



Buckinghamshire County Council
Select Committee
Environment, Transport and Locality Services

Date: Wednesday 18 December 2013

Time: 2.30 pm

Venue: Council Chamber, Aylesbury Town Council, Church Street, Aylesbury,
HP20 2QP

AGENDA

2.00 pm 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.

2.30 pm Formal Meeting Begins

Agenda Item	Time	Page No
1 APOLOGIES FOR ABSENCE	14.30	
2 DECLARATIONS OF INTEREST To disclose any personal or disclosable pecuniary interests.	14.35	
3 CHAIRMAN'S INTRODUCTION The Chairman of the Committee will briefly outline the call-in process and the purpose for the meeting.	14.40	



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4 CALL IN - DAWS HILL AREA TRAVEL LINK

14.50

1 - 12

This is an opportunity for the Member submitting the Call-In, Lesley Clarke OBE, to highlight why she wishes to call in the Cabinet Member decision and for the Cabinet Member and/or relevant officer to respond to the Local Member's call-in submission (10 minutes each).

Papers which witnesses have asked to be provided

- Notice of Member Call-In in accordance with Paragraph 20 of the Constitution under Select Committee Standing Orders
 - Cabinet Member Report (attached)
 - Please see link below to report and following appendices
 - PT11.13 report
 - Daws Hill Preliminary Estimate Rev B Final
 - Daws Hill Preliminary Estimate Option 2 Rev 0
 - Preliminary Design Report - Rev A Final checked
 - Environmental Scoping Report - Rev A Final - checked
 - Phase 1 Habitat Survey - Rev A Final - checked
 - Preliminary Geo-environmental Report - Rev A Final - checked
 - call-in request form
- <http://democracy.buckscc.gov.uk/ieDecisionDetails.aspx?ID=3276>
- Strategic Plan (Our special environment, Speaking up for Residents)
<http://www.buckscc.gov.uk/media/681808/Strategic-Plan-2013.pdf>
http://intranet/svc_corporate_groups/corporate_initiatives/new_vision.htm
 - Southern Quadrant Transport Strategy Document
<http://tinyurl.com/k98zvm8>
 - Daws Hill Area Travel Link: response to the Cabinet Member on issues raised following a site visit on the 21st October 2013
 - Slide presentation (to be circulated at the meeting)
 - 2013 Air Quality Progress Report
<http://tinyurl.com/ndb72vt>
 - News release WDC: Pioneering motorway noise barrier study moves forward
<http://tinyurl.com/pvht4gg>
<http://tinyurl.com/p3pb7nm>
 - Large scale area map of the SQTS (to be available at the meeting)

- Guidelines used for Local authorities and Groups "Human Rights Act"
- Article 8: Human rights: human lives, Ministry of Justice, Handbook for Public Authorities
<http://tinyurl.com/pgg6a47>

5 **CALL IN - CONSIDERATION OF THE REQUEST** **15.10**

Following discussion of the Call In request, the Committee will then decide whether the decision should be called in.

This is also an opportunity for the Committee to ask questions of those present for points of clarity.

6 **CALL IN SUBMISSION** **15.25**

During this session:

The Local Member can call upon witnesses to supplement her written and verbal evidence.

Witnesses will be allotted 30 minutes in total to speak to the Committee.

Witnesses

Councillor Mrs L M Clarke OBE, Local Member for Abbey

Councillor Mr Roger Reed

Councillor Mr David Watson

Mr Tony Fooks, High Wycombe Society

Mr Ken Edwards, M40 Group

Mr Dave Inman, Daws Hill Neighbourhood Forum

Mr Stewart Armstrong, Daws Hill Neighbourhood Forum

The Cabinet Member can call upon witnesses to supplement her written and verbal evidence.

BCC delegates will be allotted 30 minutes in total to speak to the Committee.

