable Development Plan Implementation Structure.

Surface Access Strategy

Airport Surface Access Strategy (ASAS)

The ASAS is a rolling plan that is updated every five years. It is an objective-led vision to maximise sustainable access to and from London Stansted Airport, ensuring the airport is fully accessible to the catchment it serves.

Surface access refers to all the ways in which passengers, employees, and goods travel to and from the airport. It is critical in ensuring that the airport can grow sustainably and make a positive impact on the local community, the environment, and the economy.

The ASAS will be delivered via a combination of components: a sub-set of subsidiary strategies and plans, the Stansted Area Transport Forum (SATF), the Stansted Surface Access Team, as well as committed financial resources.

Our goal is to make cycling and walking to the airport easier and more appealing for passengers and employees. To achieve this and align with the cycling and walking aim outlined in the ASAS, we will:

Review and update the Cycling and Walking Strategy in 2025 and explore potential additional routes.

This document is the updated strategy and sets out our ambition for potential new routes, including the continued development of the central cycle spine, connecting the airport boundary to the terminal. It also explores additional opportunities to facilitate more cycling and walking to the airport.

Our primary objectives are to:

Increase employee awareness of the opportunities to cycle or walk to and from work, and the routes and facilities available to support them.

Improve available cycling and walking routes and increase available facilities to support employees cycling and walking to work.



Section 106 Agreement

The ASAS supports the delivery of three primary objectives, as conditioned within the S106 Agreement, formed as a unilateral undertaking associated with the 2021 planning permission.

1

MAINTAIN A 50% PUBLIC
TRANSPORT MODE SHARE
BY AIRPORT PASSENGERS.

2

REACH 20% KISS AND FLY BY
39 MILLION PASSENGERS PER
ANNUM (MPPA) DATE AND
12% BY 43MPPA DATE.

3

REACH AND THEREAFTER
MAINTAIN SINGLE OCCUPANCY
PRIVATE CAR USE BY LONDON
STANSTED AIRPORT EMPLOYEES
AT 45% BY THE 43MPPA DATE.

Stansted served nearly 30mppa in 2024 and expects to reach 43mppa during the early 2030s. In the latest Employee Travel Survey (2023), the public transport mode share was at 26.8% and single occupancy private vehicle use was at 66.4%. In the 2023 Passenger CAA data, the public transport mode share was 48.3% and Kiss and Fly usage was at 19.6%.

The cycling and walking combined, account for less than 2.0% of the employee mode share.

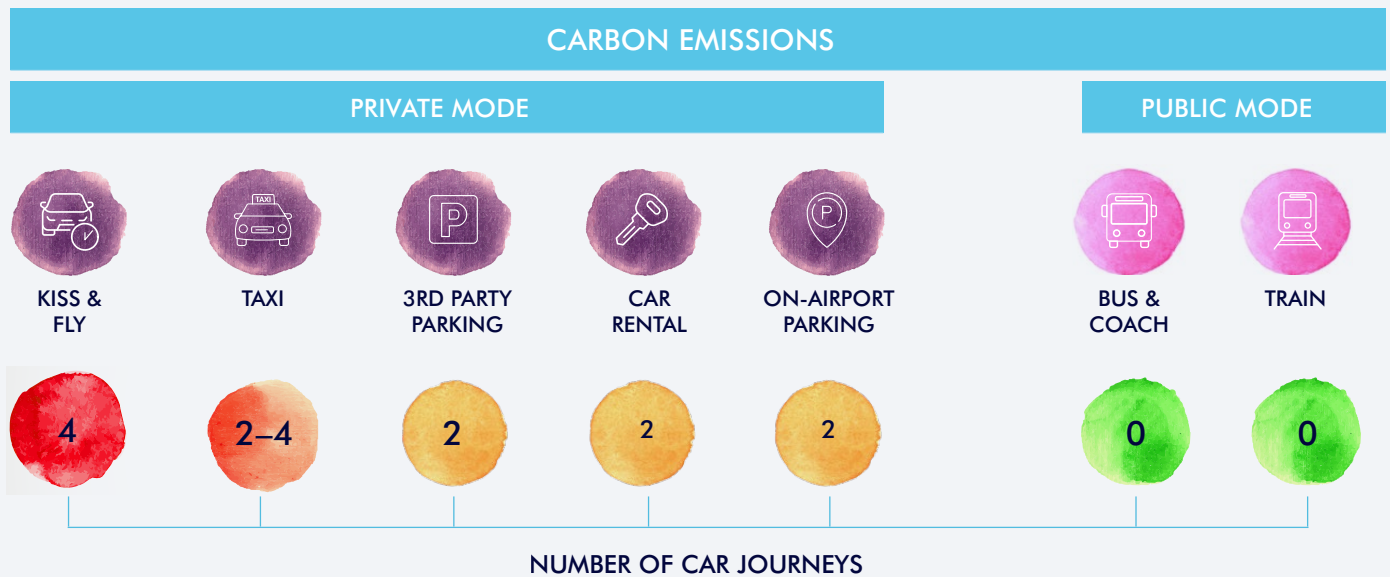


Figure 2: Surface Access Mode Share: Passenger Choice vs Carbon Emissions.

Mode Hierarchy

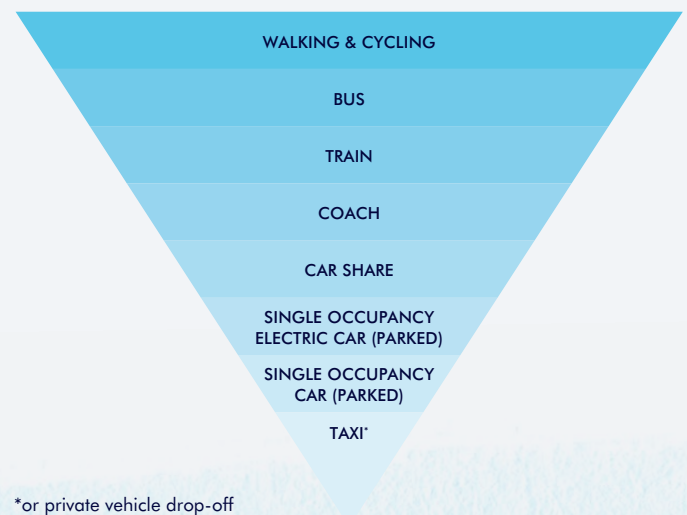
A modal hierarchy for passengers and employees has been developed to help prioritise the modes which we will invest in based on carbon emissions. These hierarchies are shown in **Figure 2** and **Figure 3** respectively.

