Airport Parking Options

Consultation Summary

November 2023

1 Introduction

Delivered in Autumn 2022, the Uttlesford Parking Study considered a wide range of parking issues in the district including off and on-street parking, residents, and airport parking. This was informed by an online public consultation and discussions with local stakeholders.

Overall, the study concluded that a combination of factors including rurality, very high car ownership, dense settlement patterns, and narrow historic streets made car parking a genuine issue in the district. This was exacerbated by the presence of one of the country's largest airports within its boundary.

Recommendations included considering planning policy, mode shift initiatives such as car clubs, and consideration of Resident's Parking Zones or other controls to prioritise parking for residents and their visitors.

2 Other Airports

When considering the options available to the communities around Stansted to control airport parking, we have considered actions taken by other local authorities close to large airports in England that have been affected by similar issues..

The five busiest airports in the UK are shown in the table below.

Figure 1. Top ten airports in the UK by passenger numbers [2].

	Total Passengers[3]	Aircraft Movements[4]
Up to (hours)	**2022**	**2022**
Heathrow	61,611,838	380,305
Gatwick	32,835,381	217,622
Manchester	23,364,471	158,575
Stansted	23,290,097	176,914
Luton	13,324,491	118,063

The Department for Transport collects data on the percentage of different modes of transport used to travel to selected airports. (Table code: TSGB0207). A summary of this data is shown in the table below.

Figure 2. Percentage mode of travel to selected airports 2022.

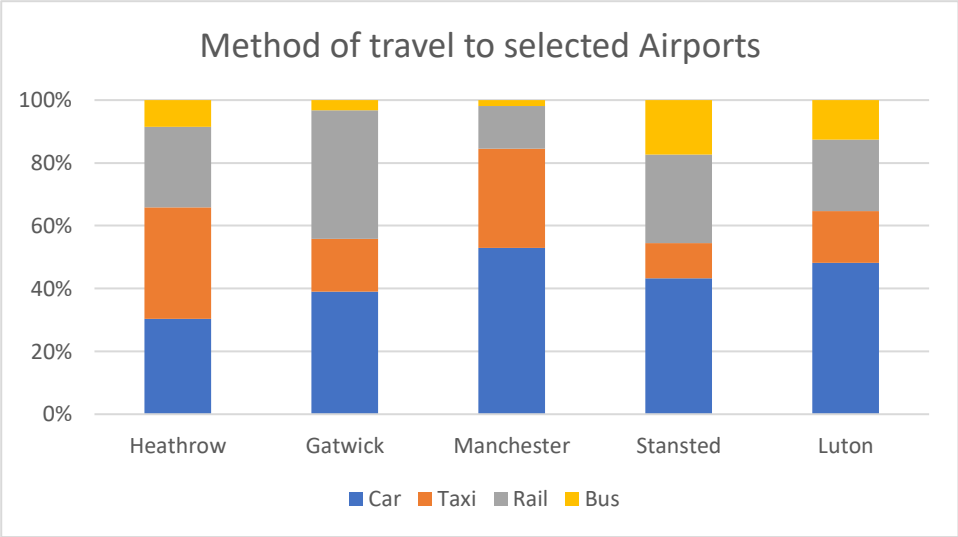
Up to (hours)	**Private Car**	**Hire Car**	**Taxi**	**Rail**	**Bus / Coach**	**Tram/Tube**	**Other**
Heathrow	28	2	35	8	8	17	1
Gatwick	38	1	17	41	3	0	1
Manchester	52	1	32	13	2	1	0
Stansted	42	1	11	28	17	0	0
Luton	47	1	16	23	13	0	1

Note that the data is from 2022, and so before the full opening of the Elizabeth Line to Heathrow Airport.

The figure below shows a simplified version of the data above, split into Car, taxi, Rail (inc. tram and underground) and Bus/Coach.

[2] https://www.caa.co.uk/data-and-analysis/uk-aviation-market/airports/uk-airport-data/uk-airport-data-2022/annual-2022/ - After Wikipedia.
[3] Total passengers includes domestic, international and transit passengers.
[4] Aircraft movements includes all commercial and non-commercial takeoffs and landings.