Bucks County Council

Janet Blake, Cabinet Member for Planning & Transportation

John Lamb – Service Director, Place Service

Stephen Walford – Senior Manager, Place Service

Ryan Bunce – Service Lead Officer, Policy, Strategy and Development

Dave Roberts – Team Leader, Transport Systems, Transport for Buckinghamshire

Richard Smith – Technical Director, Jacobs UK Ltd

7 DATE OF THE NEXT MEETING

16.45

The next meeting is due to take place on Tuesday 4 February 2014, 10.00am in Mezzanine 2, County Offices, Aylesbury.

There will be a pre-meeting for Committee Members at 9.30am.

8 EXCLUSION OF THE PRESS AND PUBLIC

To resolve to exclude the press and public as the following item is exempt by virtue of Paragraph 3 of Part 1 of Schedule 12a of the Local Government Act 1972 because it contains information relating to the financial or business affairs of any particular person (including the authority holding that information)

9 CONFIDENTIAL BACKGROUND PAPERS

13 - 24

This is an opportunity for the Committee to discuss the confidential appendix if necessary.

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.

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 / mkeyworth@buckscc.gov.uk

Members

Mr W Bendyshe-Brown

Mr T Butcher

Mr D Carroll (VC)

Mr W Chapple OBE

Mr D Dhillon

Mr P Gomm

Mr S Lambert

Mr W Whyte (C)



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Report to Cabinet Member for Planning and Transportation

Decision to be taken on or after 20 September 2013

Decision can normally be implemented at least
3 working days after decision has been signed.

Cabinet Member Report No. PT11.13

Title: Daws Hill Area Travel Link, High Wycombe

Date: 11 September 2013

Author: John Lamb, Service Director – Place Service

Contact officer: Joanne Fellows, Business Manager – Policy, Strategy &
Development, Place Service 01296 387133

Local members affected: List member name(s) and electoral division(s) –
Councillor Lesley Clarke, Abbey division

For press enquiries concerning this report, please contact the media office on 01296 382444

Summary

Substantial development is proposed in and around High Wycombe and the County Council responded to this by undertaking transport strategy development work concluding in 2012. The work established a set of transport priorities and schemes to support and inform District Council land use planning and manage the increasing travel demands forecast for the areas based on district plan land-use scenarios. The resultant strategy, known as the Southern Quadrant Transport Strategy (SQTS), was adopted by the County Council in December 2012 (see background papers – Appendix A).

In response to stakeholder feedback, the adopted SQTS stated that further work was required in order to ascertain the preferred option (from two identified in SQTS) to achieve a public transport, cycling and walking link from Daws Hill Lane to the committed Handy Cross Hub development site – the Daws Hill Area Travel Link. The concept of this link is one that has a strong history set out in technical papers and in policy documents, including the Wycombe District Council (WDC) Core Strategy (July 2008), RAF Daws Hill & Abbey Barn South – Transport Evidence Background Paper (June 2010 Update), the WDC and BCC RAF Daws Hill Position Statement (March 2011) and RAF Daws Hill Development Brief (December 2012).

This Cabinet Member report seeks a decision on the preferred option now that further work has been undertaken.



