



**Buckinghamshire County Council**  
**Select Committee**  
Environment, Transport and Locality Services

**Date:** Wednesday 24 July 2013

**Time:** 10.00 am (please note there will be a pre-meeting for Members at 9.30am)

**Venue:** Mezzanine Room 2, County Hall, Aylesbury

**AGENDA**

**9.30am Pre-meeting discussion**

This session is for members of the Committee only. It is to allow the Members time to discuss lines of questioning, areas for discussion and what needs to be achieved during the meeting.

**10.00 am Formal Meeting Begins**

<b>Agenda Item</b>	<b>Time</b>	<b>Page No</b>
<b>1 APOLOGIES FOR ABSENCE</b>	<b>10.00am</b>	
<b>2 DECLARATIONS OF INTEREST</b> To disclose any personal or disclosable pecuniary interests.		
<b>3 MINUTES</b> Of the meeting held on Wednesday 26 June 2013 to be confirmed as a correct record.		<b>1 - 2</b>



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#### 4 PUBLIC QUESTIONS

##### How can I have my say?

There is a dedicated public platform item where members of the public can register to speak on any agenda item or suggest matters which they would like the Committee to look at. Written notification must be received at least 7 working days in advance of the committee meeting that you would like your issue raised.

For further information please see:

[http://www.buckscc.gov.uk/assets/content/bcc/docs/overview\\_scrutiny/public\\_platform.pdf](http://www.buckscc.gov.uk/assets/content/bcc/docs/overview_scrutiny/public_platform.pdf)

#### 5 CHAIRMAN'S REPORT

For the Chairman of the Committee to provide an update to the Committee on recent scrutiny related activity.

#### 6 OVERVIEW OF THE ENVIRONMENT PORTFOLIO

10.15am 3 - 26

Gill Harding, Senior Manager, Country Parks and Property

For members to be briefed on Green Spaces and Country Parks

Gurbaksh Badhan, Waste Service Business Manager

For members to be briefed on Household waste and recycling centres policies, in particular, the review of the Waste Acceptance & Access Policy.

David Sutherland, Sustainability Service Business Manager

Environment issues and future proofing services: For members to be briefed on the environment issues emerging for the local authority and impacts on local authority services.

#### 7 PROPOSED COMMITTEE WORK

10.45am 27 - 38

Proposed committee work – Kama Wager, Scrutiny Officer

- Proposal Document – Problem Debt in Bucks
- Proposal Document – Public Transport in Bucks - Buses

- 8 TRANSPORT FOR BUCKS, RINGWAY JACOBS CONTRACT** **11.05am 39 - 60**
- Janet Blake, Cabinet Member for Transport and Planning,  
Sean Rooney, Senior Manager, Transport  
Karen Agbabiaka, Senior Manager, Place Service  
Martin Heeley, Design, Construction and Business  
Manager.
- Members will receive information on the Transport for Bucks contract delivered by Ringway Jacobs, and have the opportunity to ask questions of the senior officers and cabinet member. For this meeting specific focus will be on:
- An executive summary of the contract
  - Criteria for extension of the contract.
  - Key performance indicators and the review process.
  - Impact on the contract of Key Performance Indicators not being met
  - Quality of works and future plans for the capital maintenance programme.
  - Access to information for members on capital works programme.
- The previous Transport for Bucks scrutiny review can be found online at: [Transport for Buckinghamshire - Ringway Jacobs Contract](#) along with the [Cabinet Response](#).
- 9 ITEMS FOR INFORMATION** **12.00pm 61 - 70**
- Report from the Chairman
- Written update for Members on HS2
  - Committee Work Programme
- 10 DATE OF THE NEXT MEETING** **12.20pm**
- The next meeting is due to take place on Wednesday 25 September 2013 in Mezzanine Room 2. There will be a pre-meeting for Committee Members at 9.30am.

## **Purpose of the committee**

The Environment, Transport and Locality Services Select Committee shall carry out scrutiny functions for all policies and services relating to environment, transport and locality services, including: Environmental sustainability; Planning & development; Transportation; Road maintenance; Locality services; Community cohesion; Countryside services; Waste, recycling and treatment; Trading standards; Resilience (emergency planning); Voluntary & community sector; Drugs and alcohol issues; and Crime and disorder and crime and disorder reduction partnerships (community safety partnerships).

In accordance with the BCC Constitution, the Environment, Transport and Locality Services Select Committee shall also sit as the designated Crime and Disorder Committee and will hold the countywide Crime and Disorder Reduction Partnership (known as the Safer Bucks Partnership) to account for the decisions it takes and to take part in joint reviews with District Councils of District Crime and Disorder Reduction Partnerships.

## **Webcasting notice**

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If you have any queries regarding this, please contact the Monitoring Officer on 01296 383650.

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If you would like to attend a meeting, but need extra help to do so, for example because of a disability, please contact us as early as possible, so that we can try to put the right support in place.

*For further information please contact:* Sharon Griffin or Maureen Keyworth on 01296 383691 / 3603; Fax No 01296 382538; Email [sgriffin@buckscc.gov.uk](mailto:sgriffin@buckscc.gov.uk) / [mkeyworth@buckscc.gov.uk](mailto:mkeyworth@buckscc.gov.uk)

## **Members**

Mr W Bendyshe-Brown	Mr D Dhillon
Mr T Butcher	Mr P Gomm
Mr D Carroll	Mr S Lambert
Mr W Chapple OBE	Mr W Whyte



**Buckinghamshire County Council**  
**Select Committee**  
Environment, Transport and Locality Services

# Minutes

## *ENVIRONMENT, TRANSPORT AND LOCALITY SERVICES SELECT COMMITTEE*

**MINUTES OF THE ENVIRONMENT, TRANSPORT AND LOCALITY SERVICES SELECT COMMITTEE HELD ON WEDNESDAY 26 JUNE 2013, IN MEZZANINE ROOM 2, COUNTY HALL, AYLESBURY, COMMENCING AT 10.00 AM AND CONCLUDING AT 10.10 AM.**

### **MEMBERS PRESENT**

Mr W Bendyshe-Brown, Mr D Carroll, Mr W Chapple OBE, Mr D Dhillon, Mr P Gomm, Mr S Lambert and Mr W Whyte

### **1 ELECTION OF CHAIRMAN**

#### **RESOLVED**

**That Warren Whyte be elected Chairman of the Environment, Transport and Locality Services Select Committee for the ensuing year.**

### **2 APPOINTMENT OF VICE CHAIRMAN**

#### **RESOLVED**

**That David Carroll be elected Vice-Chairman of the Environment, Transport and Locality Services Select Committee for the ensuing year.**

### **3 DATE OF NEXT AND FUTURE MEETINGS**

The next meeting will take place on Wednesday 24 July 2013 at 10.00am in Mezzanine Room 2. There will be a pre-meeting for Committee Members at 9.30am.

**CHAIRMAN**



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## Place Service

Supporting the economy,  
supporting growth  
& supporting opportunity

Street Lighting Casualty Reduction  
Property Services Rights of Way  
Compliance

Flood Management  
Waste Management  
Passenger Transport Fly tipping  
Land Charges Highway Maintenance  
Recycling

Buckinghamshire  
Business First Winter Road  
Maintenance  
Archaeology Sustainable Travel

Development Management  
Planning Transport for  
Ecology Buckinghamshire  
School Crossing Country Parks Energy from Waste  
Patrollers

"we will grow  
a sustainable and  
vibrant economy  
in Buckinghamshire  
where people choose  
to live, work,  
visit, and do  
business."

Minerals & Waste  
Road Safety Campaigns  
Household Waste &  
Recycling Centres



# The Place Service Environment Portfolio

Gill Harding – Senior Manager

David Sutherland – Sustainability Business Mgr

Gurbaksh Badhan – Waste Business Mgr



## Agenda

1. **General Overview of Place Service and Environment Portfolio. – Gill Harding**
2. **Household waste and recycling centres - Gurbaksh Badhan**
3. **Sustainability and future proofing services - David Sutherland**
4. **Green spaces and Country parks - Gill Harding**





# General Overview

- **Environment Portfolio Business Activities**

- Country Parks - Black Park, Langley Park, Denham Park, Thorney Park and Stockgrove Park.
- Waste Contract Management – £20m service disposing of waste collected by DC's and at our 10 HWRC's
- Sustainability – resource efficiency, renewable energy, public health links and behaviour change, School Crossing Patrols
- Planning, Advisory and Compliance Service (PACS) – ecology advice, archaeology advice, definitive maps, flytipping enforcement
- Gypsies & Travellers – Oxon CC contract
- Green Spaces – divestment strategy
- Projects Team and Business Analysts



# The Place Service

- **The Place Service Senior Management Responsibilities**

Martin Dickman

- ‘Go To’ for Cabinet Member for Environment
- Gypsies & Travellers – contract manager
- Energy from Waste Project Lead

Gill Harding

- Country Parks & Green Spaces
- Finance and Performance

Joe Nethercoat

- Waste
- Sustainability

Stephen Walford

- Planning, Advisory and Compliance Service (PACS)

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Street Lighting Casualty Reduction  
**Property Services**  
Rights of Way Compliance  
Flood Management  
**Waste Management**  
Passenger Transport Fly tipping  
Land Charges Highway Maintenance  
Recycling  
**Buckinghamshire**  
Business First Winter Road Maintenance  
Archaeology Sustainable Travel  
Development Management  
**Planning** Transport for  
Ecology **Buckinghamshire**  
School Crossing Patrollers Country Parks Energy from Waste

**Minerals & Waste**  
Road Safety Campaigns  
Household Waste & Recycling Centres

"Place Service  
will shape, enhance  
and protect  
Buckinghamshire's  
natural and built  
environment."