Figure 3. Simplified mode share



Mode share patterns vary influenced by the options readily available; for example, the excellent rail links to Gatwick. Luton and Stansted are comparable in mode share with similar travel patterns. Both have higher bus/ coach share than the other three. We can only speculate as to why, however one reason could be their locations north of London, with good, but fewer rail connections to their hinterlands.

We have considered Gatwick, Manchester and Luton below. In our opinion Heathrow is not reasonable comparable for analysis, being one of the biggest and busiest airports in the world with much of the surrounding area falling into the Greater London boundary.

For each identified airport, we briefly consider the transport context, and then provide a map outlining the availability of parking on-street parking within around 3km of the main pedestrian entrance.

2.1 Gatwick Airport

Gatwick is more comparable to Stansted although still has around a third more passengers every year.

It is very well connected by rail to central London, the south coast, and other destinations including Brighton, Portsmouth, Reading, Luton, and Bedford.

Residents Parking Zones are the main type of restriction used around the airport. Many of these restrictions are limited to certain hours of the day. For example, the area directly to the north east which restricts parking between 10:00 – 12:00hrs for non-permit holders.

There are a few small areas where parking could be possible but would in reality be very difficult, may constitute an obstruction, and the practicality of finding a parking space on these short residential roads or narrow lanes and then walking or getting a taxi to Gatwick may a big enough deterrent to mean that parking restrictions aren't required.