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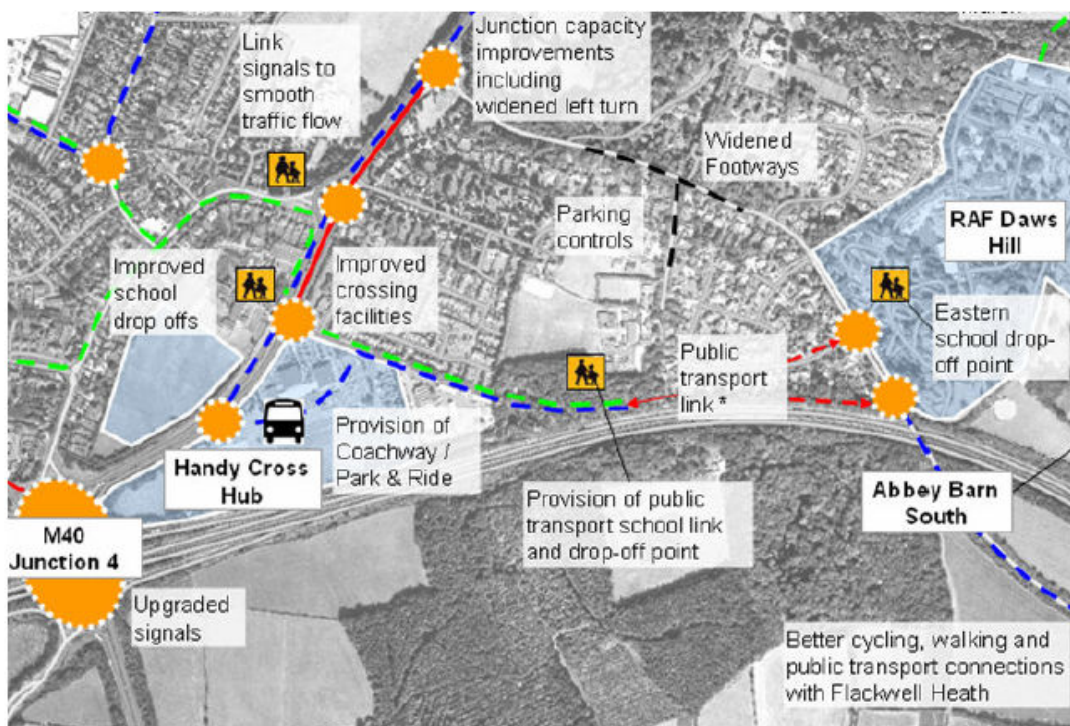


Recommendation

To AGREE that the route via Daws Lea is the preferred option for the Daws Hill Area Travel Link as set out in the Wycombe Southern Quadrant Transport Strategy.

A. Narrative setting out the reasons for the decision

- 1.1 Section 108 of the Transport Act 2000 (subsection 3) makes it a requirement for each Local Transport Authority to prepare a Local Transport Plan (LTP). In Buckinghamshire the Local Transport Authority is the County Council.
- 1.2 The third Local Transport Plan (LTP3) came into effect from April 2011 and sets out a five year transport strategy alongside the longer term vision and objectives for the county. The development and adoption of Transport Strategies covering specific urban areas is an essential step towards realising the vision and objectives set out in LTP3. As such, the adopted SQTS allows the council to secure and implement the optimum package of measures for the area in the context of comprehensively planned growth.
- 1.3 SQTS outlined the need for a public transport, walking and cycling link from Daws Hill Lane to the committed Handy Cross Hub development site. The concept of this link is one that has a strong history set out in technical papers and in policy documents, including the Wycombe District Council (WDC) Core Strategy (July 2008), RAF Daws Hill & Abbey Barn South – Transport Evidence Background Paper (June 2010 Update), the WDC and BCC RAF Daws Hill Position Statement (March 2011) and RAF Daws Hill Development Brief (December 2012). The justification for the link is centred around a strategic issue of long term financial viability of public transport services in the area. Securing the viability of bus services through the delivery of frequent, high quality, reliable and connected services will ensure sustainable transport choices for local residents and mitigate future financial subsidy risk for the council.
- 1.4 When SQTS was adopted it was acknowledged that further work was necessary in order to define a preferred option from the two options being considered for the Daws Hill Area Travel Link. The two options were (option 1) a route via Daws Lea and (option 2) a route to the rear of Daws Lea, adjacent to the M40 motorway.



- 1.5 This further work has been completed and is set out in a number of appendices to this report (see background papers).
- 1.6 Option 1, a route via Daws Lea, has been estimated to cost £2,389,866 (the assumptions and exclusions included in the report at Appendix B should be noted). This estimate does not take account of land and property costs, which have been considered in a separate confidential report at Appendix H. This option requires the demolition of a property at the end of Daws Lea.
- 1.7 A second option was considered, option 2, which took a route to the rear of Daws Lea adjacent to the M40 motorway. It is estimated that this route would cost £4,721,016 (again, the assumptions and exclusions included in the report at Appendix C should be noted). This estimate does not take account of land and property costs associated with this option. As with option 1, they are set out in a confidential report at Appendix H.
- 1.8 Option 1 is the preferred option, both in total cost terms and in operational and effectiveness terms. It is the most direct route and will contribute best to achieving the longer term sustainability of our public transport system. It is also the preferred option in environmental terms. It would require less vegetation clearance and produce fewer ecological issues than option 2. There would also be less noise impact, as option 2 would involve removing the screen of trees between the M40 and the residential properties at Daws Lea. In addition the length of new road for option 1 is significantly less than option 2; therefore it would require fewer raw materials and generate less waste material. Furthermore, for option 2, there is a steep existing slope at the proposed junction with Daws Hill Lane next to the M40 which would require a significant amount of earth to be moved in order to level the site.