Cycling and walking are the most environmentally friendly modes of transport and, therefore, rank highest in terms of reducing emissions for employees. However, while there are opportunities to increase the number of employees using these modes, they do not offer the greatest potential for a significant shift in overall travel patterns for employees or passengers.

Public transport (bus, coach and rail) is expected to be the most alternative travel to the airport for passengers and as a travel to work option for employees. Taxi is the lowest priority modes to support for employees; these trips usually generate additional car trips to the airport (two–four journeys for one day at work). For passengers, 'Kiss & Fly' is the lowest priority, as it generates extra car trips to the airport (four journeys for one return trip).

Employees have access to a range of transport options, making it easier to encourage sustainable travel. Car sharing, for example, halves the number of car trips to the airport for every shared journey and there are more opportunities to promote electric vehicle use among employees than among passengers.

Figure 3: Mode Share: Employee Choice vs Carbon Emissions.



*or private vehicle drop-off



The Stansted Area Transport Forum

The Stansted Area Transport Forum (SATF) has been recognised nationally and internationally for the successful way in which it has delivered new transport initiatives, forged strong partnerships and changed the way that people travel to and from the airport.

We set up the SATF in 1999 to address transport issues within a broader regional context. Through it, we have developed a partnership approach to transport initiatives that has yielded many benefits. The Forum brings together commitment and expertise from local authorities, transport operators, airport companies, the Stansted Airport Consultative Committee (STACC) and other local business and interested parties. Over 200 organisations are represented on the Forum. Government guidance sets out three key objectives for Airport Transport Forums:

- Identifying short and long-term targets for increasing the proportion of journeys made to airports by public transport;
- Devising a strategy for meeting these targets; and
- Overseeing implementation of the strategy.

The Forum is driven by a Steering Group which meets quarterly, and which acts as an executive board, setting objectives for the Working Groups and monitoring progress (see **Figure 4**). Both the Steering and Working Groups have contributed to, and helped shape, the updated ASAS. The SATF will be the key body which oversees the delivery of the ASAS.

Partnership working and collaboration is essential to our success. We will continue to work very closely with service partners and transport operators who are responsible for the maintenance and development of the airport's travel links.

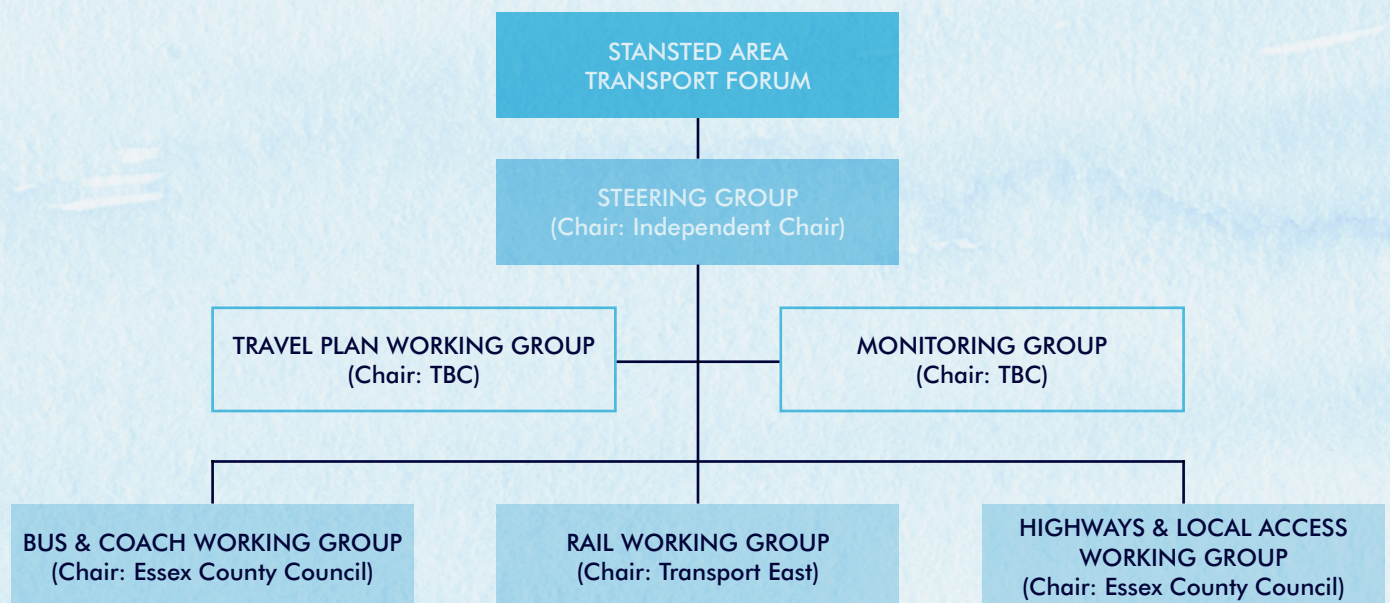


Figure 4: Structure of the Stansted Area Transport Forum.

Stansted Airport Surface Access Team

Our Surface Access team is responsible for maintaining and enhancing access within the airport's control and facilitating those improvements managed by external stakeholders and operators. This team consists of two key roles:

- **Surface Access Strategy Manager:** responsible for developing the surface access strategy for the airport and coordinates and manages all forms of surface access and transport to the airport for all users; employees, passengers and other visitors. The Surface Access Strategy Manager facilitates collaboration with external stakeholders through the SATF to support and improve surface access.
- **Travel Plan & Commuter Centre Manager:** responsible for overseeing all aspect of employee travel to the airport and implementing the Travel Plan measures. Key responsibilities include managing the Airport Commuter Centre, which serves as a hub for employee travel information and services. The Manager also oversees all employee travel incentives, such as ticketing initiatives and marketing campaigns to increase awareness and promote more sustainable modes of transport.



Funding

Funding is also key to the delivery of the ASAS. We make three primary sources of funding available:

- **Sustainable Transport Levy (STL):** Under the 2021 Section 106 Agreement, the STL reflects a broad approach to the interventions and support available and extends beyond public transport to include active travel and emerging new technologies. The STL will continue to operate through the SATF and includes additional income from the minimum 10p contribution per transaction in the Express-Set Down forecourt. This supplements the ongoing revenue of 25p per public car parking transaction and £10 per employee parking pass issued.
- **Local Bus Network Development Fund:** The Section 106 Agreement associated with the 2021 planning permission includes an obligation to support the development of the local bus network. Managed by the SATF, this fund enables the development prioritisation of improvements to the bus network and the introduction & operation of ultra-low emission or electric vehicles.
- **Local Road Network Fund:** The 2021 Section 106 Agreement includes a Local Roads Network Fund to cover the reasonable costs incurred for the feasibility, design and implementation of highway improvements within a five-mile radius of the boundary of the airport. The fund also covers measures to assist in the enforcement of local parking controls and restrictions to control unauthorised fly parking in areas around the airport.