Figure 4. Area surrounding Gatwick Airport

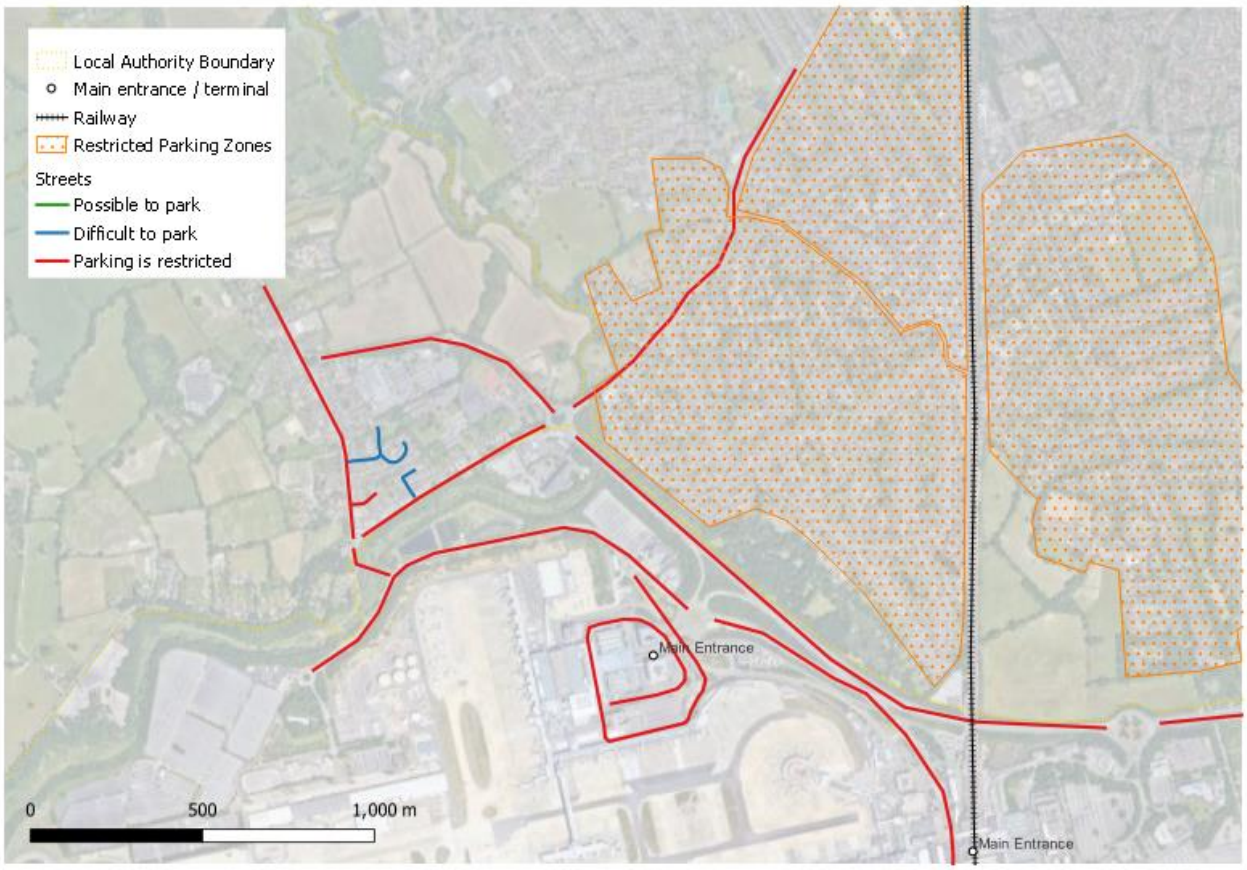


