

Committee: Transport & Highways
Date: 13 January 2005
Agenda Item No: 4
Title: Audley End Station to Saffron Walden Cycleway, and Feasibility of the Development of an Integrated Transport Package for Audley End Station
Author: Jeremy Pine (01799) 510460

Summary

- 1 This report seeks Member authorisation for the Council to fund a study by Mouchel Parkman into options for a safe cycleway between Audley End Station and Saffron Walden. The report also refers to other work that is just starting (led by Essex County Council) on the feasibility of developing an integrated transport package for Audley End Station and recommends that the Uttlesford Transport Forum co-ordinates and oversees the Council's input to this work.

Background

- 2 On 10 September 2002, the former Environment & Transport Committee cancelled a previous proposal for a cycleway between Audley End station and Saffron Walden, the main reasons being lack of local support for parts of the scheme and conflict between cyclists and motorists on Wenden Road. Action P9.4 of the original Quality of Life Corporate Plan proposed the construction of an effective cycle track between Audley End and Saffron Walden by 3 June 2004, but this timescale became unrealistic given the cancellation of the previous scheme.
- 3 At the meeting of this Committee on 21 June 2004, Members received a report on the progress on the Uttlesford Cycle Network Plan, in which the Audley End station to Saffron Walden cycleway scheme features as the single greatest identified need within the Saffron Walden network. Members resolved to roll the Cycle Network Plan forward until 2009 and also resolved that Essex County Council, in conjunction with relevant stakeholders, be asked to revisit the cancelled Audley End to Saffron Walden cycleway scheme and to consider alternative proposals.
- 4 Reflecting the resolution of Members on 21 June, Action 12c of the new draft Corporate Plan now requires that both a revised study to ascertain how to develop a safe cycleway and an action plan to move the project forward be developed by 31 March 2006.

Cycleway Actions

5 The stakeholder meeting requested by Members took place on 14 October 2004. Officers of this Council and Essex County Council attended the meeting as well as representatives from Wendens Ambo Parish Council and Saffron Walden Town Council. The main outcome of the meeting was agreement that Essex County Council would request Mouchel Parkman to provide a cost to carry out the study required in the new Corporate Plan. A brief to send to Mouchel Parkman was prepared and agreed by the Stakeholders and a copy is attached as an appendix to this report for information. The brief also acts as a summary of what was discussed at the stakeholder meeting.

6 An estimate has now been received from Mouchel Parkman, which includes for the following elements:

A review of previous reports and proposals.

Development of various design options to outline design stage, concentrating on Wendens Road from east of the B1383 to the County High School (previously known as Phase 2). Consideration to be given to introducing schemes to provide benefits to all road users, not just cyclists.

Consider design options between Audley End Station and west of the B1383 (previously known as Phase 1), producing designs to outline stage.

A summary report detailing the findings, to include a review of personal injury accidents and estimated construction costs.

The estimate is £6368 + VAT, which would be funded from the 2005/06 Quality of Life Programme Office budget. Mouchel Parkman states that the cost does not include the undertaking of traffic surveys to assess the implications of traffic migration should any of the design options necessitate this. The reason for this is to keep cost to a minimum. Appropriate traffic survey work would cost an additional £3115 + VAT, which could be funded from the same budget. Mouchel Parkman confirms that it will be able to deliver the summary report by the end of June 2005. Mouchel Parkman recommends that any traffic survey work is not undertaken until the report has been produced, as better targeting of the survey work would result from knowing which roads, if any, could be affected. A further reason for delaying the survey work is the major highway construction work at Sparrows End Hill due to commence on 10 January 2005, lasting for 26 weeks, which is likely to cause traffic to reroute for the duration.

Feasibility of the Development of an Integrated Transport Package for Audley End Station

7 A preliminary meeting took place at County Hall on 10 December 2004 to discuss how this package might be developed via a "Task and Finish" Group that would be set up for about a year. Officers from both this Council and the

County Council attended the meeting, along with a representative of Wendens Ambo Parish Council and the Projects Director of One Railway.

- 8 The purpose of the Group would be to identify all the problems, aspirations and proposals relating to the operation of the station and to see how these might be taken forward. A wide-ranging discussion took place, which identified the following as likely issues (note: this list is not exhaustive nor is in any order of importance):

How access for people with disabilities might be improved to the northbound platform.

How more comprehensive and clearer travel information might be provided at the station.

How personal security might be improved at the station.

