



Transport, Environment & Climate Change Select Committee Agenda

Date: Tuesday 16 November 2021

Time: 2.00 pm

Venue: The Oculus, Buckinghamshire Council, Gatehouse Road, Aylesbury HP19 8FF

Membership:

B Chapple OBE (Chairman), K Ashman, P Brazier, M Caffrey, R Carington, C Cornell, E Culverhouse, E Gemmell, S Guy, D King, A Poland-Goodyer, L Sullivan, M Walsh, W Whyte and A Wood

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Agenda Item	Time	Page No
1 Apologies for Absence	14:00	
2 Declarations of Interest		
3 Minutes of the Previous Meeting		5 - 10

That the minutes of the meeting held on 16 September 2021 be confirmed as a correct record.

4 Public Questions

Public Questions is an opportunity for people who live, work or study in Buckinghamshire to put a question to a Select Committee. The Committee will hear from members of the public who have submitted questions in advance relating to items on the agenda. The Cabinet Member, relevant key partners and responsible officers will be invited to respond.

Further information on how to register can be found here:
<https://www.buckinghamshire.gov.uk/your-council/get-involved-with-council-decisions/select-committees/>

No public questions have been received.

5 COP26

14:10

The Committee will receive a verbal update from the Cabinet Member following the COP26 Conference in Glasgow.

Contributors:

Cllr Peter Strachan, Cabinet Member for Climate Change

6 Climate Change & Air Quality Strategy Update and Corporate Carbon Reduction

14:40

11 - 16

The Committee will receive an update report on the Climate Change and Air Quality Strategy. The report will also consider how the Strategy is impacting activities across all departments and portfolios within the Council.

Contributors:

Cllr Peter Strachan, Cabinet Member for Climate Change

Cllr Steven Broadbent, Cabinet Member for Transport

Ian Thompson, Corporate Director for Planning, Growth & Sustainability

Steve Bambrick, Service Director for Planning & Environment

Ed Barlow, Interim Head of Climate Change & Environment

7 Fly Tipping

15:30

17 - 22

The Committee will consider a report on fly tipping in Buckinghamshire.

Contributors:

Cllr Peter Strachan, Cabinet Member for Climate Change
Gurbaksh Badhan, Head of Strategic Waste Management
and Enforcement
David Rounding, Lead Enforcement Officer

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|----------|-----------------------|--------------|----------------|
| 8 | Work Programme | 16:00 | 23 - 24 |
|----------|-----------------------|--------------|----------------|
- The Select Committee will consider the upcoming work programme.

Contributors:

All Members

Information Only

- | | | | |
|----------|--|--|----------------|
| 9 | Waste & Recycling Contract Update | | 25 - 28 |
|----------|--|--|----------------|
- This report has been included to the Committee for information only. Any questions should be referred to the Scrutiny Officer following the meeting.
- | | | | |
|-----------|-----------------------------|--|--|
| 10 | Date of Next Meeting | | |
|-----------|-----------------------------|--|--|
- Thursday 20 January 2022 at 10am.

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: Chris Ward on 01296 585807, email democracy@buckinghamshire.gov.uk.

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Agenda Item 3
Buckinghamshire Council
**Transport, Environment &
Climate Change Select Committee**

Minutes

MINUTES OF THE MEETING OF THE TRANSPORT, ENVIRONMENT & CLIMATE CHANGE SELECT COMMITTEE HELD ON THURSDAY 16 SEPTEMBER 2021 IN THE OCULUS, BUCKINGHAMSHIRE COUNCIL, GATEHOUSE ROAD, AYLESBURY HP19 8FF, COMMENCING AT 10.00 AM AND CONCLUDING AT 12.20 PM

MEMBERS PRESENT

B Chapple OBE, K Ashman, P Brazier, R Carington, C Cornell, E Gemmell, S Guy, D King, A Poland-Goodyer, L Sullivan, M Walsh, W Whyte and A Wood

OTHERS IN ATTENDANCE

S Broadbent, P Strachan, C Ward, S Bambrick, R Smith, S Turnbull, E Barlow, A Clarke, J Hancox, D Sutherland and S Winkels

Agenda Item

1 APOLOGIES FOR ABSENCE

Apologies were received from Councillors E Culverhouse and M Caffrey.