The SATF is responsible for the allocation of all three funds.

NATIONAL, REGIONAL & LOCAL TRANSPORT POLICY

This strategy has been informed by National, Regional and Local policy. The regional policy for Hertfordshire as well as Essex has been considered, given the airport is situated close to the Hertfordshire border. The policy will guide the delivery of the initiatives set out in the strategy.

National Policy

The Aviation Policy Framework, 2013

The 2013 Aviation Policy Framework (APF) recognises the importance of high quality, efficient and reliable surface access to airports that contributes to the passenger experience, the movement of air freight, and journeys by airport staff and visitors. Airports are encouraged to work with Government, national and regional transport bodies, including National Highways and Network Rail, and transport operators to improve access, with a particular focus on public transport.

National policy also encourages airports to work closely and collaboratively with a range of local stakeholders, including those that have an interest in transport and accessibility. Continuing an approach that was set out in 2003, airports are encouraged to establish and maintain airport transport forums that work collectively to increase the proportion of public transport journeys to airports, devise targets, and oversee the progress that is made. Airports are also recommended to prepare surface access strategies that focus on public transport access, low-carbon journeys, and improving local air quality (paragraph 4.20 of the APF).

The National Planning Policy Framework, 2024

The National Planning Policy Framework (NPPF) promotes the active management of transport networks to encourage the development of more accessible and sustainable locations. This includes developing the opportunities from existing and proposed transport infrastructure to encourage and promote public transport and active modes such as walking and cycling. The NPPF seeks to:

- Facilitate access to high quality public transport services, maximise public transport catchment areas, and encourage the development of public transport facilities.
- Address the needs of people with disabilities and reduced mobility.
- Create places that are safe, secure, and attractive, minimising the scope for conflicts between pedestrians, cyclists, and vehicles, whilst responding to local character and regulatory design standards.
- Allow for the efficient delivery of goods and access by service and emergency vehicles.
- Enable electric and other low-emission vehicles in safe, accessible, and convenient locations.

Regional Policy

Essex Local Transport Plan

Essex County Council's Local Transport Plan (LTP) is a 15-year long-term plan that aims to meet the specific needs of the people of Essex. The LTP is supported by the Implementation Plan and Rolling Investment Programme which is reviewed every 3 years to ensure flexibility and effectiveness in tackling the threats facing the transport network.

The plan focuses on maintaining and enhancing the County Council's 'largest transport asset' – the road network and improving accessibility, reducing congestion and promoting economic growth. Buses are identified as playing a key role in achieving these objectives, with Essex County Council demonstrating increased bus patronage and reduced congestion in recent years, whilst focusing on improving accessibility particularly in urban areas with lower car ownership. The plan also identifies the negative impact of the limited travel choices to Stansted Airport, with the Council setting out an intention to offer more sustainable modes of transport to the airport from West Essex.

Essex County Council's Sustainable Modes of Travel Strategy, 2025

Essex County Council's Sustainable Modes of Travel Strategy outlines a commitment to encouraging a shift towards sustainable transport, reducing congestion and improving environmental, social and health outcomes. Walking and cycling are prioritised as key transport modes, with efforts to remove barriers and enhance infrastructure to create pedestrian- and cycle-friendly streets. The strategy aims to enable informed travel choices, support future growth with sustainable transport options, encourage active lifestyles, manage peak-time congestion, and reduce car dependency to lower emissions. It also focuses on expanding travel alternatives for employment, health, and education access while strengthening existing Travel Plans across the county.

Hertfordshire County Council Local Transport Plan (2018–2035)

The Hertfordshire Local Transport Plan (LTP3) sets the framework for achieving a vision for better transport for all. This plan is built on the foundations of LTP1 and LTP2 and focuses on delivering the shared priorities of tackling congestion, improving accessibility, providing safer roads, improving air quality and improving the quality of life for residents.



Local Policy

Uttlesford Local Plan 2021–2041, Regulation 19 Version (July 2024)

The draft Uttlesford Local Plan 2021–2041, submitted for independent examination in December 2024, sets out the Council's support for London Stansted Airport's planned expansion to 43 million passengers per year. Core Policy 11 highlights the need to enhance the airport's multi-modal transport hub, including improved cycling and walking connections, to support both local and airport-related travel. The plan also prioritises sustainable development that aligns with climate targets, promotes biodiversity, and mitigates environmental and health impacts, particularly regarding noise, air quality, and climate change.

Uttlesford Adopted Local Plan (January 2005)

The Uttlesford Local Plan, adopted in January 2005, remains the current Development Plan for the district. In December 2007, two transport-related policies were 'saved': Policy GEN1 (Access) and Policy GEN6 (Infrastructure Provision to Support Development). These policies continue to guide transport and infrastructure considerations for new developments, ensuring appropriate access and support for sustainable growth.



CURRENT TRAVEL PATTERNS

We regularly monitor employee and passenger travel behaviours; this has shaped the development of the ASAS, ensuring that all transport strategies align with the evolving needs and travel patterns of the catchment that it serves.

Employee Travel to Work Patterns

2023 Employee Travel Survey

To meet S106 obligations, we are required to carry out an Employee Travel Survey every two years. The purpose of the survey is to understand employee travel behaviour at the airport and inform the development of the Travel Plan.

The most recent survey was undertaken in 2023 and achieved a 20.3% response rate (2,479 respondents). As shown in **Table 1**, 66.4% of employees drove to work. To achieve the 43mppa target of 45%, a 21.4 percentage point reduction is required – this translates to 2,619 employees in 2023 choosing to travel to work another way. This number will grow as employee numbers at the airport increase to support higher passenger numbers. The cycling and walking combined, account for less than 2.0% of the employee mode share.

In 2017, the percentage of employees driving to work reached its lowest level at 54.3%, which is still 11% above the target of 45%.

