

Committee: Cabinet

Agenda Item

Date: 19 March 2015

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Title: Petition, Lower Street Car Park, Stansted

Author: John Mitchell

Key decision: No

Summary

1. A petition signed by 414 people has been received. It reads as follows:
2. *"We, the undersigned, who are business owners, traders and residents of Stansted, are concerned that the Lower Street Car Park (run by Uttlesford District Council as a facility for residents and shoppers to Stansted Lower Street) is now 90% full of railway commuters. As rate-payers to your council we would like to know what you are going to do about this situation which is denying our customers any car parking and therefore seriously effecting (sic) trade in the area"*

Recommendations

3. That the actions set out in this report are noted and Cabinet consider any further actions.

Financial Implications

4. Any alteration to the parking tariff that may be needed to address long term commuter parking could have implications but these are not known at this stage.

Background Papers

5. The following papers were referred to by the author in the preparation of this report and are available for inspection from the author of the report.

None

Impact

- 6.

Communication/Consultation	There was extensive consultation over the remodelling of the Lower Street Car Park in association with the new retail, residential and medical facility
Community Safety	Safety issues have been considered in the design

Equalities	None
Health and Safety	Safety issues have been considered in the design
Human Rights/Legal Implications	None
Sustainability	Members have previously expressed encouragement of travel by means other than the private car where possible
Ward-specific impacts	Stansted North and Stansted South
Workforce/Workplace	None

Situation

7. Members will be aware that the Castle Lotus site in Stansted Mountfitchet is currently being redeveloped for a medical centre, shops and homes. Part of the car park is being used as a compound associated with these works.
8. Before the builder's compound was created, additional car parking spaces were provided towards the end of the car park through remodelling the coach park. This ensures that there is no reduction in the number of spaces available for use. As a result there is no loss of revenue to the District Council.
9. At the end of the build the car park will be re-laid out providing an increased capacity of car parking. The final provision will include car parking for coaches, long stay, short stay, as well as parking for the new uses. The car park has always been available for long stay car parking for rail users and there has been no change in the Council's policy to this type of user. Officers have no evidence that 90% of the car park is occupied by commuters, but if Members were to consider that commuter parking should be discouraged then a new tariff would need to be imposed which limits long stay parking.
10. A review of all car parking charges is planned as part of a C comprehensive review when the District-wide Car Parking Review is brought forward. This will be reported to Cabinet in due course.

Risk Analysis

11. There are no risks associated with this report.