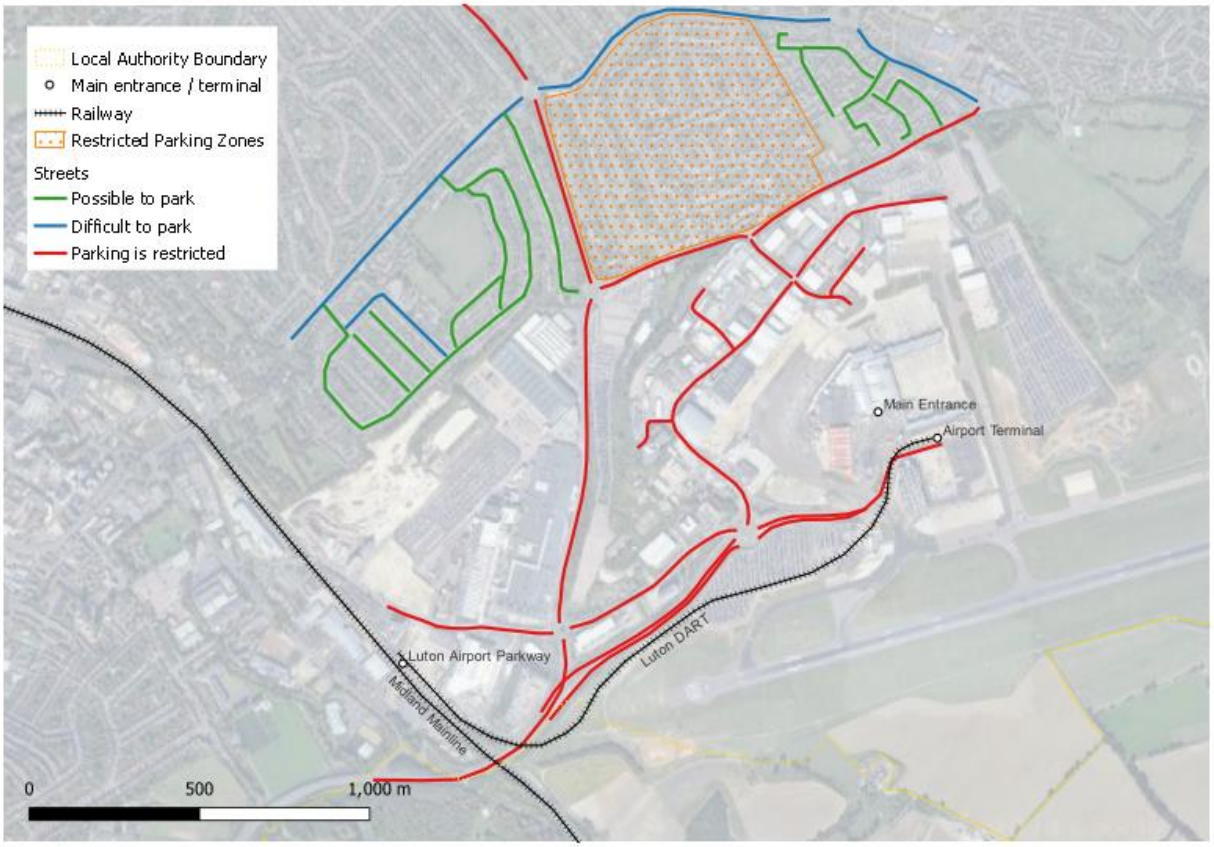
Figure 5. Gatwick restrictions (Credit: Google Streetview)