B. Other options available, and their pros and cons

- 2.1 All other reasonable alternative solutions have been considered and each represents an inferior solution in terms of securing the long term financial viability of public transport services in this area. Appendix E of the SQTS sets out an appraisal of the alternative options.

C. Resource implications

- 3.1 The construction of the Daws Hill Area Travel Link will be funded through developer contributions. Negotiations are currently ongoing with the developer of the RAF Daws Hill development.
- 3.2 There remains risk associated with both route options, in that any funding not secured from development will mean either a funding requirement from the county council, or the delaying of full implementation until such time as sufficient funding has been secured. However, given that the most efficient route in transport terms is also the cheaper option it is considered that this risk has now been minimised as far as is practicable.

D. Value for Money (VfM) Self Assessment

- 4.1 Economy – The Link will be funded from developer contributions and the construction of the link is currently the subject of negotiation with the developer of RAF Daws Hill.
- 4.2 Efficiency – The recommended option will allow bus services in the area to operate in the most efficient manner possible, thereby improving the longer term sustainability of the public transport system in this area.

- 4.3 Effectiveness - Securing the long term financial viability of bus services through the delivery of frequent, high quality, reliable and connected services will mitigate future financial subsidy risk for the council. The recommended option for the link allows this to be delivered in the most direct way.

E. Legal implications

- 5.1 Negotiations are ongoing with relevant developers and details of any agreement will be made within the final obligations agreed for the site (via s106).

F. Property implications

- 6.1 The preferred option requires land to be purchased, including a private residential property. This can be done either by negotiation or via compulsory purchase.

G. Other implications/issues

- 7.1 The principle of the scheme, as outlined in SQTS, is set within the adopted policies of both BCC and WDC. The consultation process on the Daws Hill Development Brief and SQTS confirmed strong views on this particular scheme.

- 7.2 The Daws Hill Neighbourhood Forum (DHNF) set out their position with regard to the prospect of delivery of the link as part of this consultation process in the document 'Daws Hill, High Wycombe Transport Strategy Review'. They state that the value of a pedestrian / cycle link via Daws Lea is 'quite apparent' but consider the value of the bus route is less clear. A number of mitigation options are suggested on Marlow Hill to assist public transport services which BCC are considering in detail as part of further technical work.

- 7.3 The DHNF do not suggest a different alignment for the link as part of their 'Alternative Transport Strategies', however the concept of a route running behind Daws Lea and north of the M40 was proposed through the regular forums and meetings that took place during 2011 and 2012 (i.e. option 2 as is being considered in this report). BCC responded by agreeing to consider this option in further detail to assess whether it provides a more appropriate and deliverable link that would resolve concerns about the impact of the route upon Daws Lea. This option has now been considered as part of this report.

H. Feedback from consultation, Local Area Forums and Local Member views

- 8.1 Councillor Lesley Clarke, Abbey division, was provided with advance notification of this decision on 25th June 2013. Following an initial briefing with the Cabinet Member for Planning and Transport, the local member requested, and was provided with, a detailed briefing on this matter. Following the briefing further work has been undertaken to inform the decision with regard to environmental and design considerations.

I. Communication issues

- 9.1 Assuming that the Cabinet Member for Planning and Transportation approves the decision to proceed with option 1 as the preferable route for the Daws Hill Area Travel Link, Councillors will be informed of this decision by Democratic Services.

9.2 The County Council will update its website to take account of this decision and the District Council will also update their website with the information. This will be found on Wycombe District Council's planning news pages associated with the Daws Hill area.