# Household Waste Recycling Centres

## – Gurbaksh Badhan

- Buckinghamshire County Council has a statutory function as a Waste disposal Authority to provide one or more Household Waste Recycling Centres (HWRCs) where Buckinghamshire residents can recycle and dispose of their own Household Waste.
- We have ten [Household Waste Recycling Centres](#) operated under Performance based contract by FCC Environmental.
- This contract commenced April 2012 includes:
  - Self monitoring of 36 Key Performance Indicators.
  - Recycling and diversion targets encouraging submission of business case for new recycling streams
  - A share of net income / cost on recycled materials.
- 75.7% of waste collected at these sites was reused or recycled in 2012/13



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Household Waste & Recycling Centres

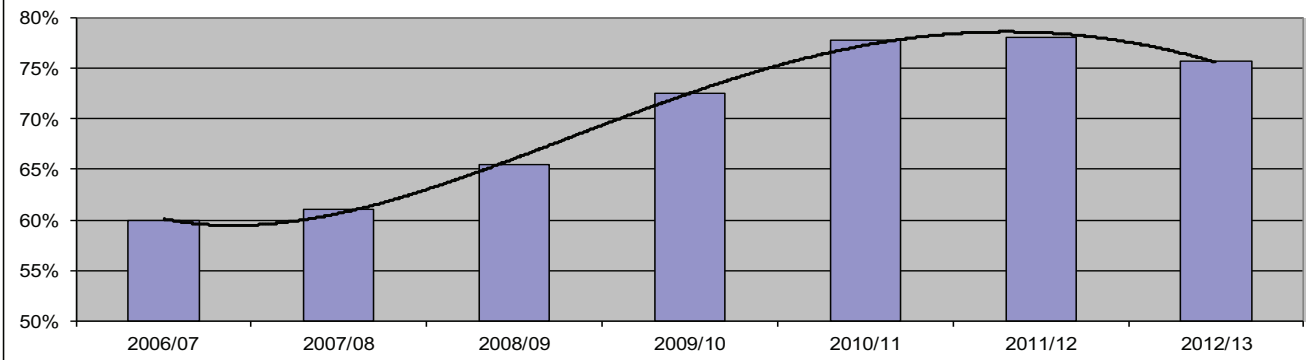
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# Household Waste Recycling Centres

## – Waste Acceptance & Access Policy

- The Waste Acceptance and Access Policy was brought in in July 2006 to replace the use of height barriers and to deter trade waste being brought in for free and by setting limits restrict quantities of non Household waste.
- Buckinghamshire County Councils Waste Acceptance and Access Policy (WAAP) contributes to the Waste Business Unit strategic target to improve recycling reuse of materials; secure diversion from Landfill.
- On the ground the Policy is implemented through what is commonly referred to as the 'Permit Scheme'. Monitoring of the net costs following schemes introduction showed a saving in excess of £300k in 2007.
- Since 2006 HWRC Recycling rates have increased to over 75%

All HWRCs NI192 equivalent recycling rate



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# Household Waste Recycling Centres – Permit Scheme

Key elements of the current '[Permit scheme](#)' are as follows:

➤ Permits are issued to Householders living in \*\*Buckinghamshire who wish to use a vans and / or trailers above 0.9m x 1.2m (3ft x 4ft). Trailer sizes are restricted at certain sites with certain types and sizes of commercial vehicles, and any vehicle carrying Trade waste being is \*banned.

➤ Householders may apply for a permit via Bucks web site, by phone or in writing for one or more of four types of permits: General, Recyclable, DIY and/or asbestos which are issued by post to the resident's home address to allow them to bring their own household waste to a nominated HWRC. Permits are **free**.

➤ Permits are for fixed duration: General, Recycle 1 month (3 month on renewal); DIY 31 days / one visit for six 'items' of DIY waste.

\*Local Businesses may dispose of Commercial and/or Construction & Demolition waste at one of our five Trade Waste HWRC's. Charges apply and are published on the [Buckscc website](#)

\*\*Residents of Slough and Herts also have access in some cases.



# Household Waste Recycling Centres

## – Waste Acceptance & Access Policy

- The Policy itself is much broader and defines the type and quantity of waste we accept at our facilities and has six supporting Sub Policies.
  - Sub Policy 1 (SP1): Access and Waste Limits for Charities
  - Sub Policy 2 (SP2): Acceptance of DIY Waste
  - Sub Policy 3 (SP3): Acceptance of Hazardous Wastes
  - Sub Policy 4 (SP4): Height Barriers at Entrances to Sites
  - Sub Policy 5 (SP5): Access to Sites on Foot
  - Sub Policy 6 (SP6): Acceptance of Trade Waste
  
- The WAAP Policy, Permit Scheme and the provision of services through our 10 HWRC sites all form part of the Waste Access and Acceptance and HWRC Review Project





# Household Waste Recycling Centres – WAAP and HWRC Review Project

This Review of Waste Acceptance Access Policy will go further than looking at the perceived ‘bureaucracy’ of the ‘Permit Scheme’ and will allow opportunity for the Policy to reflect the current business climate’ .

The Project has the following Objectives :

- Control of illegal trade waste deposit by limiting free access to HWRC’s, whilst encouraging alternative routes for legal trade waste disposal
- Ensure Buckinghamshire residents have appropriate access to the County’s Household Waste Recycling Centres (HWRCs) to dispose of their own Household Waste free of charge;
- the provision of an appropriate level of non statutory services for example the provision of facilities for the disposal of DIY.
- Achieve MTP Savings of £50k, £100k & £150k over the next 3yrs.
- Ensure fly tipping does not increase once a proposed policy has been implemented.



# Household Waste Recycling Centres – WAAP & HWRC Review Options

To achieve its objectives the project is broad ranging in order that as many options as practical can be considered. It is intended that those that might best help the project meet its objectives will then be proposed as options for a Revised Waste Acceptance and Access Policy. These Options will receive a full cost benefit analysis and will be compared against a Baseline Review of our Policy.

Demand Management, Income Generation and Customer satisfaction are key areas that need to be considered across the project.

➤ Examples of data feeding into Baseline Review:

- HWRC Waste stream Tonnage data Costs / income share . HWRC Trade waste usage data
- HWRC's usage data, Customer satisfaction information, Out of County User data, Growth areas.
- Permit scheme data operations data







# Household Waste Recycling Centres

## – Example High Level Options

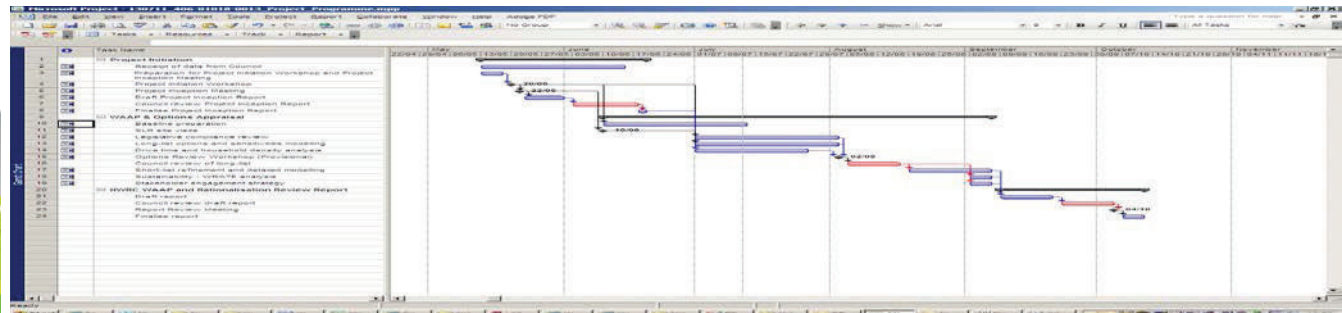
- Modification to way the scheme is administered
- Review of WAAP and six supporting sub policies resulting in changes to limits/ thresholds within current parameters of the scheme
- Significantly Modified / Waste acceptance Policy introducing new ideas, restrictions and / or increased flexibility and access to services for Buckinghamshire Residents whilst achieving MTP Targets
- New arrangements for Trade waste, Out of County waste that provide enhance service at net benefit to all.
- Reconfiguration of HWRC Service .  
For example to maximise benefits modern facilities





# Household Waste Recycling Centres – WAAP & HWRC Review - Timeline

- Project Initiation: June / July - Complete
- WAAP & HWRC Review (July / Sept 12)
  - June/July - Baseline Review – 90% complete
  - July- Legislation Review/Long list - Options modelling
  - Mid Aug – Buckinghamshire Review Long List Options
  - Aug /mid Sept – Detailed Modelling of shortlisted Option
- WAAP & HWRC Review Report
  - Review and Finalisation of Project Report – Sept - Mid Oct





## Sustainability and Future Proofing Service – David Sutherland

### Key Objectives

- To reduce the County Council's costs by improving its **resource efficiency** and that of its partners and enabling Buckinghamshire to grow, whilst reducing its impact on the environment.
- To reduce car use through the promotion and facilitation of **sustainable travel** choices, enabling economic growth, improving health, wellbeing & accessibility and reducing congestion & environmental impact.
- The framework for the team's activities are set out in the **Sustainability Action Plan** that was approved by Cabinet in March 2013. The strategy contains a number of priority areas for action.



## Sustainability - Key Themes

**Energy Efficiency** - Improving energy efficiency and reducing emissions of greenhouse gases within its own property portfolio and through service delivery as well as promoting energy efficiency to the wider community.

- The **Carbon Management Plan** will help the County Council avoid some **£9.4m** of cumulative energy cost increases between 2012 and 201
- The revolving £1.7m energy efficiency has to date funded **134** individual energy efficiency projects commissioned across BCC estate to date that are generating **£460,085 pa** in energy savings



## Sustainability – Key Themes

**Renewable Energy** - Increasing the proportion of energy consumption in Buckinghamshire from renewable sources to reduce carbon emissions and increase energy resilience and security.

- In Buckinghamshire only **3.2 %** of the county's energy needs are met from renewable sources at present.
- **5** Solar PV systems installed on BCC sites since December 2011. These will generate **£304,818** Feed in Tariff income over 25 years
- **9** proposed biomass boilers will generate renewable heat and derive an income of some **£130,000** pa as a result of Renewable Heat Incentive.