How the forecourt area might be reconfigured to improve access and manoeuvring for buses and taxis.

The distribution and number of car parking spaces provided.

Co-ordination of rail and bus timetables, including the feasibility and desirability (or otherwise) of a bus service from/to Swan Meadow Car Park. This would be a follow-up to the Members' resolution at their last meeting on 11 November 2004 that the County Council be lobbied to consider the initiation of a shuttle service between Audley End station and Swan Meadow via the Council Offices.

General aesthetic improvements to the station and its setting.

A review of provision for cyclists, acknowledging Mouchel Parkman's imminent study.

The highway safety implications of any proposed measures.

How / when any favoured measures might be funded and implemented.

- 9 A further meeting at Audley End station is to be arranged by the County Council for the end of January 2005. In the meantime, an appropriate discussion item will be included on the agenda of the next Uttlesford Transport Forum meeting on 19 January 2005 to get the initial views of stakeholders.

RECOMMENDED that:

1) Members authorise funding from the Quality of Life Programme Office budget for the Mouchel Parkman study into options for a safe cycleway between Audley End Station and Saffron Walden, including the traffic survey work if subsequently required.

2) The Uttlesford Transport Forum co-ordinates and oversees the Council's input to the work on the feasibility of developing an integrated transport package for Audley End station.

Background Papers: See report

ESSEX COUNTY COUNCIL

In conjunction with Uttlesford District Council, Saffron Walden Town Council and Wendens Ambo Parish Council.

Request to Mouchel Parkman to provide a cost to carry out of a study concerning the development of a safe cycleway from Saffron Walden to Audley End station.

Introduction

In Uttlesford District Council's Draft Corporate Plan 2005/6, this study is required to aid the implementation of the Uttlesford Cycle Network Plan (UCNP), which has been rolled forward by UDC's Transport & Highways Committee until 2009. A cycleway from Saffron Walden to Audley End station is the UCNP's top priority, and the study is required to be completed by the end of June 2005.

Background

A previous proposal for a cycleway from Saffron Walden to Audley End station was drawn up by Essex County Council, but on 10 September 2002 UDC's Environment & Transport Committee resolved that the scheme not be proceeded with. There were 2 main reasons for this:

1. There was no local support for Phase 1 (west of the B1383 to the station), and
2. Phase 2 (east of the B1383 along Wenden Road up to the County High School) was considered to be unsafe for cyclists.

As a result, the County Council dropped the scheme from its capital programme, but has retained the working drawings that were produced. UDC Members are now keen to review the previous proposal and reactivate it in some form, following a change in Administration in 2003.

Options

On 14 October 2004, a meeting was held between the County and District Councils and Saffron Walden Town Council and Wendens Ambo Parish Council to look at options. The general consensus reached was that:

1. Any revised proposals should concentrate on Wenden Road from the junction with the B1383 up to the County High School. The aim should be to create an effective and safe cycle route between the two, not necessarily a separate on-road or off-road cycleway.
2. A more effective might be to introduce measures to make travelling along Wenden Road safer for ALL users rather than providing dedicated facilities for cyclists. This might entail measures along the entire length of Wenden Road, or just along part of its length, eg the section where there is no footway. Part of this latter option, for instance, might be to purchase land

from Audley End Estates to provide an off-road path for that section.

The general feeling of the meeting was that there was potential for Wenden Road to be used by more cyclists subject to resolution of points of cyclist / driver conflict along its length.

Actions

Mouchel Parkman is asked to cost the carrying out of a study re Points 1 and 2 above for delivery by the end of June 2005 and to pass on the costing to the County and District Councils by 10 December 2004, together with confirmation that it is able to complete the study by the above deadline.

To avoid any potential criticism that safety of cyclists to the west of the B1383 to Audley End station is being overlooked, the study should also look at options along that section of road.

UDC's Transport & Highways Committee will then be asked to agree to the study being progressed at its meeting on 13 January 2005. Funding for the study would be met from the Executive Programme Office Budget.

Committee: Transport & Highways
Date: 13 January 2004
Agenda Item No: 5
Title: Fly Parking around Stansted Airport
Author: Jeremy Pine (01799) 510460

Summary

- 1 This report recommends that Members request Officers of the District and County Councils, in conjunction with the Decriminalisation Task Group, to investigate measures to ameliorate problems associated with fly parking in Takeley, including residents only parking zones or “no waiting” restrictions. It also recommends that Officers subsequently report back to a later meeting of the Committee on the feasibility, cost and necessary extent of any measures that could be introduced.