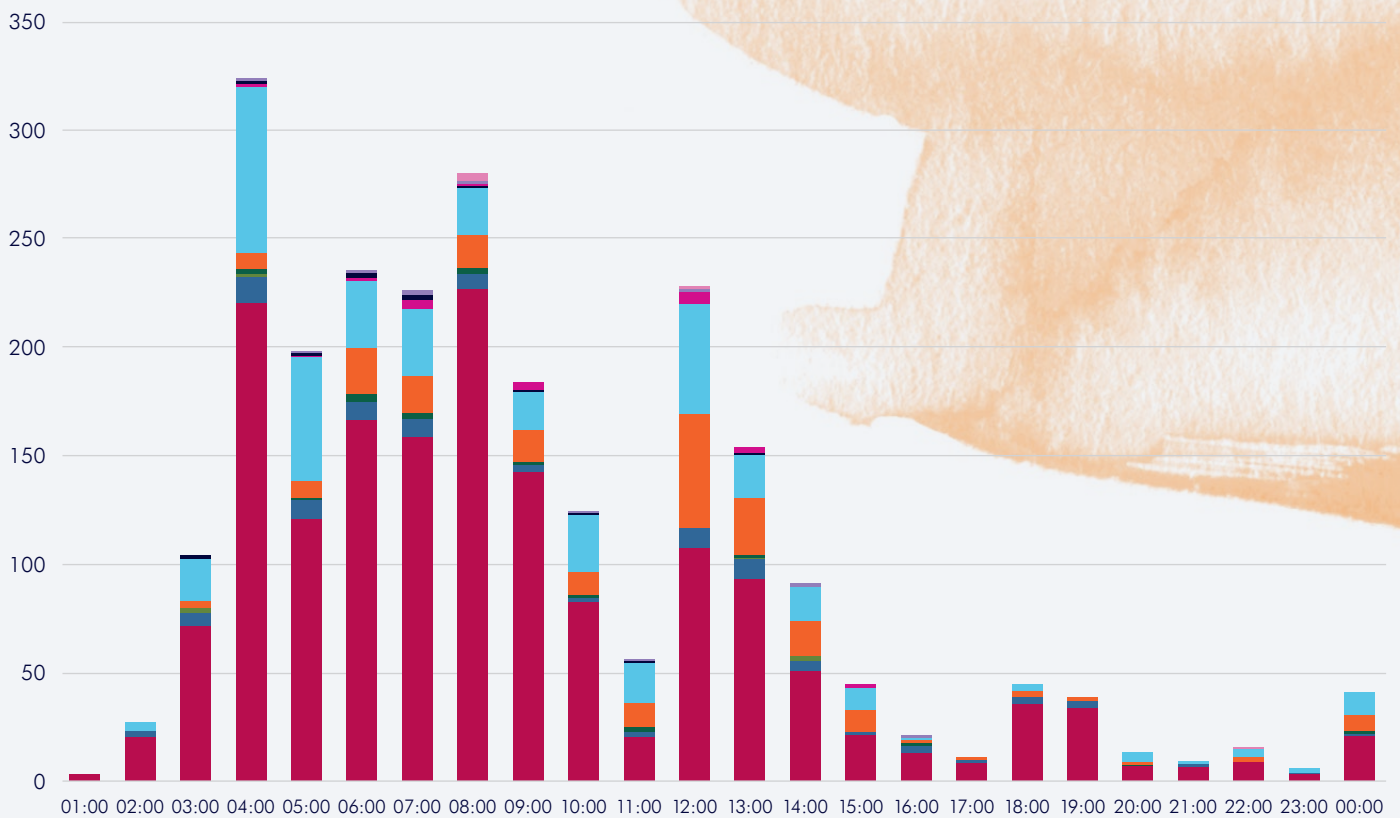
The substantial increase in the number of car drivers in 2021 can be attributed to the effects of the COVID-19 pandemic.

MODE	2011	2013	2015	2017	2019	2021	2023
TOTAL EMPLOYEES	10,016	10,170	10,963	11,897	12,997	10,778	12,233
Bicycle	0.2%	0.1%	0.4%	0.2%	0.2%	0.3%	0.3 %
Car Driver	69.9%	68.8%	64.9%	54.3%	55.0%	79.9%	66.4%
Car Passenger	7.1%	5.7%	5.7%	4.3%	2.2%	1.6%	3.6%
Motorcycle	0.7%	0.7%	0.9%	0.6%	0.5%	0.7%	0.9%
Other	0.1%	0.6%	0.2%	0.7%	0.6%	0.7%	0.4%
Public Bus/Coach	12.2%	13.6%	15.1%	22.5%	21.8%	10.1%	17.8%
Rail	7.6%	9.2%	11.8%	14.2%	15.8%	6.4%	9.0%
Taxi	1.0%	0.5%	0.3%	0.6%	0.2%	0.0%	0.2%
Walk	0.6%	0.3%	0.6%	0.5%	0.4%	0.3%	1.0%
Works bus/other company transport	0.6%	0.4%	0.1%	2.1%	3.2%	0.0%	0.4%
Total Public Transport	19.8%	22.8%	26.9%	36.7%	37.6%	16.5%	26.8%

Table 1: Final Mode of Travel to Work, 2023 Employee Travel Survey.

Working Patterns

Employee shift patterns at an airport are unique and the majority of employees based at the airport are operational. **Figure 5**, shows mode of travel by time of day for employee as per the 2023 Employee Travel Survey. More employees arrive between 4am and 5am than during any other point of the day and 56% of employees arrive at work before 9am.



KEY

Car driver Car passenger Taxi Motorcycle Rail Bus/Coach Walk Bicycle Company transport Other

Figure 5: Employee Mode of Travel to Stansted by Time of Day, 2023 Employee Travel Survey – Arrivals.

As show in **Figure 6**, more employees leave the airport between 5pm and 6pm than during any other period in the day. Private car use is the highest during this period, when public transport services are at operating at maximum capacity. Between 8pm and 9pm for example, 43% of employees use public transport to travel home from the airport compared to between 5pm and 6pm when only 14% of employees use public transport.

Operational working hours can be a barrier to increasing cycling and walking as a transport mode for employees. However, they also provide convenient, affordable and reliable modes for local residents, particularly in the absence of early morning public transport.