2 DECLARATIONS OF INTEREST

Councillor W Whyte declared a personal interest as a Trustee of Bernwode Community Bus.

Councillor M Walsh declared a personal interest as the Chairman of Princes Risborough Centre Ltd.

3 MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 24 June 2021 were confirmed as an accurate record.

4 PUBLIC QUESTIONS

Two public questions were considered at the meeting as attached to the agenda and verbal responses were provided by the Cabinet Member for Environment and Climate Change and the Cabinet Member for Transport. The questions and responses are appended to the minutes.

5 CLIMATE CHANGE & ENVIRONMENT UPDATE

The Chairman welcomed Councillor P Strachan, Cabinet Member for Environment and Climate Change, to the meeting and invited him to present an update to the Committee. Targeted engagement had taken place on the draft Climate Change & Air Quality Strategy. Comments

received had supported incorporating nature based solutions to help carbon absorption and how buildings and electric vehicles could be used in the Strategy. Engagement had now concluded and the Strategy would be adopted as soon as practical. The Cabinet Member also outlined elements of the Intergovernmental Panel on Climate Change (IPCC) report which highlighted urgent need for global reduction in carbon dioxide emissions. Livestreamed activities were being developed to coincide with the COP 26 Conference in Glasgow during November. Tree planting in Buckinghamshire was being supported and the council had recently received a grant of £200,000 from the Local Authority Treescapes Fund to support planting in non-forest areas. A programme was also being developed to support the Queens Green Canopy project.

In response to questions the following points were noted:-

- 20 council buildings already had solar panels installed. The energy created was being consumed in the building with any excess being exported to the grid. Work was ongoing to identify other buildings in the council's portfolio that would be suitable for similar installations.
 - The council's fleet of vehicles had a service life of seven years and these would be replaced by more energy efficient vehicles at this juncture. A project would be undertaken next year to investigate this further.
 - Community Boards and Parishes would receive guidance regarding tree planting on verges from October. The council had worked with the Buckinghamshire & Milton Keynes Natural Environment Partnership on wilding verges and advice based on this experience would be included in the guidance. In conjunction with Transport for Buckinghamshire, pilot sites had been set up with different cutting regimes to encourage wildlife.
 - The Government's England Tree Strategy committed to making sure that the guidance on Tree Protection Orders (TPO) and protection for mature trees was updated as part of future planning reforms, beyond the current 'Amenity Value' requirement, in order to reflect all the important benefits trees provide.
 - Air Quality Management infrastructure was often placed along key transport routes. Part of the Strategy would look to enhance the monitoring across Buckinghamshire. A Member highlighted the benefits of monitoring air quality around schools and it was agreed that this would be investigated further with the air quality team.
- Action: Mr E Barlow**
- The Cabinet Member for Environment and Climate Change and the Cabinet Member for Transport were developing clear guidance for residents on switching to electric vehicles. The guidance would be available on the council's website once finalised.

The Chairman thanked the Cabinet Member for his update.

6 HOME TO SCHOOL TRANSPORT

The Chairman welcomed Councillor S Broadbent, Cabinet Member for Transport, to the meeting and invited him to present the Home to School Transport item to the Committee. There were three types of school bus transports: council contracted buses, public buses and private coaches. At the start of September 2021, 14 new commercial school routes had been set up which were met positively by parents. A number of key changes were highlighted, one of which was that the Spare Seats scheme was now reviewed every term rather than annually. The SEND transport arrangements were also outlined. One of the key changes was the introduction of Personal Transport Budgets which had received a strong take up of 260 parents.