Background

- 2 One of the obligations on BAA Stansted within the Section 106 Agreement as part of its planning permission for airport expansion to 25mppa is to:

“Within six (6) months of the Date of Grant to carry out or procure studies of the incidence of air passengers parking motor vehicles on the public highway within 5 miles of the Airport Boundary but excluding the Airport and to report the result of such studies to ECC and UDC as soon as is reasonably practicable

To pay to ECC upon request a contribution of up to £50,000 to ameliorate any problems with off-Airport parking which may be identified as a result of the studies referred to in paragraph 9 of this schedule including (but without prejudice to the generality of the foregoing) the costs of introducing local residents only parking zones”.

The Date of Grant was 16 May 2003.

Study Work Undertaken

- 3 The study work has consisted of data taken from a Freephone hotline that BAA Stansted launched on 28 October 2003 and which was publicised via a Press release and through local Town and Parish Councils. The Highways Working Group of the Stansted Area Transport Forum, which includes representatives from BAA Stansted, Essex and Herts County Councils, the District Council and the Highways Agency, had previously agreed the

methodology of the study work.

- 4 It was originally intended that information would be obtained from on-street surveys within areas where fly parking was thought to be occurring. However, the Working Group felt that surveys of this nature could only provide a snapshot of cars parked at any particular time and which might not therefore be conclusive. A Freephone hotline would allow reporting of instances of alleged fly parking over a wider area where observations had been able to be made over a period of time or where particularly “suspicious” incidents had been actually observed. An interim report setting out the data obtained from the first 6 months of the operation of the hotline was reported to Members in their Bulletin of 9 July 2003. The Highways Working Group recommended that hotline data be collected for a whole year so as to cover the airport’s busy summer period when it was felt that alleged fly parking might be more prevalent.

Analysis

- 5 At the request of Essex County Council, BAA Stansted has made the full year’s location data available, which is now being reviewed by the County Council in its capacity as the Highways Authority. In summary, 187 incidents of alleged fly parking have been reported to the hotline during the year, in the following locations:

Takeley	77 reported incidents
Bishops Stortford	68
Stansted Mountfitchet	25
Elsenham	6
Birchanger	4
Great Dunmow	3
Henham	1
Hatfield Heath	1
Hatfield Broad Oak	1
Little Canfield	1

Most incidents within Takeley occurred in Garnetts in the northwestern part of the village closest to the airport. Other main locations within the village were Roseacres and North Road in the northeast of the village and Hawthorn Close south of the B1256 (old A120). When calling the hotline, callers have been prompted to explain why they think an incident might be airport related. The main reasons given have been:

- Length of time cars have been parked on street
- Passengers with suitcases seen getting out of cars and being picked up by taxi

It is possible that with the recent opening of the new A120 incidences of alleged fly parking might now be reported from further afield because of the reduced drive time to the airport. BAA Stansted has therefore agreed to keep the hotline operational so that more data can be collected for monitoring

purposes.

Action

- 6 Following a meeting held on 8 July between BAA Stansted, the District Council and Essex County Council, BAA Stansted agreed to the following interim measures, which have been implemented:
- Give further hotline publicity via Parish and Town Council clerks
 - Prepare posters for local display advertising the hotline number and saying that the area is under surveillance
 - Ask taxi companies to request a postcode when taking a booking and to only pick up from inside a house
- 7 The Highways Working Group considered the data from the hotline at its recent meeting on 14 December 2004. The Group's initial view was that there would be merit in considering further parking restrictions in Takeley, either through residents only parking zones (which the District Council would draw up with the permission of the County Council) or via "no waiting" restrictions e.g. for an hour each day. The County Council's preference would be for residents only parking zones as the best way of returning street space to control of and use by local residents.
- 8 An option would be to use some of the money to employ an extra parking warden. However, this would result in yearly on-costs that are not budgeted for, as the up to £50,000 is a one-off payment under the terms of the Section 106 Agreement. There is also the expectation that some of the money could upon request go towards measures within Bishops Stortford.

RECOMMENDED that Members:

1) request Officers of the District and County Councils, in conjunction with the Decriminalisation Task Group, to investigate measures to ameliorate problems associated with fly parking in Takeley, including residents only parking zones or "no waiting" restrictions

2) request Officers to subsequently report back to a later meeting of the Committee on the feasibility, cost and necessary extent of any measures that could be introduced.

Background Papers: See report