2.2 Luton Airport

Luton Airport is the most comparable airport to Stansted given its size and location in relation to London.

It is located at the eastern edge of the Luton / Dunstable conurbation, is bordered to the north by residential areas and to the west by a vehicle manufacturing plant. The airport is served by a new light metro shuttle between the terminal and Luton Airport Parkway mainline railway station, and Luton Airport Parkway has direct rail services to London, Brighton, Nottingham, Sheffield, and Derby amongst other places.

Figure 6. Luton Airport



There is a significant level difference, and a circuitous pedestrian route to the terminal from the residential area to the north west.

The main tool for restricting parking in the immediate area is a residents parking zone that covers a large area of residential estate roads.

Figure 7. Luton Airport restrictions (Credit: Google Streetview)

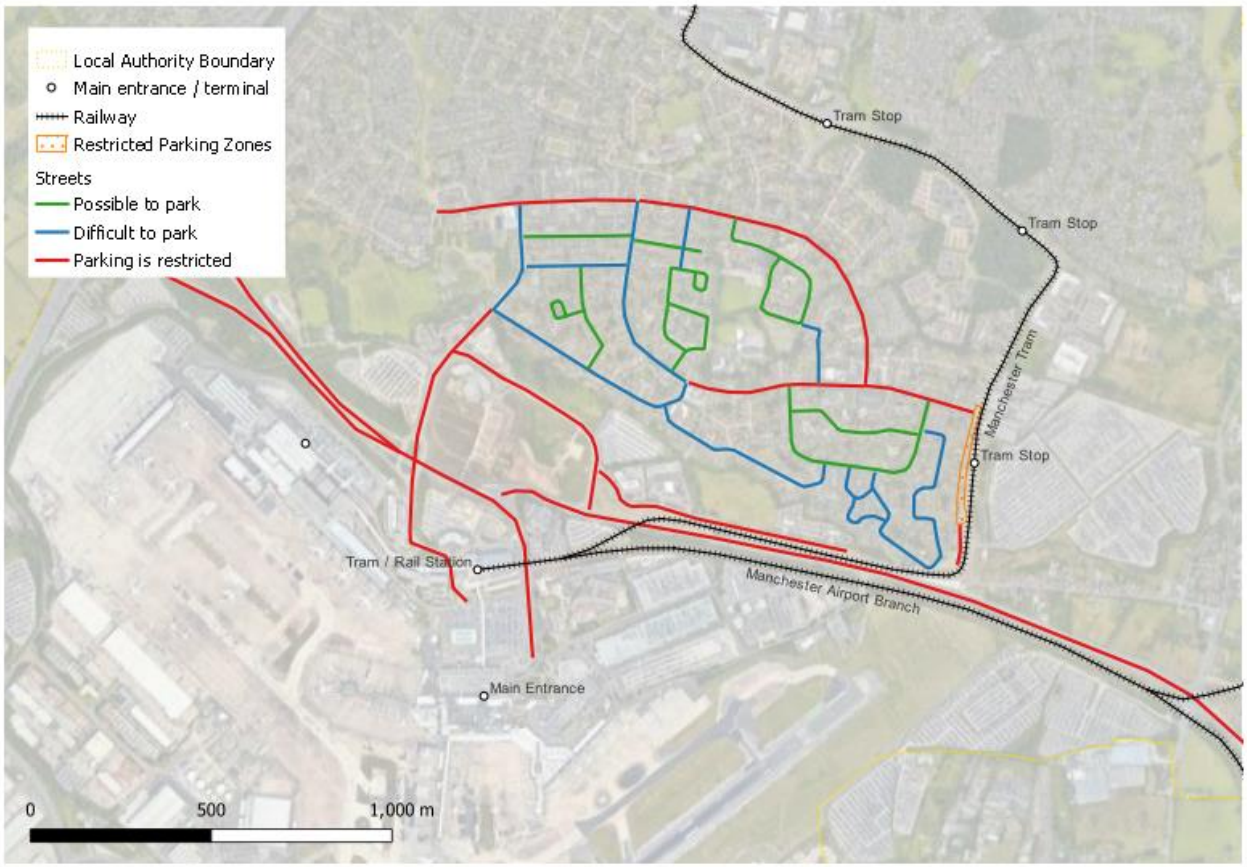
2.3 Manchester

Manchester Airport is located to the south of Manchester within the Greater Manchester conurbation. It is served by a branch rail line which faces both north and south onto the 'Style Line' with direct services to Manchester, Liverpool, Windermere, Blackpool and other destinations. Metrolink trams also serve the airport, winding through suburbs on the way to Manchester City Centre.

The airport is bordered by a large residential area to the north. Parking is restricted along the main bus routes through this area including the use of junction protection and limited stay parking along the routes. Whilst parking is possible in much of this area, it can be challenging given the narrowness of the estate roads, and driveway access.

There is a small residents permit only area surrounding the Shadowmoss Tram stop.

Figure 8. Area surrounding Manchester Airport



3 Options for controlling parking

The basis for controlling and enforcing parking on public land comes from primary legislation in the **Traffic Management Act 2004**.

The **Deregulation Act 2015** introduced a new 10 minutes' grace period at the end of a paid for period of parking by vehicles parked on public land, as well as at the start time of a permitted restriction and a right to challenge local parking policies. Regulations were also updated to tighten the circumstances in which CCTV may be used as the sole evidence for issuing an on-street parking ticket, but they do not prohibit the use of CCTV for on-street parking enforcement entirely.

More information on this can be found here:
https://researchbriefings.files.parliament.uk/documents/SN02235/SN02235.pdf

3.1 Clearways and Red Routes.

Clearways are sections of road where it is illegal to stop on the main carriageway except in an emergency. Most are in effect 24hrs a day, although 'Urban Clearways' restrict stopping at peak times to allow the freer flow of traffic but allow parking overnight and at off peak times. Blue Badge holders are not permitted to park on a Clearway.

Figure 9. Clearway roundell on Dunmow Rd (Credit: Google Streetview)

Clearways are established via Traffic Regulation Orders (TROs) and enforced through Civil Parking Enforcement (CPE) by Civil Enforcement Officers (CEOs). This means they are subject to rules around enforcement including a CEO needing to affix a Penalty Charge Notice (PCN) on the windscreen.

Red Routes are clearways where a vehicle cannot stop or park. Unlike an urban clearway, red route prohibition applies to the footway and verge as well as the carriageway and is demarked by double red lines along both sides of the carriageway. The no stopping restriction extends to loading or unloading and to boarding or alighting from a vehicle.

Single red lines mean no stopping or parking 'during the restricted time' as denoted on the sign.

Red Routes can be enforced by traffic enforcement cameras and in this instance PCNs can be sent in the post so that CEOs don't have to stop on the carriageway.

