

- 3.6 Improvements in the management of the available parking could be achieved if controls were introduced but any controls on the length of stay would displace parking into adjacent residential streets and this would likely cause problems which in turn would require additional measures to control.
- 3.7 Officers have investigated whether it would be possible to provide further parking in the vicinity. Planners have been consulted and given that there are other potential options for resolving any parking issue, there are no special circumstances which would justify considering a site in the Green Belt.
- 3.8 Officers have discussed further with DEFRA whether the current scheme of management and byelaws would enable greater parking controls i.e. charging to be introduced. The advice received is that this would not be possible.
- 3.9 Officers have also explored whether it would be possible to introduce a new scheme of management and new byelaws to allow greater control of parking i.e. charging and DEFRA have confirmed this would also not be possible.
- 3.10 This matter was considered at the Environment PAG on 9th February 2011. The PAG considered the following two options:
 - 1 - Explore land swap and release of current land from common land status.
 - 2 - Take no further action on this matter

The Cabinet Member undertook to seek the comments of Beaconsfield Ward Members on the issue and to arrange a further meeting to discuss the option with the Town Council, Hall Barn, BCC and District Councillors.

The PAG agreed to recommend the Portfolio Holder to adopt option 1 and to consider a further report in due course.

4. Discussion

- 4.1 Option 1 - Explore land swap and release of current land from common land
This would entail releasing the current land from its common land status. This would be achieved by designating an adjoining area of open space of the same size of the current common land as common land thus enabling the current common land to be released from its status. This matter would also require extensive public consultation and majority agreement by all parties that this is the way forward otherwise the Planning Inspectorate would not agree to the proposal.
- 4.2 The current landowners of the common land (HBE and BCC) would also need to agree the proposed way forward. HBE have identified an area of land that potentially could be used. This would potentially provide local residents with access to an area of green space to their benefit that they don't currently have access to. Planning permission would possibly be needed for a change of use of this new land to public open space. The current car parking land, subject to the landowner's agreement, would then be able to be managed effectively by the introduction of Pay & Display parking that would produce an income to cover the costs and perhaps also to fund in due course further environmental improvements in the area. HBE and BCC have agreed in principle to this idea and a formal agreement would be necessary.

- 4.3 Officers have discussed further with BCC, HBE and District Councillors who have all shown support for the scheme. A sketch layout of the proposed parking has been prepared. This is shown in Appendix B. Officers are meeting with the Town Council on 7th June and members will be updated verbally on the outcome of this meeting at the PAG.
- 4.4 The proposal is to introduce approx 40-45 pay and display parking bays in London End with parking fees for short term parking to help shop visitor turnover. BCC has agreed in principle to the running and monitoring of the parking using their on street parking contractor.
- 4.5 Parking controlled as on street parking with charges for limited stay say up to 3 hours max with excess charge tickets for overstay / parking infringement. These charges have been agreed in principle and would be on a trail basis.
- up to ½ hour - 50p
up to 1 hour - £1.10
up to 2 hours - £1.60
up to 3 hours - £2.10
- 4.6 Parking machines will be procured and installed by BCC to an agreed design/ location and all required signage will have a low impact design suitable to the common land / conservation area. The management and enforcement will be carried out by BCC under agency agreement with SBDC. The penalty (PCN) will be £50 reduced to £25 if paid in a certain specified time.
- 4.7 Income less agreed operating costs will be given to SBDC quarterly, enforcement to be carried out in first 3 months every hour and thereafter at an agreed frequency.
- 4.8 There will be an agreement in place between BCC and SBDC as to how the released land would be managed in the future. Common land repairs and maintenance will continue to be met from existing budgets
- 4.9 Details to be agreed:
- Parking charges only changed by agreement between BCC, SBDC & HBE. It is an agreed principle that as SBDC carries the financial risk this at minimum should be designed to financially break even overall.
 - Local traders may decide to reimburse customer their parking costs for say purchasers over £10 but that will be up to them to decide with HBE's. Double ticket issue may be required.
 - All income kept by SBDC to fund costs - current estimate income against budget would be a deficit of £6,000 per annum (including loss of interest on capital.)
 - SBDC will fund construction and maintenance to new controlled parking area and maintaining area of open space.
 - Costings of the car park layout to be agreed.
 - A finalised financial model of costs and income to be agreed.
 - Further investigations are required about the costs of maintaining the new open space.
- 4.10 The proposed land to be given to SBDC by HBE is shown in Appendix C. This is an area of green space at the eastern end of London End, near the M40 spur. Part of this would be designated as Common land (an area equal to the land on

London End whose status would be removed) and the site would be managed as public open space.

4.11 This would be followed in due course by Phase 2 of the Environmental Improvement scheme, to continue to improve the paving, parking and aesthetics of the area. At present the Council carries out repairs and replacements - recently £38k was spent on tarmac repairs and new bollards. A full scale improvement scheme would ensure new good quality materials and surfaces that would have a long term life span, saving maintenance costs. This is estimated at a total of £400,000 (including the £223k already in the capital program) and would be subject to a separate report.

4.12 Next Steps:

- Inform other local groups e.g. BOTRA of way forward
- Full consultation - approx cost £10,000, to be funded from balances.
- Report results to Cllrs for their information
- Application to Planning Inspectorate to release common land and redesignate adjacent open land of equivalent size
- Legal work on land swap SBDC / HBE
- Advertise and designate on street parking
- Start new scheme

4.13 Indicative Timetable:

Description	Start	Finish
Discussion with local Councillors (County, District & Town) and key local groups to see if overall conscientious on way forward can be agreed	10th May	1st June
Consultation process commences. If general support move forward. This needs to be a minimum 6 week consultation period.	July.	6th September
BCC formalise agency agreement with SBDC and designate area for park	12th June	6th September
Legal docs drafted ready to be signed for transfer of land to SBDC	12th June	6th September
Apply to Planning Inspectorate for land swap and formal consultation	1st October	Allow 6 months
Construct / layout new parking area	Allow 2 months	
New parking commences	1st April 2014	

5. Resource and Wider Policy Implications.

5.1 The proposals now need to be presented to other stakeholders, and a public consultation held. This, together with the design of the proposed parking layout, will take officer time required during a period of increasingly limited officer resource. The cost of the public consultation has been estimated at £10k that would be funded from balances. This could be alleviated if other parties were willing to make a contribution to the work required.

- 5.2 All income kept by SBDC to fund costs - current estimate income against budget would be a deficit of £6,000 per annum.

6. Recommendations.

The advice of the PAG is sought on whether the Portfolio Holder should be asked to recommend to Cabinet the following:

- 1 - In view of the comments received from the Town Council whether this matter is progressed further.
- 2 - That a public consultation at a cost of £10,000 should be carried out funded from balances with the results reported to Members of the PAG by email.
- 3 - That subject to the outcome of the consultation suitable agreements be entered into with HBE & BCC for the operation of the parkings / land management.
- 4 - That subject to the outcome of the consultation the scheme should be implemented, subject to a further report about the financial implications.
- 5- Authority be delegated to the Head of Environment, in consultation with the Environment Portfolio Holder, to agree minor details.

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Background Papers:	