

Appendix B

Response to statutory consultation

There have been a total of 61 responses received in respect of the consultation. These are summarised in the table below.

Summary of Comments	Response
<p><u>Environmental concerns</u></p> <p>The proposal offers no incentive to encourage people to walk into town, particularly if customers take the bus and thereby have their parking validated. The alternative is more beneficial for health and the environment. The idea for a park and ride is that it should lead to improved air quality by reducing congestion and queueing in the town centre.</p> <p>We are not happy with the new charges. Why is it always about making money and not helping people use local transport. Parking should be free for park and ride customers.</p> <p>I used the car park when car sharing going to work. You should be encouraging green initiatives like car sharing, not pushing drivers onto the roads with single occupancy. There should also be a financial incentive to encourage use of the park and ride facility as well as sufficient electric vehicle charging points to encourage electric vehicle owners to park and share their vehicle whilst visiting the town.</p> <p>Charging beats the objective of a park and ride service and people will be more willing to drive into the centre and use the local parking facilities available there. Parking should be free for park and ride, or at least the combined price for parking and the bus fare be less than the cost of parking in town.</p> <p>Parking should be free, or at least charges not introduced for six months. We want to have it as an incentive for people to use public transport, keep the Town Centre free from traffic but encourage people to use our shops and restaurants. If I had to pay to park here I would no longer be able to use the Park & Ride facility and would end up touring around High Wycombe looking for free parking. I would unavoidably emit higher levels of greenhouse gas and increase the volume of traffic in HW. Charges should apply for others e.g. pupils and parents at Wycombe High and John Hampden.</p>	<p>The tariff structure has been proposed taking into account tariffs in the town centre to try to discourage parking in this area and thus reduce congestion and pollution. Located on the car park are also cycle hoops to promote cycling.</p> <p>The introduction of charges seeks to ensure a fair and consistent approach across similar Council car parks. Customers parking to use the park and ride facility will have their parking validated.</p> <p>There are no plans to introduce car sharing bays at present. As a green initiative there is however electric vehicle charging points allowing electric vehicle owners to charge their vehicles while they go into the town. As above, all customers parking to use the park and ride facility will have their parking validated.</p> <p>Customers using the park and ride facility will continue to be able to do so without additional charges. This results in the overall cost of the P&R facility being less expensive than parking in the town centre.</p> <p>As above, the introduction of charges seeks to ensure a fair and consistent approach across similar Council car parks. Customers using the park and ride facility will continue to be able to do so without additional charges. Overall this means the cost of the park and ride service is less expensive than parking in the town centre. This encourages use of the service and helps to reduce congestion and pollution in the town centre. Introducing charges for customers not using the park and ride facility enables the space to be effectively managed taking into account different user requirements; short and long term customers, and those wishing to use the car park for drop off only.</p>

Concerns regarding charges for students parking
Students at John Hampden Grammar School & Wycombe High School utilise the parking to get to and from school safely and securely. The proposed charges will mean they will need to pay for parking, around £12 per day or £60 per month, which will be a financial burden on themselves, many with only part time jobs, or on their parents to subsidise them. Public/school bus transport is impacted by COVID leading to more sixth formers driving to school and transporting younger siblings. There is no parking at the school and therefore without parking provision many students will park on nearby streets, which will be unpopular with residents. Please consider discounted parking for students.

Requests for free parking periods

It would be helpful to have free parking for different user groups, particularly 30 minutes free for school drop off and pick up. If this could be extended to one hour free it would allow parents to wait for children coming out of school. Two hours would be beneficial for school functions as well as for customers using the leisure centre - many students use this facility. To not have any free parking could result in parents dropping their children off in unsafe locations. It should also be noted that St Michaels School organises a walking bus to and from Handy Cross.

People working locally or who are responding on behalf of local businesses and who have identified as such in their response.