## Sustainability – Key Themes

### Resilient services and communities –

Ensuring our services and communities are more resilient and better prepared to adapt to extreme weather events and long term changes

- Annual damage to UK properties due to flooding from rivers and the sea currently totals around **£1.3billion**.
- For England and Wales alone, the figure is projected to rise to between **£2.1 billion** and **£12 billion** by the 2080s if adaptive action is not taken.
- In Buckinghamshire, the **local highways network** has been identified as a service that is at **high risk** from extreme weather events and therefore a priority for building resilience to to the increase in events now and for the long term lifespan of the highways asset.



## Sustainability – Key Themes

**Employment and business** - Creating new employment, business and innovation opportunities locally by supporting the transition to a green economy

- The County Council has become a founding member of **Community Interest Company** in order to become a local Green Deal Provider – supporting local supply chain
- Promoting of **business resource efficiency** to increase competitiveness.
- Two successful **European funding bids** – to promote resource efficiency and renewable energy deployment in commercial premises and bringing eco innovation to market



## Sustainability – Key Themes

**Sustainable Travel** - Facilitating and promoting sustainable forms of travel both within BCC and across the county (particularly active travel to improve health & wellbeing) for both essential journeys and leisure.

- As a direct result of **School Travel Planning** car use on school journeys reduced from 44.4% to **30.85%** between 2000 and 2012
- Managing the **School Crossing Patrol Service** to facilitate safe walking to school
- There are currently there are **59** volunteer led health walks across the County and **195** active volunteers
- Over **£1m capital** budget(externally funded) to support sustainable travel schemes





## Sustainability – Key Themes

**Waste Prevention** - Reducing the amount of waste to a minimum and ensuring that waste that does rise

- The household waste prevention programme is diverting from landfill over 7000 tonnes of household waste per annum saving over **£500,000** in avoided disposal costs.
- The programme is supported by a network of over **150** waste prevention volunteers who deliver and promote waste prevention activities in their local communities.
- Opening of two new reuse shops at HWRCs run by local charity **South Bucks Hospice**



## Country parks - Gill Harding

- Key themes
  - 3 main park areas – Black Park, Langley and Denham
  - Current income generation level in excess of £650k last year and projected at £700k this year
  - This is against an operational expenditure of £570k last year and predicted £630k this year
  - Main sources of income are filming and car parking; both can be volatile.
  - New strategy to deliver further step change in income to cover;
    - below the line costs ,
    - develop a reserve for improvements and
    - be able to manage good and bad years so that business never falls into deficit.
  - Current estimated target to do this is a further £300k income delivery.



## Country parks - Gill Harding

- Strategy for future is to move towards a trading account model to demonstrate financial self sufficiency
- To facilitate this step change an investment totalling £900k has been injected into the business through MTP
- Main projects currently being explored are
  - Intelligent car park charging and enforcement
  - Temp and permanent expansion to car parking
  - Development of a multi-functional structure to expand current season at parks.
- In line with current corporate strategy also exploring different delivery models for this business



## Green Spaces - Gill Harding

- Key themes
- Due to required MTP efficiencies a decision was made a couple of years ago to divest Green Spaces to other like minded organisations in order that they would be kept available for public use.
- The saving made was in the region of £180,000
- Work has progressed with a number of Parishes and organisations including Chiltern Society, Colne Valley Community Interest Company and BBOWT over the last couple of years in attempt to divest these patches of land.
- It has been a challenging journey and to date from a total of 27 around 17 are in the final stages of agreeing Heads of Terms on 99 year leases for these areas of land.



## Green Spaces - Gill Harding

- Depending on success of the transfer of these sites and to resolve the future of the remaining sites a review of the strategy is required and is being undertaken with the Cabinet Member
- It is worth noting that legal fees and operational costs to manage these sites has resulted in a budgetary pressure which is being managed within the portfolio.





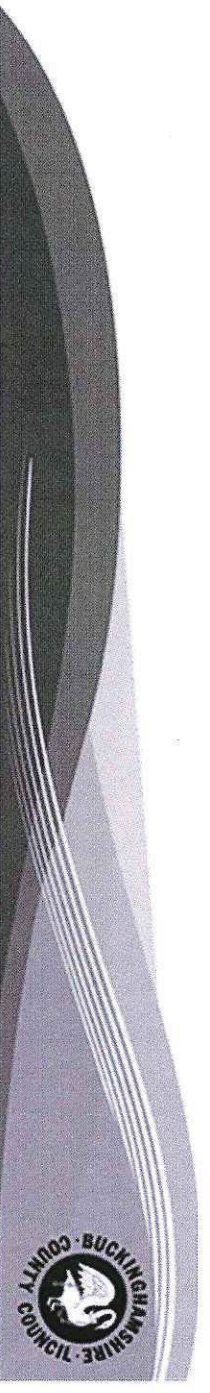
**Agenda Item 7**  
**Buckinghamshire County Council**  
**Select Committee**  
Environment, Transport and Locality Services

**Committee Item Proposal: Tackling Debt in Buckinghamshire**

Subject of Review	Tackling Debt in Buckinghamshire
Inquiry chairman and membership	Chaired by Warren Whyte. Membership to be confirmed from Environment, Transport and Locality Services Select Committee plus any approved expert co-optees.
Officer contact	Kama Wager: <a href="mailto:kwager@bucksc.gov.uk">kwager@bucksc.gov.uk</a> ; 01296 362615.
Background to the review	<p>Following the recession, unemployment and debt have risen across the UK. Bucks is no different, with requests for advice on debt from Citizen's Advice Bureaus increasing dramatically. Increasingly people are relying on high interest money lenders, and pay day loans the impacts of which can be devastating on both individuals and communities. Debt can contribute to poor health, family breakdown and even towards crime.</p> <p>With the new welfare reforms, reduction in legal aid funding, increasing unemployment and rising costs of living, it is important that BCC ensures that it is able to support residents through effective support and advice services, enable residents to take control of and manage their financial wellbeing and work together effectively with other public and voluntary sector partners.</p>
Key areas to be addressed	<ul style="list-style-type: none"><li>• What is the prevalence of people using pay day loans, loan sharks and other high interest lenders?</li><li>• What are the levels of unemployment in Buckinghamshire?</li><li>• What are the current services and initiatives offering advice and support to residents affected by debt (s)?</li><li>• What pressures are the services facing in meeting demand?</li><li>• What services and projects does BCC support/fund and what are the formulas/criteria for this funding (e.g. CABs)</li><li>• What are local resident's experiences of debt and high interest/illegal money lending?</li><li>• To what extent are Credit Unions utilised and supported within Buckinghamshire.</li><li>• To consider the role that Housing Association and Private Landlords can play in tackling problem debt.</li><li>• To look at the Council's own debt recovery policies and assess if improvements could be made.</li><li>• Are there particular groups of residents who have difficulty accessing services?</li></ul>

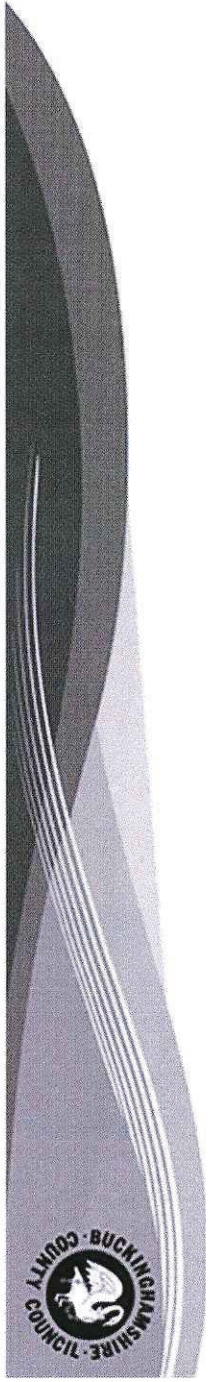


Objectives	<ul style="list-style-type: none"> <li>To ensure that there is sufficient capacity to deliver services by reviewing how services are currently delivered, and identifying opportunities to streamline services, improve efficiency, effectiveness and avoid duplication.</li> <li>To identify gaps and overlaps in provision of services</li> <li>To consider how to communicate to a wider audience how and where to access financial advice.</li> <li>To ensure that the most vulnerable are aware of and can access services available.</li> <li>To make recommendations which add value and compliment other on-going projects.</li> </ul>
Link to BCC Strategic Plan priorities	<ol style="list-style-type: none"> <li>To ensure Bucks has a thriving economy that is creating jobs.</li> <li>To encourage people and communities to be actively involved in their local area and services.</li> <li>To help our children and young people reach their full potential.</li> <li>To encourage people to do more for themselves whilst providing a safety net for the most vulnerable members of the population</li> <li>To ensure your local Council and its Councillors protect the interests of Bucks residents</li> </ol>
Methodology	<ul style="list-style-type: none"> <li>Desk Research – what is the national and economic context, how does this relate to the local picture of debt? What are the consequential issues of indebtedness? What have other local authorities' done, local and national initiatives – best practice? Identify what national/local advice services are available.</li> <li>Engagement/visits with key partner agencies/experts e.g. CAB, Job Centres, Credit Unions.</li> <li>Expert Witnesses – to provide evidence sessions to committee ( these will be from "evidence to be provided by" below)</li> <li>Site visits, resident engagement and focus groups (tbc)</li> <li>Links with other service areas: Localities, Children and Family Services, Policy and Partnership's ( welfare reforms) etc.</li> <li>Visit to Birmingham City Council and Illegal Money Lending Team</li> </ul>
Evidence to be provided by:	<ul style="list-style-type: none"> <li>Relevant BCC Cabinet Members</li> <li>Relevant BCC officers (Adults &amp; Families, Children &amp; Families, Locality Services, Community Safety, Policy and Partnerships)</li> <li>Citizens Advice Bureau (CAB), and Job Centres</li> <li>Credit Unions – MK Credit Union</li> <li>Trading Standards</li> <li>Community and Cohesion Officers (to include voluntary and community sector).</li> <li>District Councils – Housing debt advice teams.</li> <li>Neighbouring Local authorities, especially, Milton Keynes, Oxford and Slough for example).</li> <li>Housing Associations</li> <li>Chapter One Housing – Debt and crisis management</li> <li>Birmingham City Council and Birmingham Illegal Money Lending Team</li> </ul>





