

PROVISION OF PASSENGER CAR PARKING AT STANSTED AIRPORT

JOINT STATEMENT BY UTTLESFORD DISTRICT COUNCIL AND STANSTED AIRPORT LIMITED

(July 2012)

1. CURRENT ON-AIRPORT PASSENGER CAR PARKING PROVISION

Currently, there are 26,800 passenger car parking spaces within the airport boundary in the car parks operated by Stansted Airport Limited (STAL). These spaces are distributed as follows:

SHORT-STAY

Short-stay parking is provided immediately to the south east of the terminal building (RED and ORANGE zones) and to the north east of the Radisson Blu Hotel (GREEN zone). There are 2,700 spaces split between the 3 zones. Reserved matters approval for these spaces was granted in 1989 and 1999 following the outline planning permission for airport expansion to 15 million passengers per annum (mppa) in 1985.

MID-STAY

Mid-stay parking is provided about 1200m to the south west of the terminal by the Bassingbourn Roundabout. There are 5,300 spaces for which reserved matters approval was granted in 2000, again following the 15mppa permission in 1985.

LONG-STAY

Long stay car parking is provided to the east of the M11 and west of Bury Lodge Lane, west of the runway. There are 18,800 spaces split between several zones and served by an internal road system with a dedicated access onto Bury Lodge Lane east of the Hilton Hotel. Reserved matters approval for these spaces was granted in phases between 1986 and 2001, also following the 15mppa permission in 1985.

Further passenger car parking, principally for hotel guests is provided at the airport's 3 existing hotels. The Hilton Hotel car park was extended in 2005 to provide additional capacity for it to offer airport parking for non – staying guests.

2. SUSTAINABILITY

Since planning permission was granted for the development of Stansted Airport in 1985, it has become a well established planning principle that airport-related development (including passenger and staff car parks) will be contained within the airport development boundary as set out in local plans. The main reason for this is to protect the surrounding countryside whilst allowing permitted airport growth to take place in a structured way via a master plan. Other than for car journeys to the airport that have a local origin, it is therefore possible for all traffic to arrive at and depart from the airport's planned car parks using the airport road system which has direct access to the strategic road network, reducing the impact on local roads.

All parts of the short-stay car park are within walking distance of the terminal (as is car parking at the Radisson Hotel). The mid and long-stay car parks and Hilton Hotel and Holiday Inn Hotel car parks are served by courtesy buses which serve the terminal via the airport road network.

Public Transport Levy

Charges for use of the STAL operated short, mid and long-stay car parks include a public transport levy on each transaction. This provides a fund directed towards securing improvements to public transport, cycling and walking at the Airport. The fund is administered by the Stansted Area Transport Forum which was set up following the 1998 White Paper "A New Deal for Transport". In the White Paper, the Forum was given three specific objectives (summarising):

- 1. to draw up and agree challenging short and long term targets for increasing the proportion of journeys to the airport made by public transport***
- 2. to devise a strategy for achieving those targets, drawing on the best practice available.***
- 3. to oversee implementation of the strategy***

The levy was first charged in July 1999 and is part of the latest Surface Access Strategy 2008 - 2015 and the 2010 review. The current national aviation policy, set out in the 2003 Future of Air Transport White Paper, sets out the expectation that developers should pay the costs of amongst other things improving public transport services and networks.