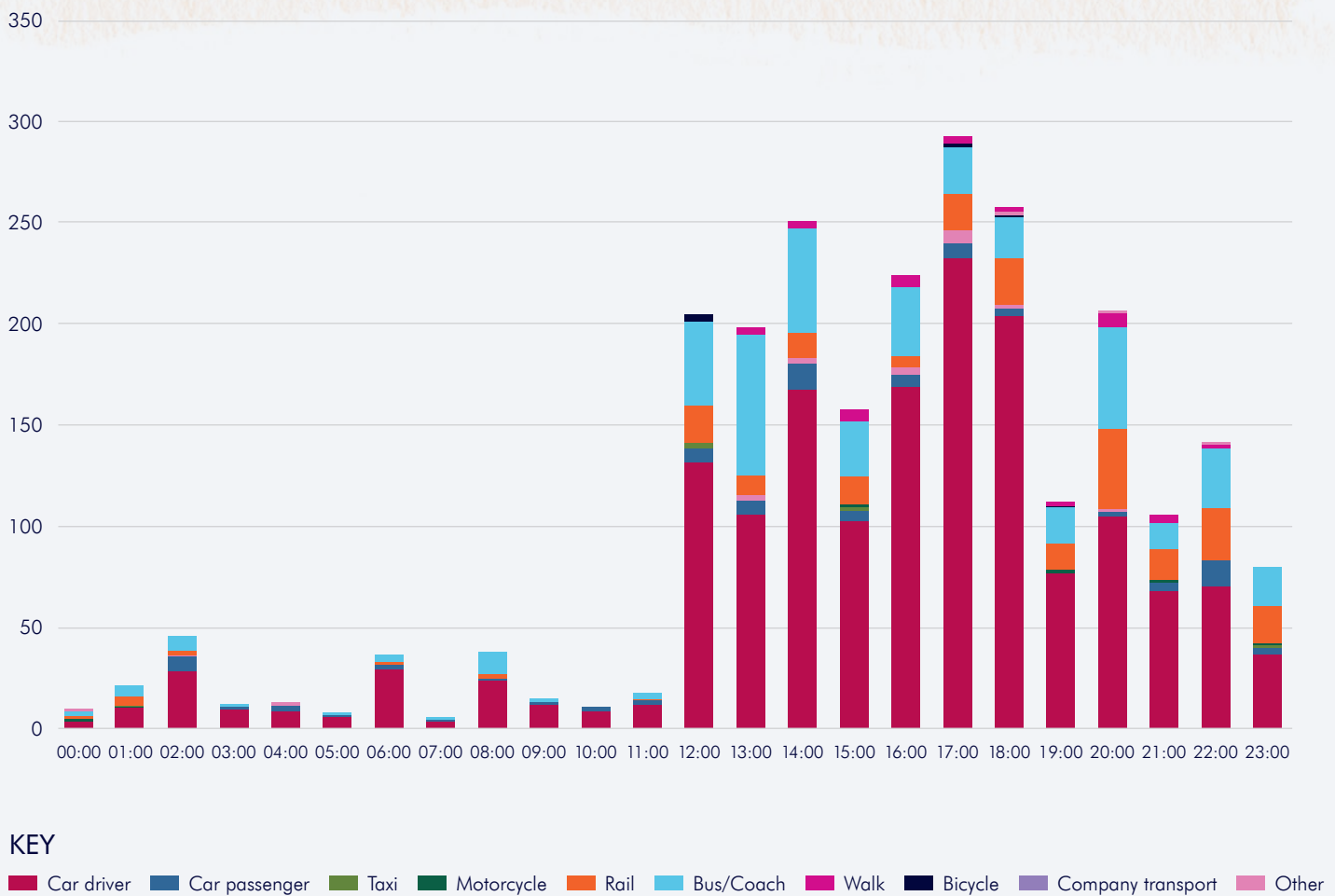


Figure 6: Employee Mode of Travel from Stansted by Time of Day, 2023 Employee Travel Survey – Departures.

Employee Geography – Cycling Catchment

The mode share for cycling has never gone above 0.4% (2015), and was 0.34% in 2023, despite a concentrated of employees living within cycling distance, see **Figure 7**.

In the 2023 Employee Travel Survey:

- 4% of employees who live within a 30-minute cycle catchment chose to cycle (46% drive).
- 27% of all employee survey respondents live within a 30-minute cycle catchment.
- 35% of employees live within a 5-mile radius (*Epinion report*).

A breakdown of employee home locations by local authority is provided in **Table 2**. The airport is located within Uttlesford. East Hertfordshire, Braintree and Chelmsford are all adjacent districts.

	DISTRICT	2023
1	East Hertfordshire	18.4%
2	Uttlesford	17.2%
3	Braintree	14.7%
4	Harlow	7.8%
5	Chelmsford	5.0%

Table 2: Employee Home Location by District – top five most populated districts, Epinion Report 2023

For some employees, cycling can provide a convenient door to door travel option when public transport is not available. It is also convenient for those who do not have a car and therefore a higher cycling mode share can subsequently increase the recruitment pool. We want to encourage some of the many employees that live within proximity to the airport to cycle to work rather than drive.