Next steps	<p>This committee item would lead to:</p> <ul style="list-style-type: none"> <li>• Specific topic area identified in which the committee can make valuable recommendations.</li> <li>• Further research/evidence gathering on topic</li> </ul>
Outline timetable	<ul style="list-style-type: none"> <li>• 24 July 2013 – scope proposed at ETLIC for agreement</li> <li>• August - September - evidence gathering.</li> </ul>





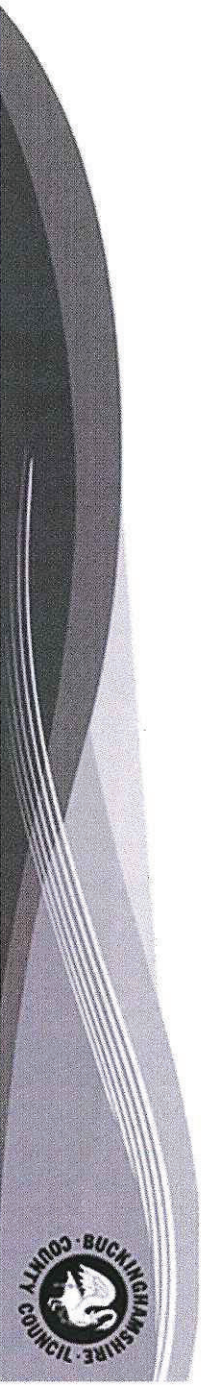
Buckinghamshire County Council  
**Select Committee**  
Environment, Transport and Locality Services

**Committee Item Proposal: Bus Usage & Public Transport Links in  
Buckinghamshire**

Proposal subject	Bus usage and Public transport links across Buckinghamshire
Committee chairman	Warren Whyte
Officer contact	Kama Wager, Policy Officer (Overview & Scrutiny) supporting the Environment, Transport and Locality Services select committee; Tel: 01296 382615; <a href="mailto:kwager@buckscc.gov.uk">kwager@buckscc.gov.uk</a>
Background to the item	<p>It was a recommendation from the previous Overview and Scrutiny Commissioning Committee that members of the new Environment, Transport and Locality Services Select Committee look at public transport links across the county, <i>to provide a fuller picture of bus usage and future needs in the county, considering:</i></p> <ul style="list-style-type: none"><li>• <i>Current and projected bus usage in Buckinghamshire</i></li><li>• <i>Bus connections with other transport networks and,</i></li><li>• <i>Linkages to strategic priorities, for example, to economic development.</i></li></ul> <p>More widely, members have raised concerns over rural connectivity and accessibility to services, the implications of funding cuts, and questions have been raised around whether bus services are based on historic demands which may not meet the future demands. The Department for Transport have confirmed they will devolve Bus Service Operators Grant for tendered bus routes to Transport Authorities as of January 2014. Details and budgets have not yet been announced but there are significant risks that BCC will not receive sufficient funding to make up the shortfall for services; that no future funding recalculation will take place meaning that the authority will not receive funding for any commercial routes withdrawn after January 2014; and that funding is not ring-fenced for public transport beyond 2016/17.</p> <p>The local authority will be under increased pressure to subsidise or provide alternatives to routes that are no longer commercially viable but deemed "socially necessary", whilst budgets continue to reduce.</p>



<p><b>Proposal</b></p>	<p>This paper seeks member support for a committee item on Bus usage and Public Transport choices in Buckinghamshire and the role effective transport options play in helping the council achieve its strategic priorities.</p> <p>Possible areas the committee may want to examine include:</p> <ul style="list-style-type: none"> <li>• Scale and impact of further reductions on marginal bus services to inform development of viable transport choices for any affected areas;</li> <li>• Effectiveness of alternative access options based on local experience;</li> <li>• Implementation and impact of the Travel Bucks Strategy to date, and its ability to cope with further reductions in funding for bus services;</li> <li>• Identify any areas poorly served by buses and the impact of this, and any alternatives to buses in the county;</li> <li>• Identifying any overlaps between transport services the authority operates/commissions and whether there is scope to coordinate any of these services.</li> </ul> <p>Two possible angles the proposed committee work could take are:</p> <ol style="list-style-type: none"> <li>1. Addressing the issue of accessibility (focus on rural areas and community transport).</li> <li>2. Addressing issues of economy/congestion (focus on urban and interurban services).</li> </ol> <p>The information paper attached and the supporting documents (<a href="#">Travel Bucks Strategy</a>) set out the background information on bus usage and the key future risks, as well as the council's plans to mitigate these.</p> <p>Dependent on member decision on the options outlined in this paper, a future committee item could lead to:</p> <ol style="list-style-type: none"> <li>i) Further research/evidence gathering on the topic;</li> <li>ii) Committee seeking further information session/progress update on the topic from relevant service areas/officers;</li> <li>iii) Identification of areas in which the committee can make valuable recommendations.</li> </ol>
<p><b>Timescales</b></p>	<ul style="list-style-type: none"> <li>• 24 July 2013 – Proposal to committee</li> <li>• August/September – further research conducted/commissioned (dependent on committee decision).</li> <li>• November/December – committee item to examine defined topics (dependent on committee decision)</li> </ul>



### **Member Briefing: Bus Patronage and Subsidies**

#### **1. Background**

- Spend on subsidised bus services has reduced significantly over the last 5 years, particularly when inflationary pressures are taken into account.
- Much of this has been achieved via tendering efficiencies; increasing commercial revenues through short term investment to grow commercial routes and targeted marketing and promotional work. Extensive reviews have taken place of all supported services and this has seen under used journeys withdrawn, frequencies reduced and a focus rationalising rural services to reduce the number of different destinations offered.
- Routes are assessed based on value for money and contribution to wider policy objects such as supporting employment, education or accessibility. (see appendix 1 for further details.) High cost routes have been withdrawn or significantly revised and since 09/10 the average subsidy cost per passenger carried has dropped from 64p in 09/10 to 46p in 11/12.
- Cuts have been targeted to minimise customer impacts but there has still been adverse reaction from some local communities. This shows that significant value is placed on public transport, although sometimes as a "safety net" rather than being regularly used.
- The relationship between subsidised bus routes and those operated commercially is a key part of the overall network provision. Around 20% of buses in Buckinghamshire are directly contracted to Transport for Buckinghamshire but when our targeted support to enhance commercial routes, such as by subsidising early morning, evening or weekend journeys is taken into account then this figure rises to 60%.
- The Transport for Buckinghamshire contract contains a commitment to provide a 3% reduction in budget each year.

#### **2. Commercial Pressures**

- There are significant financial pressures on bus companies and these have resulted recently in two local bus operators going into administration – Jeffs Coaches and Woottons Travel – and six commercial routes being withdrawn.

- Operating costs continue to rise ahead of inflation (up 4.1% in the year to June 2012); the downturn has impacted on fares income and the Department for Transport has reduced the value of fuel rebate (Bus Service Operators Grant) by 20%.

### **3. Bus Patronage**

- Despite a downward trend of -1.2% nationally (outside London), patronage levels in Buckinghamshire grew by 2.3% from 2008/9 to 2011/12. This is despite a 12.7% cut in bus subsidy before the impact of inflation and in the context of rising costs of operation and the financial downturn.
- Estimates for 2012/13 are showing an overall decline due largely to a sharp drop in travel on urban routes. Inter urban routes continue to grow although some of this represents higher frequency interurban services abstracting travel from traditional town routes. It is intended that from 2013/14 a revised methodology will be used to reflect this.

### **3.1 Aylesbury Urban Services**

- The drop in urban travel is particularly marked in Aylesbury and is the result of the continued financial downturn with both less travel being made and, given the relatively short distances and flat terrain, previous bus users walking.
- Earlier growth has come from the success of the heavily promoted “Rainbow Routes” branded network and the development of new routes serving Fairford Leys and Watermead. These routes have now reached a plateau with occupation complete and further growth unlikely.
- Focus in 2013/14 will on the new developments at Berryfields and Buckingham Park and this is reflected in the increased patronage predicted. Developer contributions have been secured to fund bus routes to both.

### **3.2 High Wycombe Urban Services**

- The takeover of Carousel Buses by the Go-Ahead Group in early 2012 saw a rationalisation of their network and the immediate withdrawal of two services – routes 1 and 2A/2C. Arriva also reduced frequency on a number of their routes. This combined with the economic climate has contributed to the drop in patronage and although the impact is less marked than in Aylesbury. Walking in particular is less attractive due to the steep gradients.

### **3.3 Interurban Services**

- These continue to show growth and are the main focus of investment by the commercial operators. Sustained growth has allowed Transport for Buckinghamshire financial support to be tapered off for Line 280, 300, 800 / 850 and the A40.
- Main developments for 2013/14 include the agreement between Arriva and Carousel to run an increased joint timetable between Aylesbury, Amersham and Chesham and frequency enhancement to the Aylesbury to Buckingham Service.

### 3.4 Rural Services

- Almost all rural services are subsidised by Transport for Buckinghamshire. Significant financial efficiencies have been achieved through combining individual routes into integrated contracts and rationalising the number of destinations being offered. This has seen the average “subsidy cost per passenger” reduce considerably whilst retaining a comprehensive network of rural routes.
- Patronage on rural routes remains fairly static while at the same time the number of journeys being made by Concessionary Pass holders is rising. This continues to create revenue pressures and ultimately both are funded by Transport for Buckinghamshire.
- Our rural subsidised routes provide access to a local centre at least once per week for smaller settlements (market day services) with larger villages having daily links. Given the high proportion of free pass holders travelling on these routes there is limited scope for generating income and now that contract efficiencies have been made any further cuts will result in rural routes being withdrawn.

### 4. Community Transport

- A number of successful projects have been undertaken to strengthen and develop community transport, both to meet the needs of those unable through disability to access public transport; where low volume or infrequent travel make scheduled bus routes unviable or to meet a particular locally identified need.
- This includes support for Dial-a-Rides; the Winslow and Princes Risborough Community Buses; voluntary car schemes; the Community Transport Information Hub and the Community Transport Challenge Fund.
- This involves close partnership working with Community impact Bucks, the Buckinghamshire NHS Trust and District Councils.

