

Shaping Stortford Steering Group

Charringtons House

Wednesday 9th January 2019 | Meeting Rm. A&B | 15:30

MINUTES

Present:	Cllr Gary Jones	EHC Deputy Leader & Chair	GJ
	Helen Standen	East Herts Council	HS
	Nicci Statham	Chamber of Commerce	NS
	Peter Douglas	Resident Reference Group	PD
	Karen Burton	BID Chair	KB
	James Parker	CE of BS Town Council	JP
	Cllr Colin Woodward	BS Member	CW
	Peter Morrow	AECOM Associate Director	PM
	Trevor Brennan	Herts County Council	TB
	Trevor Mason	Herts County Council	TM
	Kate Collins	PA (Minutes)	KC
Apologies:	Patsy Dell	Herts County Council	PD
	Kevin Steptoe	East Herts Council	KS
	Anjeza Saliq	EHC Project Manager	AS
	Adam Wood	LEP Representative	AW
	Naomi Holloway	Resident Reference Group	NH
	Simon Willison	AECOM Associate Director	SW

1. Minutes of previous Shaping Stortford Meeting – Wednesday 28th November 2018 and matters arising

1.1 Agreed as an accurate record. All actions complete or in progress unless mentioned below.

Matters arising:

- 1.1. Solum/Goods Yard meeting - HS to follow up.
- 1.2. The Mill (project no 7) - CW to follow up.
- 1.3. Minute 6.2 actions from 24th October re: Feasibility Study - TB asked them to add some closures to the model – not proposing anything at the moment.
- 1.4. Waterside Stortford update – JP and AS have not yet met. Waterside Stortford update to be added to a future agenda.

2. ORL Minutes

- 2.1. All ORL minutes are up to date.
- 2.2. KC and HS to make sure meetings are up to date online.

KC/HS

- 2.3. Northgate End update: Stage 3 design has now been commissioned. The tender process has begun and there is hope to pick five or six contractors. They hope to award the contract by June 2019 and then work to begin shortly after. The residential element should be completed by May 2020 and the car park by November 2020.
- 2.4. Judicial Review process update: On 21st December 2018, the Court Order quashing the planning permission was received with legal costs granted to the applicant. The planning submission with the amended drawings minus the MUGA, which will require 21 days public consultation, will now be considered at the February 2019 DM meeting.

3. BS Parking Strategy update - AECOM

- 3.1 As we are all aware EHDC has appointed AECOM to develop a car parking strategy for Bishop's Stortford. The Stage 1 report provides a baseline review of current parking provision within Bishop's Stortford and the associated management arrangement. PM came along from AECOM and ran through the Stage 1 report with the group. The group have now had a chance to read through and any questions are below.
- 3.2 HS queried a couple of paragraph's from page 7 *"There are around 400 all day parking acts each weekday, but these are taking up most of the spaces in the majority of the council's car parks, resulting in reduced space availability for other users"*. HS says this seems to contradict the previous statement about the number of car park spaces owned by the council? *"A Park & Ride service is not currently considered viable because there would be insufficient demand; however this could be revisited if town centre parking supply was reduced and all day parking charges increased"*. HS says can this be removed - we have undertaken considerable (and costly) investigation into this and it is simply not viable. HS queried a bulleted paragraph from page 17 *"The parking surface is considered good at most of the car parks, with only the Charringtons car park possibly requiring resurfacing at some point in the future"*. HS comments that this has only just been resurfaced.
- 3.3 JP found the report very informative and comprehensive; however he found the Exec summary could do with some tweaks. Firstly JP asks for more clarity around the fact that at a high level the report says that occupancies are 60% rising to 80% and that this means that prospective users will struggle to find spaces. Secondly JP queries the lack of comments about the uneven geographical distribution of car parks (very little directly accessible from the south) which it is argued elsewhere contributes to congestion. JP asks for any comments on this and if so should this feature in the report. Thirdly JP then queries the point about the deficit in the number of disabled bays compared to the EHDC parking standards. JP asks if we have any evidence of latent unfulfilled demand, or are the standards too generous. Lastly JP asks for clarity on the last part of the following *"The table also shows that there are around 360 all day parking transactions on weekdays and 230 on Saturdays. The weekday figure of 360 aligns reasonably well with the AECOM surveyed number of 450 as shown in Table 4 and as such it could be concluded that less than 10% of parking acts per day are associated with all-day parking"*.

3.4 PJD informed AECOM that there was poor circulation with vehicles unable to park on either of the two floors having to exit the carpark travel along Adderley Road and re-enter via the Causeway in order to access the other floor. AECOM were unaware of the poor design and PJD suggested improvements.

3.5 KB mentioned recruitment in the town and that there is real demand for parking, different people using the town centre, office workers, doctors, dentist, library.

3.6 GJ commented that the survey is weekday survey and that Thursday is busier than Saturday. AECOM need to be clear what day of the week that are using.

3.7 To summarise some of the analysis within the Stage 1 report it can be concluded that there is severe issue with parking space availability in the town centre with few spaces left available for use. On-street parking is tightly controlled. Relevant policies insist that parking should support sustainability and demand should be managed as well as improvements with EV charging. A Park and Ride service is not currently considered viable due to demand. The overall number of Penalty Charge Notices is decreasing which suggests increasing compliance with the parking rules. The parking tariffs in place in the town centre are amongst the lowest in the area and paying for parking via credit card/cashless is popular due to greater flexibility and convenience.

3.8 The next Strategy Stages and Deliverables are:

➤ **Stage 2 - Current Issues, Challenges and Trends** which will include identifying and discussing issues in terms of parking behaviour, management, parking location and availability, exploring best practice operating models, consulting with key stakeholders and evaluating against transport option proposals.

4. **Timeline end of January 2019**

➤ **Stage 3 – Formulation of Strategy and Action Plan** Time bound and detailed action plan of interventions. **Timeline end of February 2019**

BS Sustainable Travel Town bid update

4.1 TB and TM both from Herts County Council came along to the meeting to give the group an update on the Sustainable Travel Town Bid.

4.2 A report went to HCC (GRIPE) on 14th November and the application pack will be ready by the end of January 2019.

4.3 A full set of criteria will be in the application pack. The application is available for all District/Town Councils to bid as long as agreement has been sought.

4.4 The key issues are funding, prioritisation of process and hard work for all those involved.

4.5 Government funding is challenging bids and the more well developed the scheme more likelihood of funding is.

5. 4.6 Questions and general feeling from the group were

➤ Does Bishop's Stortford become a sustainable travel town if we have identified a corridor?

➤ When would the process be designated as a sustainable travel town?

AOB and items for future agenda

5.1 None

Next Meeting: Wednesday 27th February 2019 @ 15:30 held at Charringtons House

DRAFT