



Cabinet decision notice

The following decision(s) were taken by Cabinet at its meeting held on **22 February 2024**. Decisions will (unless called-in) become effective at 5pm on 29 February 2024.

Agenda item no. 7

Parking Strategy

(a) Decisions

Due to the arrangements made under legacy authorities, the parking service has historically been delivered through a split operating model - Off Street enforcement was delivered in house; On Street was outsourced. Following a Better Buckinghamshire Service Review an integrated parking service had been created which provided a more effective delivery model and aligned to national standards where parking enforcement for on and off street was delivered by one Council.

As a pre-cursor to the formulation of this strategy an informal review of the Parking Service was undertaken by a member working group at the request of the Cabinet Member for Transport. The purpose of the review was to assess what potential improvements could be made to better serve the residents of Buckinghamshire and to address legacy inconsistencies and outputs from the review have informed the development of this Strategy.

The proposals set out in the report, and in the draft Parking Strategy (Appendix A) set the strategic direction of travel for the service which would support the MTFP process and balance the Parking Account. The strategy would enable the Council to set out its aims and objectives for parking services, within the context of a rapidly changing industry, across Buckinghamshire and highlight the importance and value that parking services could provide for residents and local communities. Not least, to ensure the associated regulatory requirements were appropriately met for the Council, which included compliance, but also how the parking estate would be financially managed to assess car parks as an asset, along with how parking supported the Local Transport Plan 5 (LTP5).

The Parking Strategy set out our vision for parking in Buckinghamshire across four themes: Technology & Innovation, Parking Charges, Enforcement, and Parking Assets which were detailed in the report.

RESOLVED that Cabinet -

- 1. agree the Parking Strategy for Buckinghamshire which sets out the ambitions and**



vision for parking across Buckinghamshire.

2. note the following which are in motion:
 - a. Public consultation launched week commencing 15 January 2024 on the Traffic Regulation Order to make amendments to provide a more consistent customer experience by; removing unfunded free parking sessions, updating hours of control, including introducing hours and charges in preparation for the new Winslow Station Car Park, and making On-Street charging amendments.
 - b. Actions to strengthen the in-house parking team and increase enforcement capacity to drive up parking compliance.
 - c. In the process of joining the pilot of the National Parking Payment Platform – a pilot funded by the Department for Transport to increase flexibility to customers on how they choose to pay for parking and remove the subsidy for Wycombe RingGo fees.
 - d. A review of our parking estate, which may result in disposal of non-profit making car parks.
 - e. Preparation in the making to support transition to a digital strategy for payment for parking, as cash payment machines reach the end of life.

(b) Reasons for decisions

In order to ensure continued financial sustainability of the parking service, respond to driver behaviour trends, and provide a consistent service for residents and visitors to Buckinghamshire, it was key that the Council adopted an outline Parking Strategy which set out the vision and ambitions for the parking service in the future. This would also address inconsistencies across the county in terms of car parking, which were a result of legacy arrangements. Additionally, Statutory Guidance for parking expects local authorities to establish parking operations that were self-financing - currently in Buckinghamshire, there was a forecasted shortfall against the budget.

(c) Alternative options considered

To not have a Parking Strategy. However, it was key that the Council adopted an outline Parking Strategy which set out the vision and ambitions for the parking service in the future. Additionally, currently in Buckinghamshire, there was a forecasted shortfall against the budget.

(d) Conflicts of interest/ dispensations

None

Agenda item no. 8

The future of E-scooter and E-bike hire schemes in Buckinghamshire

(a) Decisions

Buckinghamshire Council hosted three of the national e-scooter trials (Aylesbury, High

Wycombe, Princes Risborough). The Council introduced e-bikes to complement the trial schemes in Aylesbury and High Wycombe in July 2023. In the King's speech on 7th November 2023, it was announced that the government's e-scooter trial period would be extended by a further two years to 31st May 2026. No firm decision had been made by the Government regarding legalisation of e-scooters beyond this point, or beyond the geographic extent of the existing trial areas.

The Council's contract with Zipp Mobility, which operated the service at zero cost to the Council (aside from officer time), was currently set to conclude on 31st May 2024, in line with the former end of the Government's trial period. Options considered to continue, reduce the scope of, or cease the e-scooter and/or ebike hire offer were outlined in the report.

RESOLVED that the E-Scooter and E-bike hire schemes continue until May 2026.

(b) Reasons for decisions

The national e-scooter trial period had been extended for a further two years to 31st May 2026. It was recommended that Buckinghamshire Council continued to offer an escooter and/or e-bike hire offer after the current contract with Zipp Mobility ends on 31st May 2024.