The Committee received an overview on the Client Transport Improvement Programme which had been established in February 2020. Five work streams were focused on:

- Improving the customer experience;
- Ensuring the service managed its resources within budget;
- Ensuring the service's operating model is sustainable, effective and efficient with robust contract management;
- Reducing demand for transport provided by the council.

The budget for this service had been moved from Education to Transport Services which allowed improved budget accountability and the establishment of a robust monitoring framework. Some routes had been adjusted following their recent implementation and any resolutions that were required would be carried out as quickly as possible.

In response to questions, the following points were noted:-

- All bus passes were dispatched on time and parents had been contacted early on to communicate any change of schedule.
- Around 1,500 process queries had been received in August 2021 via the call centre and most of these were resolved quickly. The number of formal complaints had reduced over the past two years (2019: 64, 2020: 8, 2021: 2). Further work was required to categorise customer contact and monitor customer experience to improve the service.
- The budget for Home to School Transport was £23m and was demand led. The national trend was for a significant increase in this expenditure and this trend was reflected in Buckinghamshire. The work on tenders would assist in controlling these costs. The budget for the 260 Personal Transport Budgets would be provided to Members separately.

Action: Ms Sara Turnbull

- There was merit in the suggestion of a cycling to school scheme similar to the 'Crocodiles' organized walking bus initiative. Officers agreed to investigate this idea with a view to including it in the next Home to School Travel update.
- New bus routes were being monitored to ensure they maintain their timetable. Adjustments had been carried out following traffic returning to roads in September (e.g. a route being split). The service also liaised with schools to monitor routes and did have inspectors on routes. Additionally there was a team to monitor compliance and contract manage. Where poor performance was identified by the provider and actions not taken to correct issues then the Council may withdraw the contract and re-award to another supplier.
- Each procured contract related to a specific route that varied in how many children used it. The tendering process had been robust and had also been reported to the Audit & Governance Committee. The tender had been in a competitive market so the service was confident that best value had been obtained.
- Members acknowledged the work carried out by the service during the busy August period and thanked the officers for supporting residents and Members.

The Chairman thanked the Cabinet Member for the update to Committee.

7 BUS SERVICE IMPROVEMENT PLAN

The Chairman invited Councillor Broadbent, Cabinet Member for Transport, to introduce his report to the Committee. The Cabinet Member highlighted a number of points:-

- The Plan was required as part of the Government's Bus Back Better Programme to improve bus provision nationally. A Member Task & Finish Group had also assisted in the formulation of the Plan.
- Engagement had taken place through a public survey which had recently closed. Community Boards and Town and Parish Councils had also been encouraged to respond to the survey.

- The draft objectives and priorities of the Plan were:
 - Encourage growth
 - Increase ease and attractiveness of bus use
 - Increase reliability
 - Protector transport users
 - Protect the environment
- The Plan needed to be submitted to Government by the end of October 2021. The signed Enhanced Partnership would need to be in place with bus operators by April 2022.

In response to questions, the following points were noted:-

- A key theme from a meeting with operators was reliability and frequency which was challenging in rural areas. The Plan at this stage would focus on higher service usage in populated areas.
- The ambition included an operator requirement of Euro 6 engines in the core bus network and Euro 5 engines in the infrequent rural areas. The Government may also add requirements to the fleet of operators (e.g. accessibility criteria).
- The rural bus service was a national challenge particularly with its frequency and routes. The Plan tried to develop better bus interchanges with tickets working between different operators in neighbouring local authorities.
- Employers in High Wycombe had trialled work place bus routes for employees. It was hoped these successes would raise the profile of buses and showcase them as viable alternatives particularly if supported by the Local Enterprise Partnerships.
- Pressure on the recruitment of drivers was felt across all operators and providers.
- Members were keen to see trials of demand led transport in the future.

The Chairman thanked the Cabinet Member for the report on the Plan.