J. Progress Monitoring

10.1 The Cabinet Member for Planning and Transportation will receive regular briefings on SQTS scheme progress, including the Daws Hill Area Travel Link, and the status of any planning applications in the area.

10.2 Local residents will also have further opportunity to comment on the Daws Hill Area Travel Link during the consultation period on the scheme prior to any implementation.

K. Review

11.1 None

Background Papers

Appendix A – Adopted SQTS and supplementary information

<http://www.transportforbucks.net/Strategy/LTP3/Local-Area-Strategies.aspx>

Appendix B – Daws Hill Travel Link, Option 1 - Preliminary Estimate (August 2013)

Appendix C – Daws Hill Bus Link - Option 2, Preliminary Estimate (June 2013)

Appendix D – Daws Hill Travel Link, Daws Hill Travel Link, Preliminary Design Report (August 2013)

Appendix E – Daws Hill Travel Link, Environmental Scoping Report (August 2013)

Appendix F – Daws Hill Travel Link, Phase 1 Habitat Survey (August 2013)

Appendix G – Daws Hill Travel Link, Preliminary Geo-environmental Report (August 2013)

Appendix H – CONFIDENTIAL Valuation Report, Land Cost Estimate, Daws Hill Link Road (August 2013)

Your questions and views

If you have any questions about the matters contained in this paper please get in touch with the Contact Officer whose telephone number is given at the head of the paper.

If you have any views on this paper that you would like the Cabinet Member to consider, or if you wish to object to the proposed decision, please inform the Democratic Services Team by 5.00pm on 19 September 2013. This can be done by telephone (to 01296 383610), Fax (to 01296 382421), or e-mail to cabinet@buckscc.gov.uk

Call-in Request Form

Decision Title:	Daws Hill Area Travel Link High Wycombe
Decision Number:	PT11.13
Decision-taker:	Janet Blake, Cabinet Member for Planning and Transportation
Date decision made:	30th October 2013 at 16:48 hours
Was the decision taken under the urgent action procedure?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, please set out why you believe the decision is not genuinely urgent (max 250 words):	
<p>Reasons for the Call-in: <i>(please provide supporting information under a heading for each of the grounds for call-in which are detailed on page two of this guidance, which explains why you believe the decision making process was flawed. Please limit your summary to no more than 1,000 words for this entire section).</i></p> <p>1. All relevant matters were not taken into account in reaching a decision. The Highways Agency in partnership with the M40CEG have completed a feasibility study into barriers which combined traffic noise mitigation and the generation of green energy . The Highways Agency is now developing a performance certification for such a barrier. This type of barrier has been identified as suitable to protect the houses in Daws Lea. The area is already significantly challenged both with noise and air quality, and the supporting documentation does not properly take this into account.</p> <p>2. It was not proportionate to the desired outcome. The partial costs identified as £2.38million to solve a rush hour problem from 8 to 9 am which would benefit a maximum of 160 - 200 bus passengers seems to be out of proportion with the desired result. There is no problem with evening rush hour traffic on Daws Hill Lane.</p> <p>3. There was inadequate consultation. There has been no direct consultation with the occupants of Daws Lea and Merlewood Close. Also there has been no specific consultation with the Neighbourhood Forum.</p> <p>4. The decision does not accord with the Council's aims and strategies. From a New Vision for BCC: 'Achieving Outstanding Performance' The decision made by the Cabinet Member is contrary to the first, fourth and seventh aim of the Council's 7 aims as currently published.</p> <p>5. The decision does not take account of the provisions of Article 8 and Article 1 of Protocol 1 of the Human Rights Act 1998.</p>	