### 5. Future Trends and Risks

- Significant levels of new housing are planned, particularly across Aylesbury Vale and these will contribute passenger growth. An estimated 72,000 additional passenger journeys per year will be generated by the Berryfields, Buckingham Park and Windsor Park sites. Further plans exist for East of Aylesbury, Hampden Fields and Fleet Marston.
- In High Wycombe the Wycombe Marsh, Daws Hill Lane development, Coachway and Cressex Island are estimated to contribute 33,000 additional passengers.
- Commercial investment in Line 280 in Aylesbury and Route 1 in High Wycombe will add further growth to interurban services.
- Cost pressures remain a concern and it is expected that further marginal commercial mileage will be withdrawn.

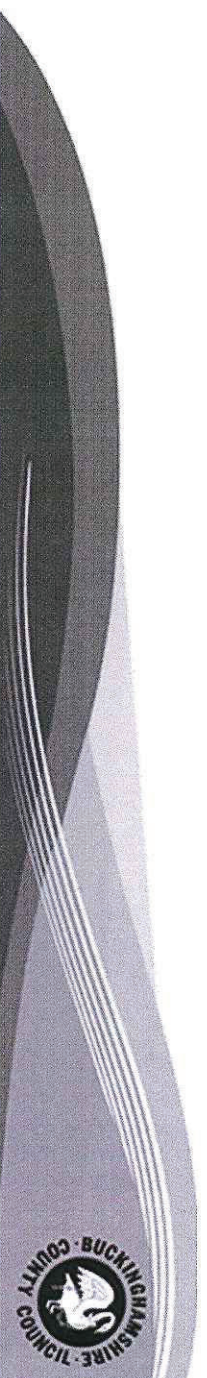
- Significant pressure is likely from the concessionary fares budget as rising operating costs lead to an above inflation settlement.
- Cost pressures could lead to higher tender prices
- The long term impact of the wider financial position is difficult to predict.
- Department of Transport have confirmed they will devolve Bus Service Operators Grant for tendered bus routes to Transport Authorities as of Jan 2014. Details and budget have not been announced but there are significant risks that BCC will not receive enough funding to make up the shortfall for our services; that no future funding recalculation will take place meaning that we will not receive funding for any commercial routes withdrawn after Jan 2014 and that funding is not ring fenced for public transport beyond 2016/17.

## 6. Travel Bucks Strategy

- The Travel Bucks Strategy was adopted by the Council in Summer 2012 and aims to develop a sustainable model for public transport provision which offers value for money, choice and opportunities for local communities to deliver their own demand responsive community transport to help solve local accessibility issues.
- The 2010 Comprehensive Spending Review delivered a 14.3% cut in the Council's Government funding - about £11.1m for 2011/12. In 2012/13, the Council will lose a further 10.4% - about £8m and further savings will be required for the following two years. This has meant that the Council's Gross Expenditure on subsidised bus services has reduced from £5.4m in 2009-10 to £4.0m in 2012/13 and there are extreme financial pressures for this to be reduced even further.
- The Travel Bucks Strategy builds on the discussions that took place at the Rural Transport Workshop in December 2009 and the Rural Transport Conference in March 2010. A 10 week public consultation was also held from January 2012 – March 2012 to seek public opinion on the Travel Bucks Strategy proposals.

To view the full strategy visit: [Travel Bucks Strategy](#)

Note: Figures within this document were accurate at Feb 2013.





## Appendix 1

### Evaluating supported bus services

The Evaluation Matrix shows the relative scoring of supported routes according to a range of policy and value for money criteria. It forms a guide from which to make more detailed assessments. Consultations with Members and communities are then used to ensure that local views are gained. This is particularly relevant for rural services.

It provides a weighted value measure for each supported bus service, allocating a positive score to those services which contribute to each of the following Local Transport Plan objectives, and a graduated score according to the scale of benefit (operational or financial) delivered by the service:

Objective	Measures	Scoring
<p><b>Does the service contribute to improving travel choices as a means of reducing car dependency and helping tackle congestion?</b> (up to 27 points)</p>	<p>Does it meet an identified transport need? Does it provide a primary urban service? Does it provide a secondary urban service? Does it form part of the core inter-urban network? Does it provide a core Evening bus service? Does it provide a core Sunday bus service? Does the service operate at peak employment times? Does the service provide for entitled pupils or students to travel to &amp; from school/college?</p>	<p>10 if yes 5 if yes 5 if yes 5 if yes 3 if yes 3 if yes 3 if yes 3 if yes 3 if yes 3 if yes</p>
<p><b>Does the service contribute to improving accessibility to essential services?</b> (up to 25 points)</p>	<p>Does it provide the principal core service to one or more large rural communities (over 2,000 pop.)? Does the service provide fully accessible buses? What % of service users are elderly or disabled? How many people only have access to this service? Does the service contribute to NI175?</p>	<p>5 if yes 5 if yes 1 to 5 1 to 5 5 if yes</p>
<p><b>How much is the service used by the local community?</b> (up to 23 points)</p>	<p>How many passengers use the service each year? Are there alternative services available in the area? How many times/days a week does the service run? Does each journey on the service carry at least 5 passengers in total?</p>	<p>1 to 10 1 to 5 1 to 8 10 if yes</p>
<p><b>Does the service provide value for money?</b> (up to 30 points)</p>	<p>Does each journey carry at least 5 passengers who would not otherwise be able to make the journey by public transport? What is the average subsidy paid for each passenger journey? Does the cost of subsidising the service exceed £5 for each passenger who would not otherwise be able to make the journey by public transport?</p>	<p>5 if yes -5 to +5 10 if no</p>

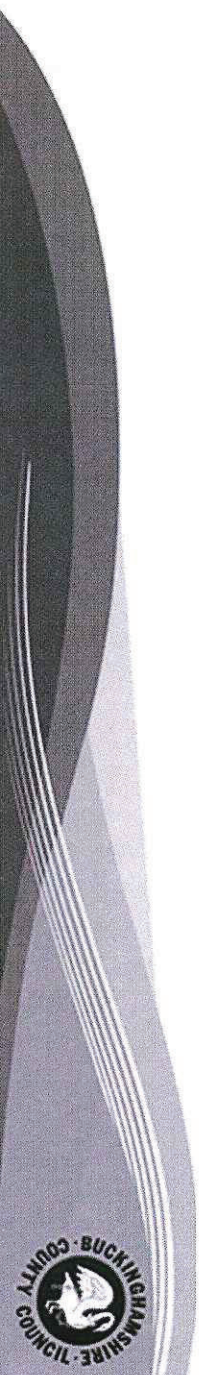
## Objectives for supporting bus services

### Financial support for bus services is used to deliver against one (or more) objectives:

- (a) Providing improved public transport to support economic growth.
- (b) Reduce car use at peak travel times, contributing to a reduction in traffic congestion.
- (c) Providing improved public transport travel choices to reduce car use and improve environmental and air quality standards.
- (d) Delivering a core network of hourly (or better) bus routes connecting the larger rural communities with one or more local or regional centres
- (e) Providing a basic level of service to smaller communities to ensure a reasonable level of accessibility to shopping and healthcare services
- (f) Providing access to employment opportunities from the larger rural communities and within the main towns.
- (g) Meeting specific transport needs for people who are elderly or disabled.

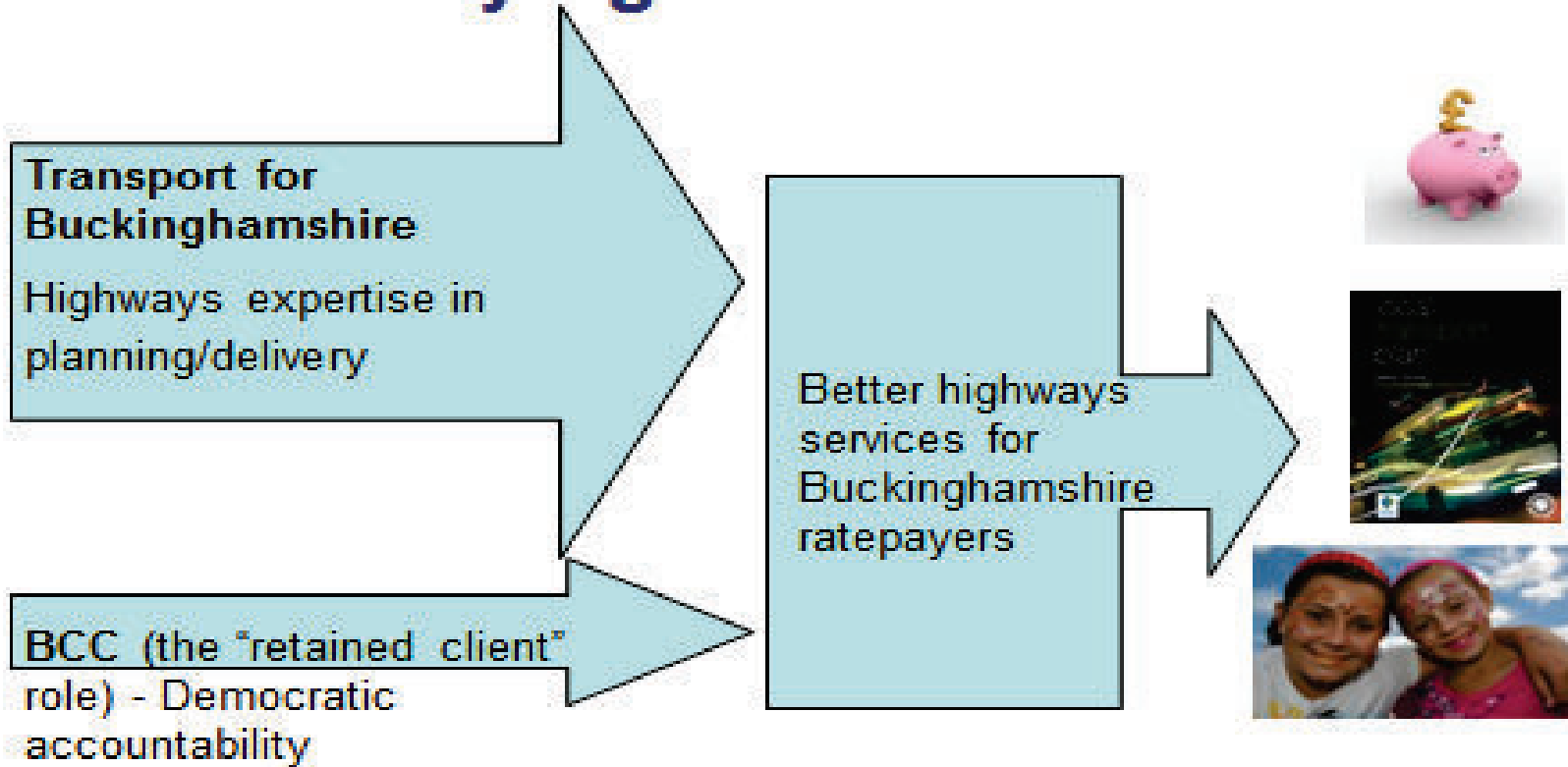
### Some supported bus services have evolved through different circumstances, including:

- (h) A need to avert the loss of bus services that would otherwise have been withdrawn
- (i) A joint commitment with a neighbouring authority to provide or maintain a service
- (j) Evening and Sunday services that serve an identified demand (e.g. Sunday shopping)
- (k) Services established with grant funding from government through Rural Bus Grants
- (l) Services providing transport for non-entitled children travelling to and from school
- (m) Services established at the request of a local community or committee
- (n) Services secured on behalf of another authority (e.g. a district council).