8 PROCUREMENT OF THE BUCKINGHAMSHIRE HIGHWAYS CONTRACT

The Chairman invited Councillor Broadbent, Cabinet Member for Transport, to introduce his report and presentation to the Committee. The Cabinet Member highlighted a number of points:-

- This procurement exercise was one of the largest Buckinghamshire Council would carry out and the service was of significant importance to residents.
- Market engagement had already taken place to set out the overall requirements of the service, one of which was bringing multiple functions back to the Council.
- Responses to the Initial Selection Questionnaire for the Term Maintenance Contract were now being assessed.
- The current model was not appropriate to achieve the outcomes or key strategic objectives of the Council. The Cabinet Member outlined a number of the model's limitations one of which was the small 'in house' client team.
- The preferred new model had been developed following discussions between a panel of Members, officers and industry experts. This model had been approved by Cabinet in March 2021.
- All parties involved in the new model would sign up to be part of an alliance whereby all parties would agree to share information and best practice.
- The in-house team would set policy, strategy and communication in line with the council's requirements. This team would manage the asset and network as well as manage the contracts. Moreover, this team would facilitate improved and closer working relationship with Members, Parishes and local communities.
- Performance indicators would be in place and the council would maintain the right not

to extend any contract should it see fit.

- Member input would continue in future and the Select Committee would be updated as the procurement process develops.

In response to questions, the following points were noted:-

- The model would allow for a stronger Member and local voice however issues on the Highways did need to be categorized to maintain the asset. The detail of this would be developed later in the procurement process.
- The procurement at this stage did not extend to the role of Town and Parish Councils in the Highways service. Possibilities to devolve would be considered as appropriate based on the new structure's flexibility and the capacity of Parish and Town Councils.
- The market engagement exercise had a scoring method based on a range of subjects including the council's climate change ambitions. An example of this would be better use of materials to reduce the network's carbon impact. In addition, the service wanted newer, more efficient machinery being used on the network.
- The council's legal team had been involved in the procurement process.
- In response to a Member question on the impact of potholes on cyclists, it was noted that Buckinghamshire Council was able to set its own pothole specification threshold as appropriate. The current guidance was in keeping with most local authorities.
- There would be an opportunity for input from residents and road users once the delivery of the new contract had commenced.

The Chairman thanked the Cabinet Member for outlining the current position on the procurement of the Highways contract and welcomed this returning to the Select Committee later in the procurement process.

9 WORK PROGRAMME

The Senior Scrutiny Officer introduced the Select Committee's work programme for the forthcoming year which covered a range of topics within the Committee's remit. The Chairman reminded Members that there was a need to be mindful of officer resource and suggested a more in-depth piece of work might be undertaken later in the year, possible around flooding and water contamination in Buckinghamshire. It was noted that the work programme could be adapted as the year progressed and that Members could write to the Chairman with further suggestions.

10 DATE OF NEXT MEETING

Tuesday 16 November at 2pm.

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Climate Change & Air Quality Strategy - Update

Transport, Environment & Climate Change Select Committee

16 November 2021



Adoption & Activity Update

- Cabinet adopted Climate Change & Air Quality Strategy on 19 October
- Current & Recent Activity
 - COP 26 Regional Roadshow – Green Wheels in Motion held 10 November
 - Bucks Climate Challenge campaign on social media
 - Tree Planting Programmes
 - Local Authority Treescapes Fund - funds awarded, partners progressing sites
 - Council Tree Planting Programme – site out to tenders
 - Queens Green Canopy
 - Roadside Tree Planting Process

Council Wide Activity

- The Climate Change & Air Quality Strategy is a whole council strategy, covering all departments and portfolios.
- Following slides highlight activity areas from across the council to address climate change in their work – this is not an exhaustive list but provides an overview of range / type of activity.
- Due to the differing responsibilities covered, portfolios vary in the number and range of links to climate change activities, however all are considering climate change in their work

Portfolio	Activities aligned with addressing climate change
Leader	Housing Infrastructure Fund – Grid reinforcements to enable green growth in Aylesbury.
Health & Wellbeing	Supporting health benefits achieved through active travel and improved air quality; grants to adapt homes to let people stay in homes longer, including on heating systems; free tree offer as part of Queen Green Canopy work.
Planning & Regeneration	Policies relating to climate and energy & their enforcement; Aylesbury Garden Town delivery; new Buckinghamshire local plan.