<p>Desired outcome/alternative course of action sought:</p> <p>The decision is set aside.</p> <p>Further work is undertaken to future proof any decision taking into account the further development of housing on Abbey Barn South and adjacent land zoned for housing. The possible provision of a new motorway junction, 3a. To review the rush hour congestion on Marlow Hill, Marlow Road, Desborough Avenue and the Cressex Business Park. This will require a reopening of the Southern Quadrant Transport Strategy (SQTS). Maintain the Flackwell Heath/High Wycombe bus service as a bus route.</p>	
<p>If your Call-in request is accepted as valid would you like the opportunity to provide further information to the Select Committee? (please tick)</p> <p><input checked="" type="checkbox"/> Yes, I would like to provide additional information</p> <p><input type="checkbox"/> No, I have nothing further to add</p>	
<p>If you would like to nominate witnesses to support your case, please use this section to provide their names and details: (maximum of three)</p> <p>The Chairman of the Daws Hill Neighbourhood Forum. A resident of Daws Lea A member of the M40CEG</p>	
<p>Lead member: (who will be the main contact and spokesperson for this call in request):</p>	<p>Lesley Clarke</p>
<p>Signatures of other Members supporting the call in request (a minimum of two is required):</p>	<p>David Watson (see attached sheet) Roger Reed</p>

This form will be submitted to the Monitoring Officer and the appropriate Select Committee Chairman

Daws Hill Area Travel Link: key issues following site visit

This note sets out key issues from a site visit to Daws Lea, on 21st October 2013, to discuss the Daws Hill Area Travel Link¹.

The options presented in the decision report

The Southern Quadrant Transport Strategy (SQTS) established the need for the Daws Hill Area Travel Link as part of a broader approach to transport issues in the South of High Wycombe. In response to stakeholder feedback, the SQTS stated further work was required to identify the preferred option from two options identified in that strategy.

The Daws Hill Area Travel Link is intended to provide a link for buses, pedestrians and cyclists. Whilst the SQTS considered a number of options in reaching the position described above, walking and cycling only links (with no provision for buses) would not be sufficient to address the challenges faced in the area. The SQTS identified the Daws Hill Area Travel link as part of a package of measures; whilst it would not address the area's issue on its own, it is an important part of the strategy. Therefore, not pursuing such a scheme is not one of the options set out by the SQTS.

As such, the two options considered by the decision report are those presented by the SQTS. Namely a bus, pedestrian and cycle link running either via Daws Lea or alongside the M40.

Information published to support the decision

A range of technical work was undertaken to assess and compare the two options described above. This included an Environmental Scoping study.

All of this work (apart from Appendix H, a confidential valuer's report) is available to the public, alongside the decision report, on Buckinghamshire County Council's website (<http://democracy.bucksc.gov.uk/ieDecisionDetails.aspx?ID=3226>). A link to this webpage was circulated by email to relevant councillors by Legal and Democratic Services on 12th September 2013; this included Councillor Lesley Clarke. The decision report (Section 8.1) describes previous engagement with the local member.

Any preferred option selected through this process would be subject to the usual planning processes. Local residents would be afforded the standard opportunities to comment during consultation undertaken at this stage. Section G of the decision report summarises previous engagement with local stakeholders, including the Daws Hill Neighbourhood Forum.



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Assessments of the Daws Hill Area Travel Link by Peter Brett Associates

Peter Brett Associates have been engaged by the developer of the RAF Daws Hill site to develop a Transport Assessment for their proposals for the site. It was suggested during the site visit that a report they produced asserted a Daws Hill Area Travel Link would not offer good value for money. The most recent draft of their Transport Assessment is available from Wycombe District Council's website (<http://publicaccess.wycombe.gov.uk/idxpa-web/applicationDetails.do?activeTab=documents&keyVal=MKZS8TSC0AW00>). Section 6.2 refers to SQTS and the Daws Hill Area Travel Link, it acknowledges that a contribution will be made to the scheme and makes no comment on its value for money.

Whilst previous drafts may have commented on this, it is important that we consider the position set out in the most recent assessment. Furthermore, a developer's transport assessment will be optimised to meet the developer's needs (for example, minimising costs) and will not necessarily reflect the full breadth of interests of a local authority.

Date: 22nd October 2013

Author: Ryan Bunce: Service Lead Officer

ⁱ Attendees: Cllr Janet Blake, Cllr Lesley Clarke, Political Advisor to Steve Baker MP, John Rippon and Ryan Bunce.

Agenda Item 9

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