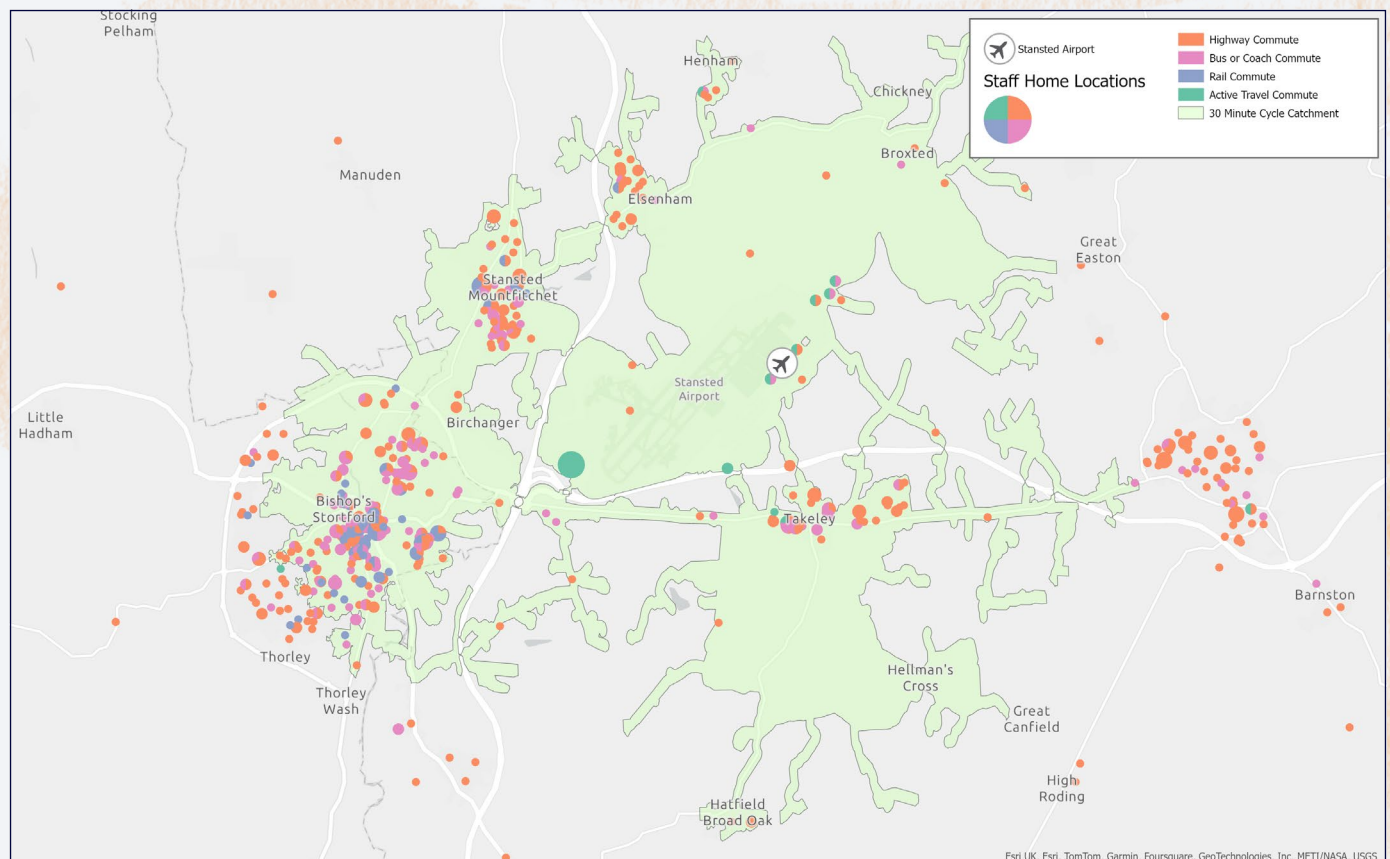


Figure 7: Employee 30-minute Cycling Catchment by Home Location and Mode of Travel

Opportunities & Challenges

In identifying the measures to encourage cycling and walking specifically, we identified key opportunities and challenges, as detailed in **Figure 8**.

OPPORTUNITIES

- High density of employees residing within a 30-minute cycling catchment.
- Existing and increasingly popular Shared Cycle Hire scheme for all airport employees.
- Local cycle hire scheme providers in nearby towns.

CHALLENGES

- Operational working patterns which require early morning travel – cycling can be less appealing in the dark.
- Rural cycling infrastructure and environment, and severance caused by motorways.
- Lack of connectivity to cycle network outside of the airport boundary.

Figure 8: Opportunities and Challenges for Cycling and Walking.



OUR PLANS FOR CYCLING & WALKING

For some employees, cycling can provide a convenient door to door travel option where public transport is not available. Whilst it is most likely to appeal to employees who live closer to the airport, there is still an opportunity for mode shift amongst passengers too.

Our Cycling and Walking Strategy has been categorised into four key areas:

1

IMPROVING THE CYCLING AND
WALKING ENVIRONMENT.

2

BETTER FACILITIES FOR
CYCLING AND WALKING.

3

INFLUENCING TRAVEL BEHAVIOUR
THROUGH EDUCATION, MARKETING
AND PROMOTION.

4

IMPROVING SKILLS AND CAPACITY.



Improving the Cycling & Walking Environment

Existing Cycling & Walking Connectivity

A key objective of the Stansted Cycling and Walking Strategy is to assess potential routes, infrastructure needs, and funding opportunities. The airport benefits from existing cycle routes, as shown in **Figure 9**.

One notable route is the Flitch Way, a shared cycleway that follows a former railway line from Braintree to Bishops Stortford. Located less than 2km from the airport, it is accessible via a cycle route that connects through to the Round Coppice roundabout.

The airport's setting is severed by major roads, including the A120 and M11, which pose a significant challenge to cycling connectivity. We have identified the following critical obstacles that limit increased connectivity for our employees:

- Crossing the A120 from Birchanger to Bishop's Stortford
- Crossing Terminal Road South from Coopers End entrance
- Crossing the B1256, a minor but busy road without crossing facilities
- Upgrading off-road path surfaces to ensure they meet the needs of all users

By collaborating closely with Essex and Hertfordshire, through the SATF, we will actively explore enhanced connectivity opportunities to expand the local cycling network.