Clearways / Urban Clearways	
Strengths:	**Weaknesses:**
• Reasonably straight-forward and well understood to the public and enforcement authorities • Limited street furniture required • Good for protecting public transport routes and reducing congestion	• Reduces the overall level of parking for residents, businesses as well as airport parking. • Can reduce utility for local shops and businesses, etc. Through punitive loading / unloading limits.
Enforcement	
• Requires CEO to affix PCN manually. This is labour intensive as CEOs would need to be deployed to the areas regularly to encourage compliance. Clearways are also difficult to enforce in busy areas due to the potential of the CEO having to stop on the restriction itself to enforce it	

Red Routes	
Strengths:	**Weaknesses:**
• Very clear rules around no stopping, parking and loading and therefore compliance levels are generally high • Excellent for protecting public transport routes and reducing congestion • Static approved device enables 24 hour enforcement (although will limit the area that can be covered) • More efficient traffic camera enforcement – as the majority of vehicles parked in contravention will be captured	• Reduces the overall level of parking for residents, businesses etc. as well as airport parking. • A blunt instrument that can reduce utility for local shops and businesses, etc. Through punitive loading / unloading limits. • Expensive equipment
Enforcement	
• Can be remotely enforced through Approved devices (ANPR Cameras). Footage is required to be reviewed by a CEO before the address of the registered keeper is requested from the DVLA and a Regulation 10 PCN is served through the post. • A decision whether to deploy a camera scan car to patrol the area or static cameras is required. Both options are relatively expensive, static cameras will only cover a part of the red route, whereas camera cars would need to be deployed regularly to encourage compliance.	

3.2 Local restrictions

Local restrictions, implemented via TROs, can be used for the protection of corners, narrow places, driveways and around schools etc. These include double yellow lines which indicate no parking 'at any time' with no need for a sign. There are some exemptions around loading and unloading.

Single yellow lines indicate no parking during the restricted times. These times are indicated by a sign, either on the road in question or, on entry into a Controlled Parking Zone, see below.

Vehicles are able to load/unload on a yellow line restriction and also alight passengers providing that this activity is continuous. Where there are chevrons on the kerb this means that no loading/unloading activity is permitted to take place.

A Blue Badge holder can park on yellow lines for up to three hours, providing the loading restriction (chevrons) are not in operation.

Standard TRO's such as single and double yellow lines can alleviate traffic and safety issues such as reduced visibility at junction heads due to parked cars, inconsiderate parking around schools, or on residential roads to protect driveway entrances for example.

Local Restrictions	
Strengths:	**Weaknesses:**
• Allows specific restrictions to deal with specific problems. For example, address a school safety concern, protect a junction bell mouth or access road.	• Reduces the overall level of parking for residents, businesses etc. as well as airport parking. • Can create a confusing mix of white lines, yellow lines, and marked bays • Requires significant lining and signage • Piecemeal approach can lead to unending ending review of TROs.
Enforcement • Requires CEO to affix PCN manually. Where yellow lines in place there is normally an observation period required to enable the CEO to see if any exemption is taking place. Where kerb marking in place then this is not a requirement. This can be labour intensive and inefficient without careful management.	

3.3 Controlled Zones

Controlled Zones are areas or streets where specific limits are set and parking is only permitted in designated parking bays, with the rest of the kerbside space restricted by yellow lines. The restrictions are communicated by carriageway lining, for example, single yellow lines, and marked parking bays and signage which must set out restrictions clearly.

Controlled Zones must be marked with large signs erected at all the entry points into the zone clearly displaying the days and times that restrictions are in operation. These signs are double sided with one side showing that you are entering a controlled zone and the other showing you exit the zone.

Controlled Parking Zones (CPZ) already exist in Takeley. On-street parking is restricted for one hour a day during the week to discourage longer stay parking.

Residents Parking Zones (RPZ) are a variant on CPZs. The only difference between a CPZ and an RPZ is how they designed and implemented. As they are perceived differently by users and operate differently from a user point of view, RPZs are differentiated here.

RPZs usually include permit holder bays that are available specifically to residents, visitors, and businesses. These permits are usually specific to a zone, but larger schemes such as those in place in parts of London and Brighton allow parking in neighbouring zones to help diffuse demand. Bays are signed with restricted time plates to indicate 'permit holder exempt' for the relevant zone. Unless they hold a permit for the relevant zone, drivers cannot park in these spaces, or beyond the allowed period depending upon the restriction.