# **“Transport for Buckinghamshire” – the effective operation of the Transportation Services Contract**

# The underlying rationale



## Making the contract work

- A collaborative not a confrontational approach – based on TRUST
- Proper planning of service delivery to allow:
  - economies of scale
  - greater efficiency in delivery
  - greater certainty of delivery
  - removal/mitigation of risk
- Focus on delivery (for the ratepayers of Buckinghamshire)

## Task Orders

- Instruction to Contractor from the Council to carry out a specific Service/grouping of Services
- Required in respect of ALL Services to be carried out by TfB
- Envisaged that majority of Task Orders will be issued as soon as possible before, and in any event within 4 weeks of commencement, of each Financial Year:
  - 100% Local Overhead Cost
  - 80% Services Revenue Budget; and
  - 50% Services Capital Budget)
- Still flexibility for the Council to deal with balance of Services

## Payment – principles

- Separate accounting for:
  - Local Overhead Cost (which will be the subject matter of a separate Task Order); and
  - the cost of providing the Services (under individual Task Orders)
  - and no double counting
- Open book accounting – Contractor provides monthly breakdown of “Defined Costs” in respect of both
  - Local Overhead Cost; and
  - cost of providing the Servicesand keeps detailed records that are fully auditable
- Within individual Task Orders, separate records to be kept in respect of:
  - Capital Services
  - Revenue Services

## Key Performance Indicators (Schedule 5)



- Set out the standards against which TfB's performance is measured
  - "minimum acceptable performance"
  - "expected performance"
- TfB self assessment throughout the year and report to Council "retained client" on not less than a three monthly basis
- Overall performance during the Financial Year is measured within 1 month before or after the end of the Financial Year and has implications on
  - the term of the contract
  - the level of Fee Profit Element entitlement
  - sharing in savings below total annual target costs



# Key Performance Indicators

## Condition of the Highway

Street lighting	% of BCC street lights in lighting across the network	93.00%
Street lighting	% of BCC illuminated signs and bollards, in lighting across the network	80.00%
Maintenance	Annual Gully maintenance programme delivered on time	90%
Maintenance	Grass cutting programme (self delivery areas) delivered on time	90%



# KPI (2)

## Condition of the Highway

Maintenance	% Cat 1 dangerous potholes <u>made safe</u> across BCC – 24hrs	95%
Maintenance	Revenue patching programme delivered on time (Plane & Patch)	90%
Structures	Revenue highways structures Programme delivered on time	90%



# KPI (3)

## High Quality Work

Passenger Transport	Bus services running on time (urban routes + inter-urban routes) Whole route times	75%
Passenger Transport	Percentage of patronage growth on all bus routes	-3.37%
Road Space Management	Statutory Sample Inspections SA (Whilst Work undertaken Signs, Lighting and Guarding)	8.00%
Road Space Management	Statutory Sample Inspections SB & SC (Sum of SW04M & SW05M -- After works completed For reinstatement quality)	30.00%
Structures	Average score of bridge stock condition	88

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# KPI (4)

## High Quality Work

Casualty Reduction	Killed or seriously injured in traffic collisions on BCC roads (not including HA roads)	191
Maintenance	% completion of winter salting route's) with the required time stated in the Operational Plan	95%
Transport Systems	Journey Time reliability Aylesbury (Percentage of commuters completing their journey below the upper variance limit from Average Journey time)	80%
Transport Systems	Journey Time reliability High Wycombe (Percentage of commuters completing their journey below the upper variance limit from Average Journey time)	80%
Quality and Performance	CAR's Actioned within agreed Timescale (resulting from all sources)	90%



# KPI (5)

## Value for Money

Street Lighting	The average number of working days taken to repair a BCC street lighting fault.	18
Parking	Compliance by NSL of all their indicators as defined in methodology	85%
Road Space Management	TMA Noticing Compliance own works	85%
Maintenance	% of works orders completed without the need for remedial work - (potholes only)	95%
Maintenance	% of works orders completed without the need for remedial work - excluding potholes	95%

# KPI (6)

## Value for Money

Maintenance	Depot Construction waste recycled (excluding Fly Tipping)	66%
Quality and Performance	RIDDOR reflecting the number of Health and Safety accidents (of over 7 days Personal Injuries Only) TfB Staff only	2
Quality and Performance	% actions achieved in accordance with the Annual Plan (Programme milestone achieved)	90%
Quality and Performance	Predictability of Cost - CAPITAL Comparison of costs at requisition stage to final measure costs with EWNs	102.5%
Insurance	Green claims successfully pursued	£90K

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# KPI (7)

## Stakeholder and Customer

Quality and Performance	NHT Survey Customer Satisfaction with public transport information (countywide) 3 year average	44.00
Casualty Reduction	Post Event Customer Satisfaction Survey feedback Casualty Reduction	70.00%
Quality and Performance	Satisfaction of works affecting frontages (Postcard Survey) CMP Schemes	80%
Capital Maintenance	Members CMP Schemes delivered in accordance with agreed Programme & Target Costs	90.00%
Quality and Performance	NHT Survey Customer Satisfaction (Highway related/ Condition) 3 year average	18.00
Quality and Performance	NHT Survey Customer Satisfaction Highway maintenance KBI24 3 year average	42.00

# KPI (7)

Stakeholder and Customer

LATs / Maintenance	Member satisfaction with LAT's Service ( Internal survey)	85%
Quality and Performance	NHT Survey Customer Satisfaction with managing Road Works KB18 NHT Based 3 year average	45.45
Quality and Performance	% 2 Hour emergency responses achieved within time	95%
Business Support	Correspondence 28-day/complete (letters, emails, phone and Web)	87%
Quality and Performance	Number of upheld complaints (stage 3) about the service received from the public and members	2
Insurance	% BCC Personal Injury Claims processed and issued for settlement within 10 working days with no major omissions	90%

5





# Contract Extension based on performance

## — Extending the Service Period

- The Employer may notify the Contractor that the Service Period is to be extended for a further period or periods not exceeding 7 years in total. For the avoidance of doubt, extensions under this clause cannot extend the Service Period beyond 2024.
- Without prejudice to clause 11.2.1, the Employer awards extensions to the Service Period at its discretion, taking into account the Contractor's performance against the Key Performance Indicators as set out in paragraph 10 of Schedule 5.

# Contract Extension

## Performance above "expected performance" entitling extensions to the Service Period

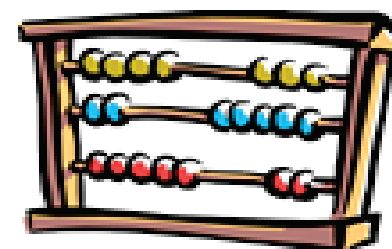
- With effect from the commencement of the 2009/2010 Financial Year, the performance of the Contractor against the Key Performance Indicators is considered for that Financial Year. Provided that the Contractor has achieved at least the “minimum acceptable performance” for not less than 90% of the Key Performance Indicators (“**Acceptable Performance**”) the Contractor is entitled to one year's automatic extension to the Service Period for each Financial Year in which this is achieved, subject to the operation of paragraphs 5.2 to 5.5.
- With effect from the commencement of the 2009/2010 Financial Year if the Contractor has not achieved Acceptable Performance, the Contractor is not entitled to any automatic extension to the Service Period in respect of that Financial Year.
- If the Contractor has not achieved Acceptable Performance for any 2 consecutive Financial Years, any automatic extensions to the Service Period accrued in accordance with paragraph 5.1 are reduced by a period of 1 year.
- If the Contractor has not achieved Acceptable Performance for any 3 consecutive Financial Year, all automatic extensions to the Service Period accrued in accordance with paragraph 5.1 are reduced to zero.
- Notwithstanding the operation of paragraphs 5.1 to 5.4, the Employer may, in its absolute discretion, choose to grant an extension to the Service Period in accordance with clause 5.2.