I am a local worker who relies on the park and ride car park as a place to park whilst at work. We work long hours and it is key we can drive to work and park safely. I will struggle to afford extra parking payments. Working in a shift pattern it means a fee of a minimum of £3 per day. This over the week will build to possible £21 per week. With already having to pay for petrol to get to work and back home, it seems unfair to expect us to pay full price for parking. I only work three days a week and the cost of parking has not been factored into my salary. The charges will affect my family month-to-month. Working through the pandemic, free car parking is essential to my work and I am greatly disappointed in your decision to introduce parking charges with no exception or substitute made for local workers

Could you do a subsidised parking rate for anyone who works at Waitrose and perhaps those who use the gym?

Consideration has been given to various users of the car park in terms of managing the space effectively and meeting the different parking requirements. The car park has the capacity to accommodate 396 vehicles thereby sufficient to accommodate students wishing to continue to park at this location. The tariffs and price of the season tickets have been benchmarked against local (private and Council) car parks to ensure they are affordable within the area and balance the car park supply and demand. The Council has continued to deliver the home to school transport service. Information on up to date guidance regarding using public transport is provided via the link below

<https://www.gov.uk/guidance/coronavirus-covid-19-safer-travel-guidance-for-passengers>

The car park is barrier controlled. To enable different free parking periods to be introduced for different user groups customers would be required to register their vehicles with the Council. To maintain the data and keep the system up to date would require substantial administration. A blanket 30 minutes free parking enables parents to park to drop off/pick up children from the nearby schools and allows some flexibility for customers parking for other reasons. The leisure centre has a multi-storey car park, which may be used by their customers.

The purpose of the proposal is to enable the car park to be effectively managed to balance the needs of customers using the park and ride facility, thus supporting sustainability, and to provide sufficient parking for other short/stay long stay customers. The latter is through a structured payment regime, which provides flexibility to purchase different parking periods depending on an individual's needs. The tariff structure has been proposed taking into account nearby tariffs for privately owned car parks and the tariffs in the town centre car parks.

The proposed season ticket price provides a discount against the daily charge, thus enabling a more cost effective option for customers wishing to use this option.

The proposal includes an option to park for free for up to 30 minutes. This will continue to support Waitrose as an overflow car park for customers popping into the store, or who are parking in

Covid-19 pandemic has accelerated demand for supermarket home deliveries and other online facilities (such as Click & Collect). Currently the car park acts as an overflow car park and any charges will put pressure on the Waitrose car park

The staff like myself are not among the highest earners in the economy. And after all we have done turning up for work all through the pandemic helping the most vulnerable and NHS workers this is the thanks we get an extra 15 pounds a week extra parking charge. I appreciate concern that people are getting the bus to Heathrow and leaving their cars there for a week plus for free. But surely accommodation can be made for the hard working staff who have day in day out turned up for work when they could have taken furlough payments and stayed safely at home

Waitrose High Wycombe does a great deal for the community, donating minimum £1000 every month between three charities, during Covid we have increased this grant to get money and support to those who need it. Each night we submit a food donation to a local charity that goes to cater those who need it. We are a community store and are strongly engrained as such. We are asking for something back, we as workers on a humble wage need access to park here. We would seek a free parking permit, or at least a heavily discounted season ticket. I hope you understand where we are coming from with this, and take this as an opportunity to give back to those dedicated to helping and serving those in your borough

I would like to express my concern that there are many shoppers for the centre of High Wycombe, the surrounding area, public using the sports centre and commuters to London that use the Park and ride as well as our own car park at Waitrose. If the public are using the park and ride to reduce emissions and congestion going into the centre of Wycombe that charging very much at all encourages them to park in the town multi story car parks which if you go for dinner in certain restaurants your fee is waived as well. The majority of our Partners at Waitrose also park in the Park and Ride and this will create a huge impact on us as we have no parking for Partners. This will be a regular and consistent income for the park and ride car park and therefore I would like to ask that there be an option of a discount for local workers as there is no parking in the area, a much reduced permit would still provide consistent income.

respect of 'click and collect' if a space cannot be found on the Waitrose car park.