The days and times of restrictions are indicated on the time plates adjacent to the bays. Some are 24hr day every day, but others are limited to a few hours a day or peak times (e.g. 08:00 – 16:00) and so outside of these times, the bays are available to anyone.

Blue Badge holders are generally not allowed in 'permit holder only' bays but can be used in shared bays. Shared bays allow a combination of Pay and Display, Permit and Blue Badge parking within RPZs which enables flexibility.

Controlled Zones are implemented through TROs and enforced with standard CEO patrols.

Figure 10. Controlled Zone in Takeley (Credit: Google Streetview)

Figure 11. Residents Parking Zone close to Luton Airport (Credit: Google Streetview)

The main advantage of Controlled Zones is that they're comprehensive in that they cover all roads and kerbs within the zone. They effectively discourage unwanted parking for the benefit of the residents and permit holders. A large enough area should minimise displacement of the problem.

Controlled Zones - such as one-hour restricted zone	
Strengths:	**Weaknesses:**
• Depending on the restriction, allows local people and residents to park on-street for some or most of the day	• Depending on the restrictions; can be inconvenient for residents and their visitors. Those in place in Takeley require all vehicles to be moved from the carriageway for an hour per weekday • Can displace the problem • Difficult to viably enforce short restriction periods e.g. one hour a day.
Enforcement • Requires CEO to affix PCN manually. This is labour intensive. • It is not operationally or economically effective to enforce no parking for a limited 1-hour period such as those in place in Takeley (between 10:00 and 11:00). There is a requirement that a 10-minute grace period is applied at the start time of a permit restriction, which reduces the time that the area can be patrolled. Additionally, there is normally an observation period in place, to enable the CEO to ascertain if a contravention is taking place, which will further reduce the time the zone would be able to be enforced.	

Experience from other places suggests that in order to make enforcement efficient, restricted hours need to be staggered and specifically designed to allow CEOs to cover and efficiently

Controlled Zones - Residents Parking variant	
Strengths:	**Weaknesses:**
• Comprehensive. Prioritises residents and their visitors over commuter / airport parking. • If designed well can accommodate local needs including residents, employers, care providers and so on. • Revenue costs can be recovered through permits.	• Must be designed in detail so comes with a significant up-front capital design cos. • There is an ongoing cost of administration, permits, visitor permits etc. • Can displace the problem if zones are too small.
Enforcement • 'Paperless', digital permitting and tickets not only make RPZ schemes more efficient but also more flexible and easier to enforce • Approved device cars can be used with ANPR registration to help CEO's more effectively target contraventions – likely not applicable for smaller zones such as these. • Requires CEO to affix PCN manually, although this can be more effectively scheduled efficiently across a whole zone.	

4 Options Consideration

Considering the 2023 report, the work undertaken to look at other airports, and the main options available to for parking around Stansted, we would assess the main options as below:

Figure 12. Options Assessment (1 = best, 4 = worst)

	Local restrictions	Clearways / Red routes	Controlled Zones	Residents Parking Zones
Objectives				
Effectiveness: stopping Airport Parking	2	1	2	1
Overall supply of parking for residents	3	4	2	1
Convenience for residents	3	4	2	1
Low capital cost (comparative)	1	2	3	4
Enforcement efficiency	4	1	3	2

Residents Parking Zones would give the authority total control over who parks in the area, and residents the maximum confidence that any vehicle within the zone was a resident, visitor, or other permit holder. RPZ would also reduce parking supply the least.

RPZ capital costs are likely to the highest as the whole zone would need to be designed, and signage erected, although actual expenditure would be dependent upon the extent of the schemes implemented.

From an ongoing revenue point of view, RPZ enforcement would be more efficient if administered through a virtual permit platform and Number Plate Recognition, using a camera car to increase frequency and speed of patrols, although manual affixing of PCNs would still be required. The permit system would also allow recover of costs by the enforcement authority.

RPZS in the affected villages would appear to be the best balance of making good use of road space, efficiently stopping airport parking in residential areas, and is proven in other places and around other airports.