(c) Alternative options considered

Three other options were considered:

- a) The Council could decide to discontinue the offer of e-scooters and refocus efforts on providing e-bike hire schemes. Feedback from the operator had implied that e-bikes alone would not be a commercially viable option.
- b) The Council could continue to offer e-scooter and e-bike hire in Aylesbury but remove them from High Wycombe, where there was less support from local members (Section 6 of the report). Feedback from the operator had implied that Aylesbury alone would not be a commercially viable option.
- c) The Council could decide to discontinue both hire e-scooter and e-bike schemes. This would result in the removal of a low-cost sustainable travel opportunity for the people of Buckinghamshire. Removal of the scheme was counter to the Council's policies. It would also remove an established travel option frequently used by many residents (including adults commuting to work).

(d) Conflicts of interest/ dispensations

None

Agenda item no. 9

Sale of Land in High Wycombe to Existing Leaseholder

(a) Decisions

In September 2022, the Leaseholder signed a Collaboration Agreement (“CA”) with Buckinghamshire Council to investigate the potential to sell surplus land at Wycombe Air Park. In May 2023, the Leaseholder, with financial backing from an investor, approached the Council to acquire a 150-year leasehold interest in the Site. Linked to this were other terms to vary their existing leasehold interest on Wycombe Air Park. In October 2023, the Leaseholder put forward a “best and final unconditional cash offer” to the Council.

RESOLVED that Cabinet approve:-

1) Buckinghamshire Council (“BC”) selling a long leasehold interest in the Site at Wycombe Air Park (“WAP”) to the leaseholder (“the principal transaction”). This will generate a capital receipt which is budgeted for in the MTFP.

2) BC simultaneously completing on all associated legal agreements including Deeds of Variation to existing legal agreements between the parties (“related transactions”).

3) Granting delegated authority to the Director of Property Assets, in consultation with the Cabinet Member for Accessible Housing and Resources, Service Director Legal and Democratic Services and the S151 Officer to progress legal due diligence, obtaining all necessary sign off reports and the carrying out of all necessary due diligence prior to exchange/completion on both the principal and related transactions (“the overall transaction”) on the terms set out in the Heads of Terms (Appendix 1 in the Confidential Appendix).

4) a budget spend on legal and professional fees to progress the transaction, noting that this is to be funded from the Capital Receipt and does not require a budget amendment.

(b) Reasons for decisions

The overall transaction will

1) deliver a significant net capital receipt which would contribute to BC’s capital receipt target to fund its existing priority capital projects. The consideration agreed was more than the current projected figure in BC’s Medium Term Financial Plan (“MTFP”).

2) maintain most of the revenue currently emanating from the land at WAP. This would continue to contribute to BC’s revenue target as set out in the MTFP.

3) create an opportunity for a significant additional revenue receipt to BC if planning could be secured on other land within WAP that exists beyond the Site. This was not yet budgeted for in the MTFP.

4) enhance the prospects for an upgrade of WAP as an operational airfield. BC and the existing Leaseholder (“the Leaseholder”) both acknowledge that a key driving factor for the overall transaction was to improve the long-term viability and sustainability of WAP. The Leaseholder has stated that it wished to invest in WAP to make it more economically viable

in the long term. The Leaseholder's ambition was to provide a more user friendly, modern, and attractive airfield for the aviation community for decades to come. The Leaseholder's verbal commitment was to create new facilities and buildings to maintain the current audience and to attract new people to aviation as well as new aircraft operators.

(c) Alternative options considered

- Seek to renegotiate financial terms with the Leaseholder to achieve a better final financial output.
The Leaseholder had said that there was no further room for negotiation so there was a risk that if BC seek to vary the terms currently put forward, the Leaseholder and its funder could terminate discussions. If the capital receipt was a priority for BC, this was not a recommended option to pursue.
- Progress as outlined in the Collaborative Agreement.
Continue to progress a vacant possession strategy and once achieved to then carry out a formal marketing of the Site for a planning compliant redevelopment scheme. Agree detailed parameters for a sale with the Leaseholder in accordance with the CA. This was a realistic option but quantum of cash receipt and timing both uncertain. The Leaseholder could also decide to not support this strategy whereupon a sale would not be possible. Again, if the capital receipt was a priority for BC, this was not a recommended option to pursue.
- Do nothing.
BC would be unable to take a capital receipt on the Site until lease expiry which was some years away. BC would have a significant gap in its MTFP Capital Receipts target, which would mean that alternative receipts would need to be identified, or the capital programme reduced through Member agreement. BC would not realise the local plan aspirations to bring the Site forward as an employment led regeneration initiative.

(d) Conflicts of interest/ dispensations

None

For further information please contact: Ian Hunt on , email democracy@buckinghamshire.gov.uk.

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