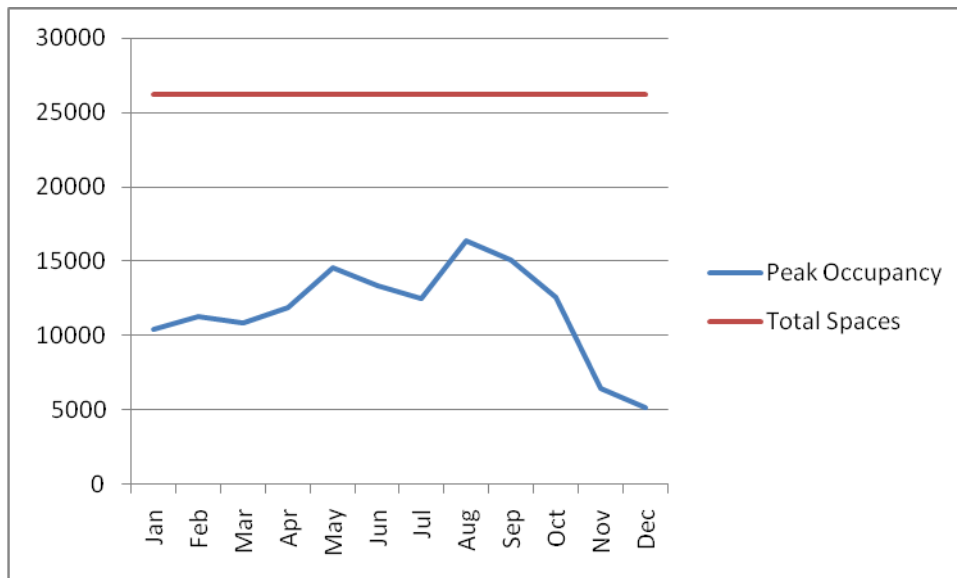
Recently, the DfT's March 2011 scoping document consultation "Developing a sustainable framework for UK Aviation" emphasised the role of the Forums and surface access strategies in increasing the use of public transport to access airports, with the potential to reduce road transport, air pollutants and so improve air quality. The levy is consistent with these identified roles.

The current rate of levy is 31p per car park transaction provides an annual public transport fund of £600k - £800k annually.

Parking managed by the airport hotels is not subject to the public transport levy.

3. SHORT, MID AND LONG-STAY CAR PARK OCCUPANCY LEVELS

The Highways Working Group of the Stansted Area Transport Forum monitors occupancy levels of STAL's car parks. The Group meets quarterly, and receives a graph showing the occupancy peaks and troughs of each car park. Each graph shows past years so that trends can be established. The main purpose of monitoring usage is to inform future decisions on whether further on-airport capacity is required. By way of summary, the following chart shows the peak occupancy by month for 2011 (combining all STAL operated car parks):



Peak occupancy is in August, resulting from a high proportion of leisure travellers combined with a longer stay length. In 2011, the highest occupancy was on 28th August when there were 16,238 cars in the car parks (about 63% of total available spaces). The chart shows that at the current 18 mppa level there are more spaces than are currently required.

STAL uses occupancy as part of the revenue management process to ensure that revenue is optimised and that there is always space for roll-up customers (those who have not pre-booked).

4. FUTURE ON-AIRPORT PASSENGER CAR PARKING PROVISION

Passenger throughput at Stansted Airport is currently 17.66 million passengers per annum (mppa), expressed as a moving total to the end of June 2012. Passenger numbers have declined from just under 24mppa in 2007.

Planning permission for expansion of the airport to serve 35mppa was granted on 8th October 2008 (known as 'Generation 1') following a public inquiry.

Evidence presented by STAL to the Generation 1 inquiry indicated that the forecast demand for car parking at 35mppa was for up to 38,800 spaces, i.e. an additional 12,000 spaces over current STAL provision. The Generation 1 planning permission granted outline planning permission for additional long and short stay spaces within the airport boundary as follows:

- A further 12,200 long-stay spaces on land to the east of Bury Lodge Lane near to the northern boundary of the Airport. The deadline for submission of reserved matters is 2016.
- Decked car parks across part of the short-stay car park to provide an estimated additional 1,300 spaces. The deadline for submission of reserved matters is 2016.

Further land has also been identified in the Stansted Airport Single Runway Masterplan (2006) for passenger car parking in addition to or as an alternative to the above provision. These further potential alternative sites are:

- Redevelopment of the former sports and social club site (set within the existing long stay car park)
- Land to the north of Molehill Green Roundabout, to provide a northern extension of the short stay car park.

The mid-stay daily occupancy graph indicates that demand occasionally exceeds supply (see Section 3). Should additional mid-stay spaces eventually be required, they could be provided as part of increased short-stay provision.