# Contract Extension ( Summary)

Extension based on successful KPI performance

- 90% of KPIs MUST meet Acceptable Performance.
- If not achieved for consecutive 2 years, any extensions granted are reduced by a year.
- If not achieved for 3 consecutive years, ALL extensions granted are lost.
- Current extensions take contract to 2021, potential to go to 2024

## Pain Share/Gain Share



### Starting point - at the end of Financial Year:

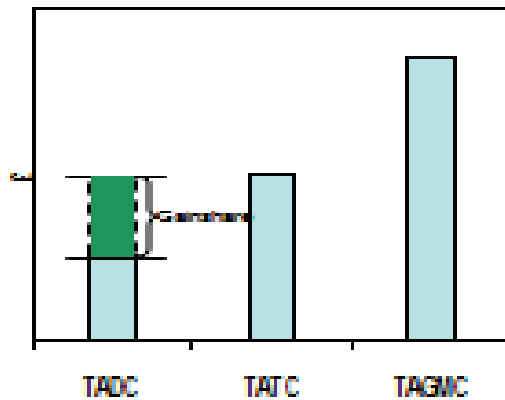
- Calculate the **Total Annual Target Costs** by adding up all target costs agreed in relation to individual Task Orders (the "TATC")
- Calculate the **Total Annual Guaranteed Maximum Costs** by adding up all Guaranteed Maximum Costs agreed in relation to individual Task Orders (the "TAGMC")
- Calculate the **Total Annual Defined Costs** by adding up all Defined Costs incurred in relation to individual Task Orders *plus* the resultant Fee (the "TADC")

### Pre-conditions to Contractor sharing in any Gain Share:

- TfB have demonstrated at least 3% cashable Efficiency Gains for the Financial Year (taking into account the effect of any potential shared savings); and
- TfB have achieved "Acceptable Performance" against the KPI's

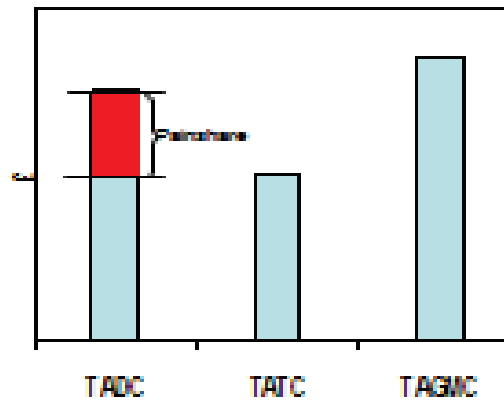
## Pain Share/Gain Share

Gain share



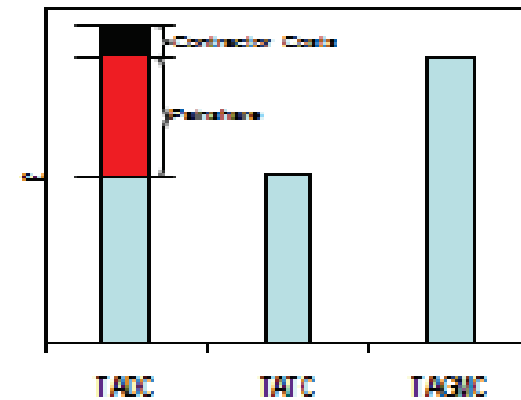
TADC is less than the TATC  
Difference between the two is shared  
in accordance with Schedule 4.

Painshare



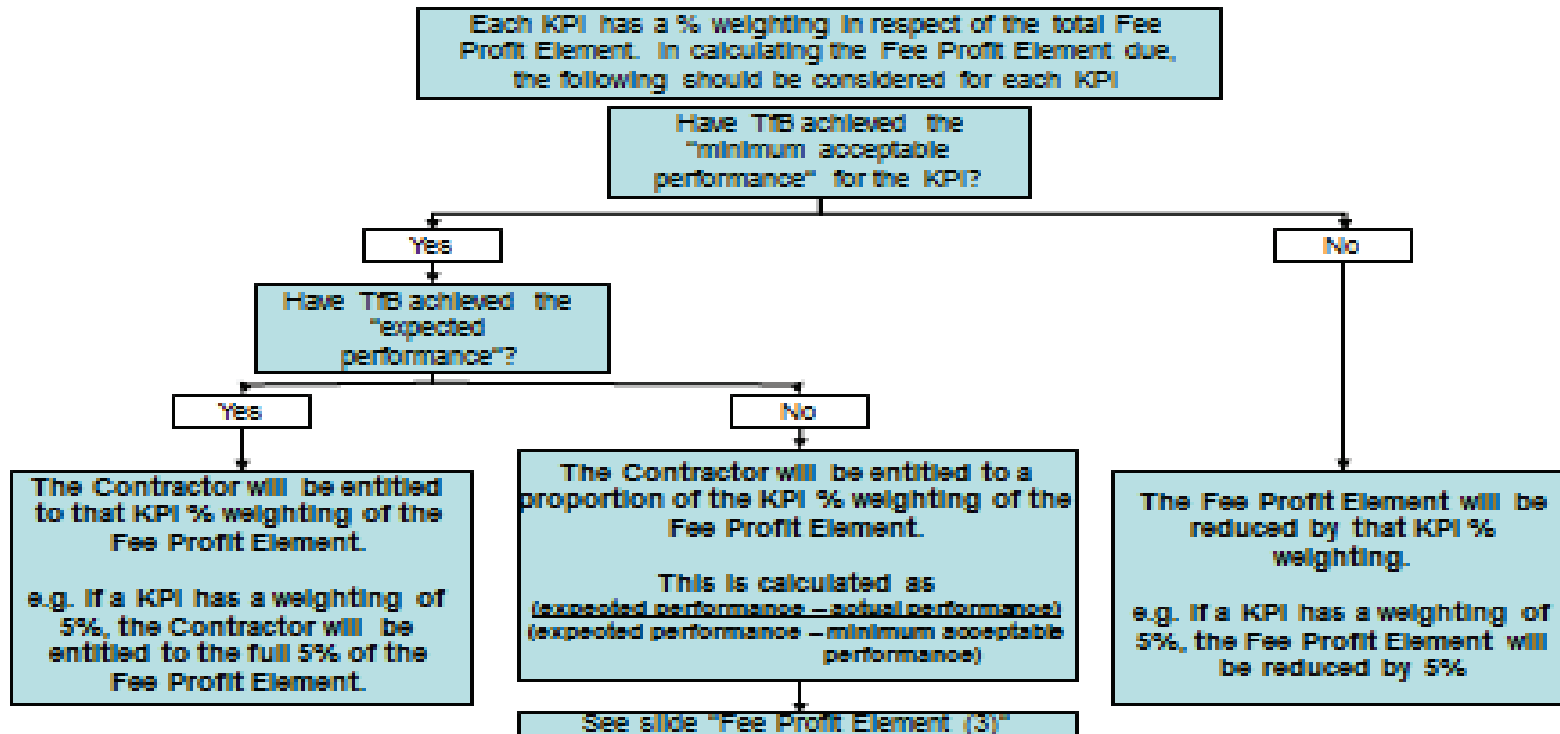
TADC is greater than the TATC  
TADC is less than the TAGMC  
Difference between the TADC and  
TATC is shared in accordance with  
Schedule 4.

Painshare Plus

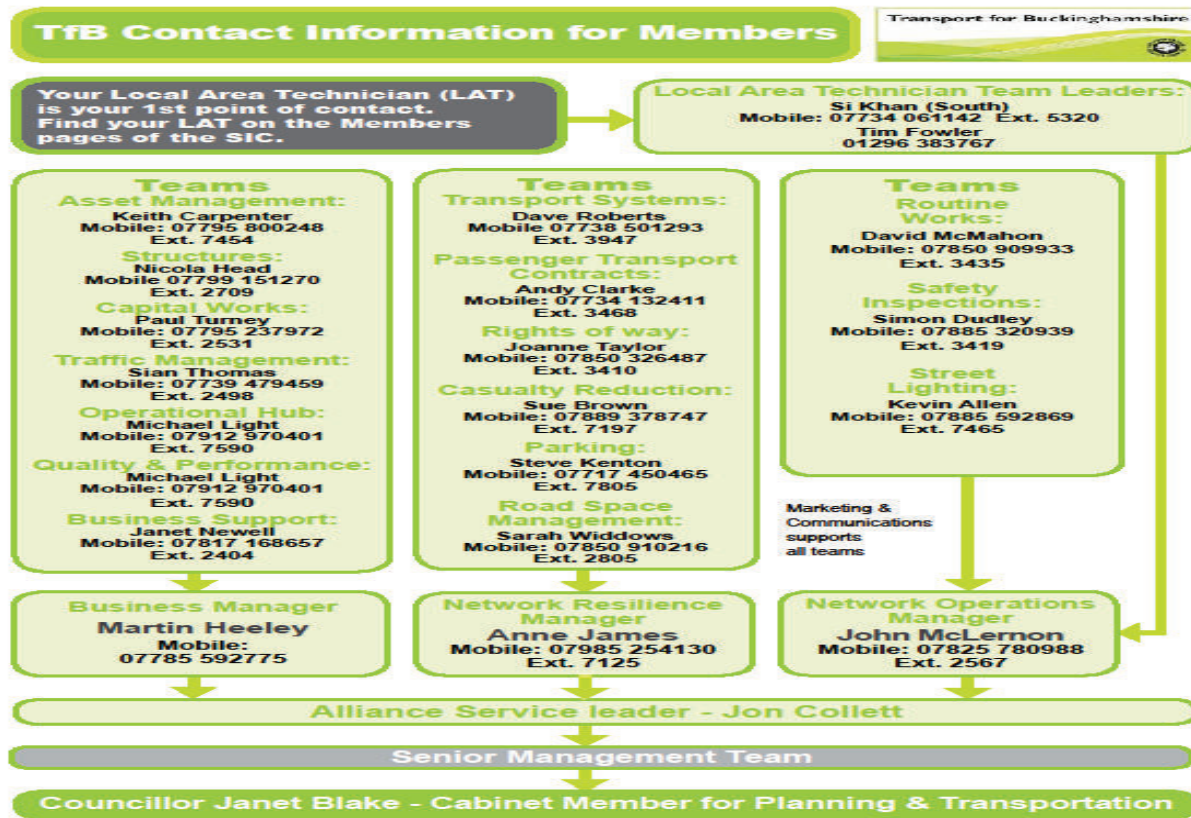


TADC is greater than the TATC  
TADC is greater than the TAGMC  
Difference between the TATC and  
TAGMC is shared in accordance with  
Schedule 4.  
Remainder of TADC is Contractor's  
responsibility

## Payment of balance of Fee Profit Element (1)



# Contact Details



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## Buckinghamshire County Council Select Committee

Environment, Transport and Locality Services

### Report to the Environment, Transport and Locality Services Select Committee

<b>Title:</b>	High Speed 2 Update
<b>Committee date:</b>	24th July 2013
<b>Author:</b>	Marcus Rogers
<b>Electoral divisions affected:</b>	All

#### Purpose of Agenda Item – For Information

At the request of the Chairman, this is a report to provide the Committee with an information update on High Speed 2.