Moving out of lockdown following the pandemic, we have seen an increase in the volume of traffic on the roads and in many areas, traffic volume is returning to pre-Covid levels, and so too the occupancy levels in the car parks. To maintain safety in the car parks and to manage the supply and demand to support the local economy, there is a requirement to effectively manage the space. This is achieved by use of the tariff structures.

As above, the introduction of charges seeks to ensure a fair and consistent approach across similar Council car parks, with income received contributing to the overall maintenance of the car park. This supports the facility and local businesses with adequate parking provision. The season ticket, which is discounted against the daily charge is available for all customers and local workers. This approach reflects the payment options available in other Council car parks, which also balance the needs of visitors and local workers/businesses.

The car park has 396 spaces. Early predictions from when the site was initially developed show that this level of capacity will meet the needs of the area in the medium to long term. Usage will be monitored on a regular basis to assess the parking trend aligns with those predictions; this is helped by a structured charging regime, which also encourages parking space turnover.

I am a partner at Waitrose and Partners, which is opposite the park and ride. I am working alongside studying at university and thus have to maintain other costs. It would be much appreciated by myself and many others I work with if the parking for partners could either be free or at a lower cost. I understand this could be an inconvenience for yourselves, but unfortunately the park and ride is the only place that partners can park in because there is no alternative parking locally that we are able to use. The parking for Waitrose and Partners is too small and we would not be able to park there and be able to welcome our customers

Additional comments not covered in the above categories

The benefits of introducing charges should be weighed against the other benefits. Overall, this is not the right time to introduce charges while the town centre is still suffering from the effects of the pandemic. Parking should also be made free for NHS staff - during the pandemic there has been recognition of the importance in society of the work of the NHS staff.

The housing agency for residents of John North Close only issue one resident parking permit per flat and they do not provide enough parking spaces for the number of permits they issue. This results in residents needing to park at the park and ride car park.

The park and ride buses need to run at times that commuters both into London and up to Birmingham and Oxford require, to encourage use by such commuters. On the larger HX site the residential estate of Fair Ridge and The Spinney is a CPZ because of indiscriminate and inconsiderate parking by users of the leisure centre and residents of John North Close where there is insufficient parking (approval given for below required number of parking spaces).

Consultation needs to take place with Wycombe Wanderers regarding the P&R for Adams Park. This needs to be a low-price option to discourage fans from trying to park in Sands.

Structured charging enables the Council to maximise the availability of space to support all user groups. This includes local workers and visitors with different parking requirements. It is envisioned that the park and ride facility, whilst supporting environmental objectives for reducing emissions in the town centre, will also increase the footfall in the area, thus increasing the need to manage the space.

The range of proposed tariffs, along with the discounted season ticket, provide a wide choice of parking options, which will help to support the local area.

Following the immediate urgency of the pandemic there has been an increase in traffic on the roads leading to a requirement to review parking areas and to promote business as usual, where possible, to assist in the overall recovery from lockdown. Introducing charges at this time will enable the space to be managed to support the local area in terms of supporting different user requirements, taking into account short and long term customers, and those wishing to use the car park for drop off only. The Council continues to follow Government guidelines in terms of parking for NHS staff.

The number of resident permits issued by the housing agency is not within the scope of this proposal. The park and ride car park can however accommodate residents from John North Close if they wish to park at this location. Season tickets are available for all applicants and are not restricted to certain groups.

These comments will be taken into consideration as part of the wider management of the park and ride site.

The consultation has been open to all members of the public, with legal notices being placed in the press, at The Gateway, Aylesbury; Wycombe Access Point, Queen Victoria Road, and throughout the car park. The information was also provided on the Council's website. Consideration for additional park and ride services to incorporate Adams Park are out of scope of this consultation. These

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