

**Committee:** Scrutiny

**Date:** 7 July 2020

**Title:** Airport-related parking: Update Report

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## Summary

1. At its meeting on 10<sup>th</sup> March 2020, Scrutiny Committee agreed to move forward with a programme of work relating to the fly-parking strategy. However, due to the onset of the Covid-19 situation, the work of the Task and Finish Group has not been able to progress. In effect, the programme has been put on pause for several months due to restrictions relating to the ability to consult external bodies such as parish councils. Also, given the fact that Stansted Airport is handling very few passenger, now is not a good time to analyse the issues and impacts of the Airport's operation on parking in the local area.

## Recommendations

2. Agree the pause the work of the Fly-Parking Task and Finish Group until such times as the agreed work programme can be taken forward post Covid-19.

## Financial Implications

3. None. There are no financial implications associated with this report

## Background Papers

4. 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

- 5.

Communication/Consultation	N/A
Community Safety	N/A
Equalities	N/A
Health and Safety	N/A
Human Rights/Legal Implications	N/A

Sustainability	N/A
Ward-specific impacts	The incidence of fly parking is concentrated in the wards near the airport

## Situation

6. At both the 4<sup>th</sup> February and 10<sup>th</sup> March 2020 meetings of the Scrutiny Committee, it was agreed to progress a programme of works to assess and make recommendations to address the issue of fly-parking around Stansted Airport. The Task and Finish Group was arranging to meet members of the Stansted Airport Transport Forum (SATF) Steering Group?, and was to have discussions with 3 parish councils in affected areas to trial a number of options to address fly-parking. The Group had also spoken to the Portfolio Holder for Infrastructure, Transport and Stansted Airport for his input. On this basis, the Group was aiming to submit its final report in September 2020.
7. However, due to Covid-19, it has not been able to progress this work programme. It has not been possible to engage with the SATF and neither has it been practical to take forward joint working with parish councils in a meaningful manner. One action that has been agreed though is the definition of airport-related fly parking for the purposes of this study. It is seen as “on-street short/medium/long term parking of vehicles by airport passengers, staff and taxis that has a detrimental effect on the amenity of local residents by way of noise, litter and/or obstruction”.
8. Perhaps the key reason for pausing the work programme though has been the fact that Stansted Airport is virtually closed to all passenger business and so the need for passengers or even Airport workers to fly park has gone. In order to analyse the impact of Airport fly parking on the local community, the Airport needs to be fully operational and open for business. The Group has noted, however, that due to the Covid-19 situation, when airport activity does start to increase, there is could be a higher proportion of private cars using the airport as people may choose to avoid using public transport for fear of infection. This therefore means that the issue of fly parking could start again very quickly and at higher levels than would previously have been expected.

## Task and Finish Group Work programme

9. Although it proposes to pause work for now, the Group proposes to continue with the agreed work programme to investigate:
  - 9.1 The effectiveness of the current airport fly parking hotline reporting system and how it’s responsiveness can be improved;

- 9.2 The development of a more planned approach to initiating and implementing TROs in areas known to suffer from airport fly-parking;
- 9.3 To investigate good practice in tackling the problem elsewhere in the UK e.g around Manchester and Luton Airports; *(this may be difficult where staff at other airports are also not working at the moment).*

## Risk Analysis

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Risk	Likelihood	Impact	Mitigating actions
Groups conclusions will not be endorsed by Scrutiny Panel	Little	Low	Ensure Scrutiny is kept informed of emerging work and findings prior to final report being written

1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.