#### Background

High Speed 2 is a major challenge to Buckinghamshire's environment, communities and residents. If built, it will do significant and irreversible damage to the Green Belt, the nationally designated Chilterns Area of Outstanding Natural Beauty (AONB) and much of Aylesbury Vale. It is planned to bisect Buckinghamshire for approximately 60 km (about a third of the total route between London and Birmingham). Trains are planned to be 400 m long and will carry 1100 passengers. Initially in 2026, 11 trains will run every hour in each direction rising to 18 trains per hour after 2032. The design speed of the line is 400 kph (250 mph).

Were the business case robust, had all alternatives been examined and found inadequate and had the project formed part of a clear integrated Transport Strategy, the County Council might have grudgingly accepted the project but this is not the case. It is very poor value for taxpayers' money and far better alternatives exist. The County Council has therefore maintained its principled opposition to the scheme, and is working and sharing resources with 18 other local authorities in an alliance known as 51m.



## **Legal action**

51m and others, including the HS2 Action Alliance (HS2AA), brought claims against HS2 in a Judicial Review which was heard in the High Court by Justice Ouseley during December 2012.

The judgment, which was handed down on 15 March, rejected 9 of the 10 grounds of the claim. The judge did uphold the claim that the Government's consultation on compensation was unfair because of lack of information so the Government will consult again on this. 51m and HS2AA further appealed on 6 grounds and the appeal hearings began on 10 June, with a final ruling anticipated by the end of July 2013.

## **Development of Bucks Blueprint**

Throughout the development of the project the Council has always stated that should the project go ahead it is critical to secure the best possible outcome for Buckinghamshire residents. The Council has therefore sought to work with HS2 Ltd to secure the very best mitigation, and has worked in partnership with a wide range of environmental and countryside organisations to propose and describe what is believed to be the expected acceptable standard of mitigation required for the scheme.

This is set out in the Buckinghamshire Mitigation Blueprint for HS2, which covers more than just immediate screening. It involves specifying landscape value, heritage sites, roads, rights of way, noise standards, tree planting schemes, new local green infrastructure, new tunnelling, viaducts and much more, including the endowments necessary to maintain the mitigation into the future.

## **Draft Environmental Statement (ES) Consultation**

The Draft Environmental Statement (ES) consultation was launched on 16 May and ran for 8 weeks until 11 July. All five Buckinghamshire Councils sent a combined response. Three events were held across the county to help people with their responses and provide them with information. These were well received. A letter was sent to the Secretary of State to register disappointment with the consultation process, where some libraries received late or incorrect material, wrong newspaper adverts were posted for road shows, very late notice of road shows was given and some individuals had to call several times before receiving material. There was a significant amount of material but no real information to challenge, no baseline and too many assumptions. There will be a further opportunity to submit comments on the formal ES when the Hybrid Bill is deposited in November / December 2013.

Construction is a major issue for residents and the ES will also include an overall set of construction standards in the Code of Construction Practice (CoCP). After the Hybrid Bill is



deposited, local issues will be addressed in Local Environment Management Plans (LEMPs).

### **Spending Review**

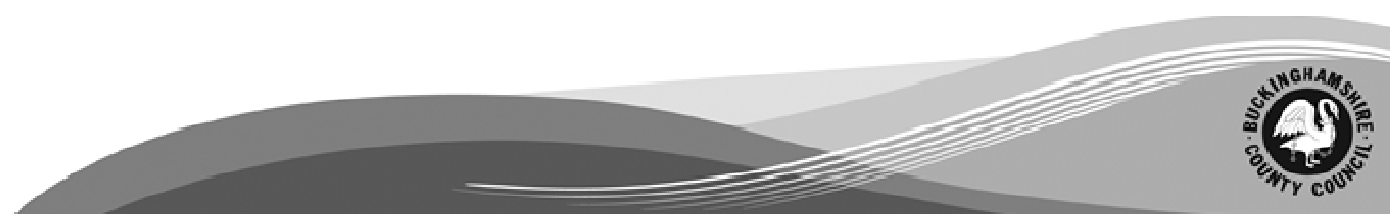
The 'official' price tag for HS2 has recently grown by about a third (£10 billion) to £42.6 billion. These costs are 2011 prices and exclude rolling stock (estimated at £7.5 billion). At 2013 prices, the total is around £53 billion, and if the business case was recalibrated it would barely come up with a benefit cost ratio of 1:1.

### **Next Steps**

Over the past 12 months, HS2 Ltd has been engaging with communities through 8 community forum areas in Buckinghamshire. These had been meeting every two months but HS2 Ltd has now suspended these until late summer.

At some point there will be a further consultation on compensation (date unknown) which is likely to cover phase 1 (London-Birmingham) and phase 2 (Birmingham to Leeds and Manchester).

The next milestone will then be the deposit of the Phase 1 Hybrid Bill at the end of 2013, as per the Queen's speech on 8 May, with a view to achieving Royal Assent by 2015. Detailed design work will follow and construction is planned to begin during 2017.





Environment, Transport and Locality Select Committee Draft Work Programme 2013-2014

Committee	Date	Topic	Description and Purpose	Attendees
Environment, Transport and Locality Services	24 July 2013	TfB – Ringway Jacobs Contract	For members to receive an update from the October 2012 progress report received by the OSCC and to receive a briefing on the Ringway Jacobs contract in order to examine contract management, contract extensions, quality of works, and performance ( KPI's).	Sean Rooney Karen Agbabiaka Jon Collett Steven Walford
65	24 July 2013	Committee Item proposal – problem debt	For members to consider an committee item proposal to examine the extent of and solutions to problem debt in Buckinghamshire.	N/A – written Scoping document
	24 July 2013	Committee Item Proposal – Bus Usage and Public Transport in Bucks	For members to consider an information paper on bus services and transport connections and networks in Bucks including future pressures (in particularly bus usage and road and rail development & networks).  Member to consider a committee item proposal to examine bus usage and transport options in Bucks.	N/A – written proposal.

Environment, Transport and Locality Select Committee Draft Work Programme 2013-2014

Committee	Date	Topic	Description and Purpose	Attendees
	24 July 2013	Environment – overview and current policy developments.	<p>For members to receive and briefing for information on the environment portfolio and for members to receive a briefing on the changes to the council’s policies on:</p> <ul style="list-style-type: none"> <li>• Household waste and recycling sites and to have the opportunity to consider the options and be involved in the development of the future policy.</li> <li>• Members will also be briefed on the council’s policy and enforcement activity on fly tipping, as an area that may generate concern or questions with changes to waste and recycling site policies.</li> <li>• Green Spaces and Country Parks</li> <li>• Future proofing services – climate change and impacts on services such as roads.</li> </ul>	<p>Gill Harding</p> <p>Gurbaksh Badhan</p> <p>Steven Walford</p> <p>Gill Harding</p> <p>David Sutherland</p>
	24 <sup>th</sup> July 2013	High Speed 2	For Members to receive a written update on HS2 following Judicial review in June.	Written update from Marcus Rogers

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Environment, Transport and Locality Select Committee Draft Work Programme 2013-2014

Committee	Date	Topic	Description and Purpose	Attendees
	25 September 2013	The role of local authority trading standards in influencing national responses, issues and policy.	<p>For members to receive a briefing on the role trading standards plays in influencing national responses, issues and policy, using recent national incidents as examples, including;</p> <ul style="list-style-type: none"> <li>the recent national food scandal and the work of trading standards, the local impact and response. Updates from national reviews/inquiries e.g. Food Standards Agency and issues arising. – food law enforcement service plan.</li> <li>Fireplace incidents. Links with community safety and community champion scheme ( door step crime and financial scams).</li> </ul>	Phil Dart Amanda Poole
	25 September 2013	<i>Crime / ASB topic</i>	For members to examine potential implications of proposed changes to Anti-Social Behaviour law and the steps that are proposed to ensure the Crime and Disorder Partnerships are prepared for the changes.	Martha Edwards (tbc) and/or written report
	25 September 2013	<p>Problem debt – progress update and /or</p> <p>Bus usage- Public Transport</p>	<p>For members to receive and update on the evidence gathered and findings of the committee item into problem debt in Buckinghamshire.</p> <p>And/or an update/oral briefing on bus usage, future challenges and alternative transport options.</p>	N/A  Andrew Clarke

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**Environment, Transport and Locality Select Committee Draft Work Programme 2013-2014**

Committee	Date	Topic	Description and Purpose	Attendees
	25 September 2013	Economic Development and Bucks Business First.	For members to receive an information paper on relationship between Bucks County Council and Bucks Business First, and the respective roles in promoting economic development within Buckinghamshire.	Written paper for information.
		Localism Strategy	For Members to examine the draft Localism Strategy and work of Community Link Officers) and to provide comment. Opportunity to Members to examine progress on agreed recommendations of the LAF scrutiny review.	Phil Dart/Rebecca Carley
		Flooding	For Members to receive a briefing on the Flooding Strategy and flood resilience in Buckinghamshire.	
		Aviation and Airports Review	For Members to examine options towards the Aviation and Airports Review by the Airports Commission (impact on Bucks)	
		Crime and disorder partnership arrangements and annual review	For Members to examine partnership arrangements in tackling crime and disorder in Bucks in particular duplication, CSPs and any proposed changes to partnership arrangements	Susie Yapp
		Fly-tipping and litter	For Members to examine fly-tipping and litter policies, including encouraging uptake to take refuse to recycling centres (work with Districts)	

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**Environment, Transport and Locality Select Committee Draft Work Programme 2013-2014**

Committee	Date	Topic	Description and Purpose	Attendees
		Energy sourcing and creation	For Members to receive a briefing on energy sourcing (fracking) in Bucks and options for renewable energy creation	
		Town centre regeneration	For Member to examine any proposals / options for town centre regeneration in Bucks working with District councils	
		Burglary (distraction) / Cross-border crime (impacts on vulnerable communities)	Inquiry to examine cross-border crime and burglary and options to work with partners and neighbours in particular to tackle crime on vulnerable communities	

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