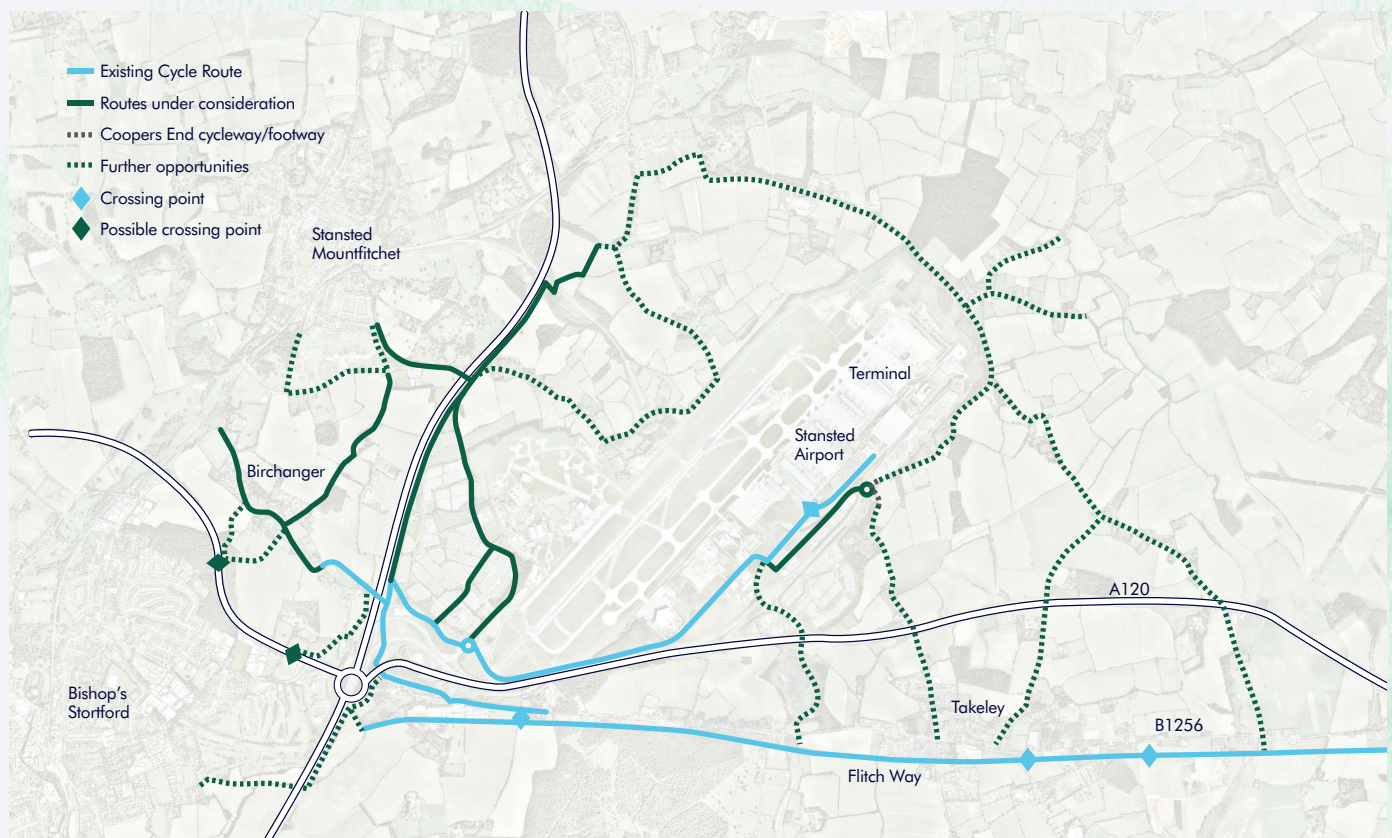


Figure 9: Existing Cycle Routes in the Stansted Area.

Recent Achievements:

We extended the shared cycle/pedestrian pathway between Coopers End employee car park and Enterprise House.

We have contributed to the construction of a shared cycleway in Birchanger that connects to Duck End Bridge.

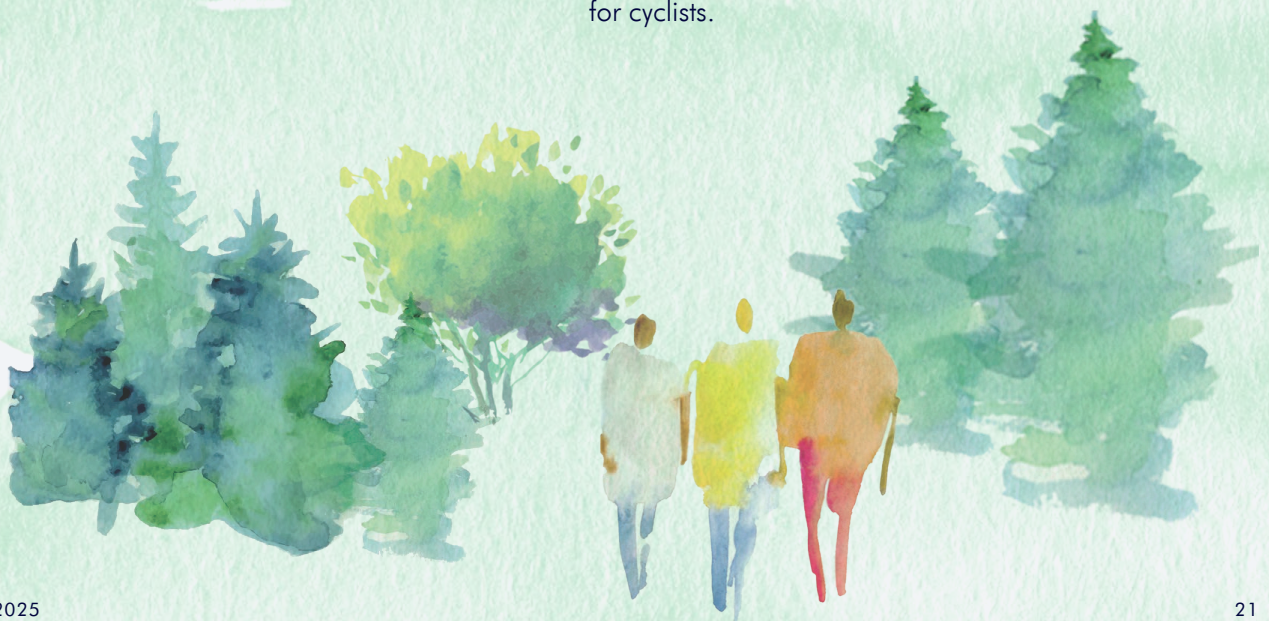
Within the airport site, we aim to build upon existing connections and explore new cycle route options to enhance accessibility and convenience. A key priority is to extend the shared cycle/pedestrian walkway from Diamond Hanger and Bassingbourn Road, including a new crossing into the Cargo Area, which is expected to be delivered in 2025.

Further improvements to the cycle network are to be implemented in conjunction with the redevelopment at Northside. This will see a route developed on land between the Long Stay Car Park and the M11 connecting to First Avenue.

Cycling & Walking Conditions

We will enhance the existing cycling environment by reviewing and improving wayfinding. A wayfinding signage strategy will be developed and implemented across the network. The provision of better and bespoke lighting for pedestrians and cyclists will also be explored and implemented where required, across the walking, cycling and road network. These improvements will help mitigate barriers associated with shift work commuting, making cycling a more viable option outside daylight hours.

We will also continue to explore and implement where possible, other measures to improve on-road safety for cyclists.



Better Facilities for Cycling & Walking

To encourage more employees to cycle to work, the entire end-to-end journey must be seamless and convenient. This includes providing safe, secure, and accessible cycle parking, along with essential facilities such as lockers, showers, and changing rooms. Access to maintenance tools and repair stations is also crucial in ensuring cycling remains a reliable mode of transport – particularly for those without access to public transport alternatives.

Recent Achievements:

We introduced a **Shared Cycle Scheme** for all airport employees in 2022, providing a cycle option for employees parking in Coopers End car park to hire a bike, free of charge, and cycle between Coopers End car park and Enterprise House.

We replaced cycle shelters in key areas including the Coach Station and Enterprise House and installed new shelters in Coopers End employee car park.

Cycle parking is available at key employment areas across the airport site, and we are committed to continually reviewing and enhancing these facilities. This includes ensuring there is sufficient capacity and strategically assessing locations to ensure even distribution around key employment hubs. We will also explore the feasibility of providing cycle parking along the routes of on-airport staff shuttle services, enhancing connectivity with the wider public transport network and encouraging employees to consider a hybrid approach rather than private vehicle use.

For all new developments on-site, we will support and advocate for cycling facilities that meet or exceed planning requirements. This includes adequate cycle parking, shower and locker facilities, and well-designed cycling access routes.

Building on the success of the Shared Cycle Scheme, we will explore opportunities to expand the initiative both on-site and beyond. This could involve forming commercial partnerships to introduce flexible bike rental schemes – offering daily, weekly, or long-term rental options from the airport but also from nearby residential ‘hubs’. By making cycling more accessible, we aim to remove barriers that may discourage employees from investing in their own bikes and encourage more people to embrace cycling as a viable and sustainable commute option.



Influencing Travel Behaviour Through Education, Marketing & Promotion

In addition to enhancing infrastructure and connectivity, the airport will actively promote cycling and walking through educational and marketing initiatives. These may include Airport Commuter Centre participation in personal travel roadshows and increased use of the employee Community App Communications Channel to highlight cycling opportunities.

Through these initiatives, we will launch promotional campaigns – such as vouchers and rewards to encourage cycling, particularly during events like Bike to Work Week.

These efforts will raise awareness of existing facilities and encourage employees to adopt more sustainable travel choices.

Additionally, we will regularly review and update the cycling and walking network map, ensuring consistency across all information sources, including the website and all information packs. A *Travel Information Pack* will also be developed to enhance the existing *Travel Options for new employees at Stansted*, resource available at the Airport Commuter Centre. This pack will provide comprehensive details on all available transport modes and initiatives, with a particular emphasis on public transport, walking and cycling.

Recent Achievement:

We joined the Government's **Ride2Work Scheme**, and a number of MAG employees have been able to purchase new cycles at a discounted rate.



Improving Skills & Capacity

Recent Achievement:

We have introduced regular **Dr Bike** sessions to allow free cycle checks and bike servicing for all airport employees.

The **Airport Commuter Centre** serves as a dedicated travel information hub for airport employees and employers, providing expert travel-to-work advice and managing initiatives such as the Airport Travelcard and Liftshare Scheme. Its central location and strong presence make it a valuable resource for engaging with employees on sustainable travel options.

Recognising this opportunity, we will enhance the Airport Commuter Centre's role in promoting cycling and walking by offering tailored training sessions, expert cycling advice, and on-site maintenance support. Additionally, we will explore expanding the centre into a dedicated cycling and maintenance hub, providing free bike servicing and access to essential cycling accessories.

For more information, contact the **Airport Commuter Centre:**

Enterprise House
Bassingbourn Road
London Stansted Airport
CM24 1QW

01279 663322

(Mon – Fri, 9am–12:30pm and 1:30pm–5pm)

infocommuter@stanstedairport.com

APPENDIX

Actions for Surface Access Improvements

ID	AIM
BUS & COACH	
S1	Review and update the Bus and Coach Strategy in 2025 in line with the finalisation of the SDP.
S2	Work with bus and coach operators (via the SATF) to identify opportunities for new and improved regional and local bus and coach services and provide financial support where justified.
S3	Investigate, and implement where possible, improvements in environmental performance through differential charging and the introduction of alternative fuelled vehicles
S4	Undertake a full review of the existing digital information system for local buses in the Bus & Coach Station
S5	Develop a proposal for the Transport Forum for enhanced information provision that improves the customer journey.
S6	Continue to work with TfL and London Boroughs to improve the experience for passengers travelling by coach to and from London, particularly with the emergence of Stratford as an interchange destination linked to the new Elizabeth Line.
S7	Where appropriate, investigate the provision for demand-responsive services within the airport and implement where appropriate.
RAIL	
S8	Lobby to secure government commitment through the West Anglia Task Force and Transport East to deliver a significantly faster journey time from the airport to Central London, as the first phase in a long-term programme of infrastructure investment on the WAML.
S9	Work with the rail industry to develop a resilience plan for rail replacement services.
S10	Work with and provide evidence to support train operators to provide a better rail connection with North London, Cambridgeshire and beyond.
S11	Seek to improve the customer experience at London Liverpool Street, Stratford, Tottenham Hale and Cambridge stations.
S12	Provide an improved on-train information for departing air passengers.
S13	Continue to support regional stakeholder aspirations to improve links from the WAML to Stratford, supporting regeneration in the Upper Lea Valley and opening rail access to Stansted Airport to new communities.
S14	Monitor the utilisation of the Elizabeth Line and the prominence of Stratford to consider the opportunity for Stratford as an alternative connection to Central London.
S15	Work with Network Rail and train operators on improving reliability with the aim of at least 95% of trains running on time as a long-term target with suitable long-term investments on the network.
ROAD	
S16	Work with others to identify the infrastructure needed to support increased demands for road access where this is essential, through the Local Roads Monitoring Scheme.
S17	Review and where relevant implement the highway options of actively discouraging 'kiss and fly' traffic.
S18	Work with regional partners to design and introduce capacity improvements as necessary in line with previously agreed obligations.

Airport Surface Access Strategy Aims by Mode. Continues on following page.

ID	AIM
S19	Work with regional partners to design and introduce road safety improvements as necessary in line with previously agreed obligations.
S20	Work with regional partners to design and introduce bus priority improvements as necessary in line with previously agreed obligations.
S21	Work with regional partners to design and introduce active travel improvements as necessary, and in line with previously agreed obligations.
S22	Investigate, and implement where possible, improvements in environmental performance through differential charging and the increased use of alternatively fuelled vehicles.
CAR PARKING	
S23	Develop an action plan for the rollout of electric vehicle charging infrastructure and support its future implementation and operation.
S24	Continue with the enforcement of parking and waiting restrictions on roads within the airport site.
WALKING & CYCLING	
S25	Review and update the Cycling and Walking Strategy in 2025 and explore potential additional routes.
EMPLOYEE TRAVEL INCENTIVES	
S26	Review and update the Airport Travel Plan before the end of 2025.
S27	Undertake employee travel surveys in 2025 and 2027.
S28	Encourage the growth of the Airport Travelcard and Car Share Schemes over the next 5 years.

CONTACT US

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