Council Wide Activity

Portfolio	Activities aligned with addressing climate change
Culture and Leisure	Country Parks & Parks operations moving away from fossil fuels for vehicles and machinery; onsite renewable generation; waste reduction measures with on-site caterers; management of natural assets and growing / planting of trees.
Housing, Homelessness and Regulatory Services	Housing standards enforcement; Affordable Warmth Network; Green Homes Grants Local Authority Delivery programme for domestic retrofit.
Climate Change & Environment	Support and coordination across portfolios; tree planting support and programme delivery; energy efficiency advice and project delivery; upcoming trials for electric refuse collection vehicles, bid for electric RCV funding; waste minimisation and recycling support; EfW avoids landfill methane emissions; High Heavens Waste Transfer Station saves over 130,000 delivery miles of waste transport; separation of food and green waste diverts waste from landfill / EfW.

Climate Change & Environment - Portfolio

Focus Areas

- Council spends £460m/year through third parties, suppliers and contractors.
- Recognition that those working on behalf of council need to support the delivery of our climate targets.
- Commissioning managers already required to consider climate change (amongst a range of factors) in the procurement of new contracts.
- However, need to ensure that services remain affordable, that provision is not jeopardised and that requirements are proportional.

Current Example – Highways Maintenance and Consultancy Term Contracts

- Procurement process requires bidders to demonstrate effective environmental management practice; their commitment to achieving net zero and provide details of how they would assist the council in achieving its objectives.



Report to TECC Select Committee

Date: 16th November 2021

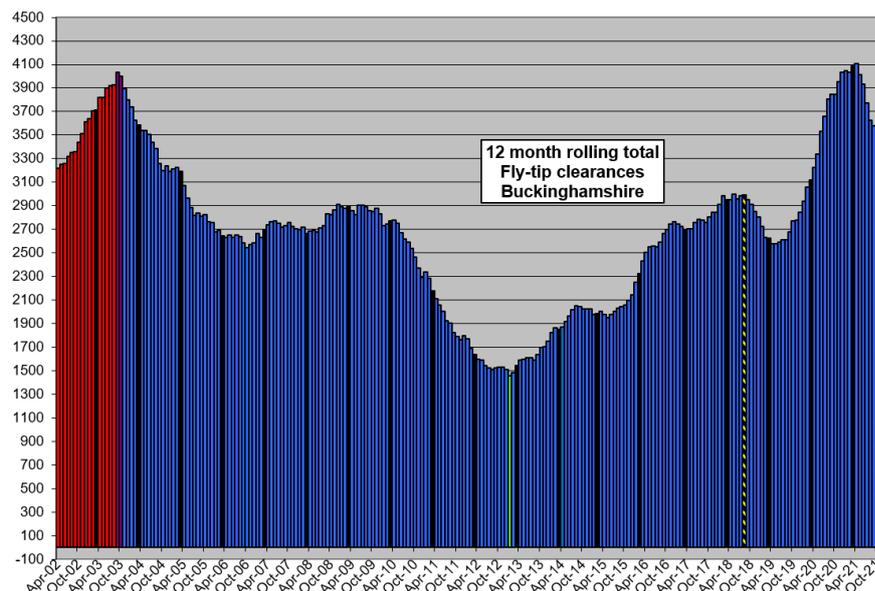
Title: Fly-tipping Update – Clearances from public land (non-highway)

Author: Gary Slee, Enforcement Manager

Recommendations: To note the updates within the report.

Background

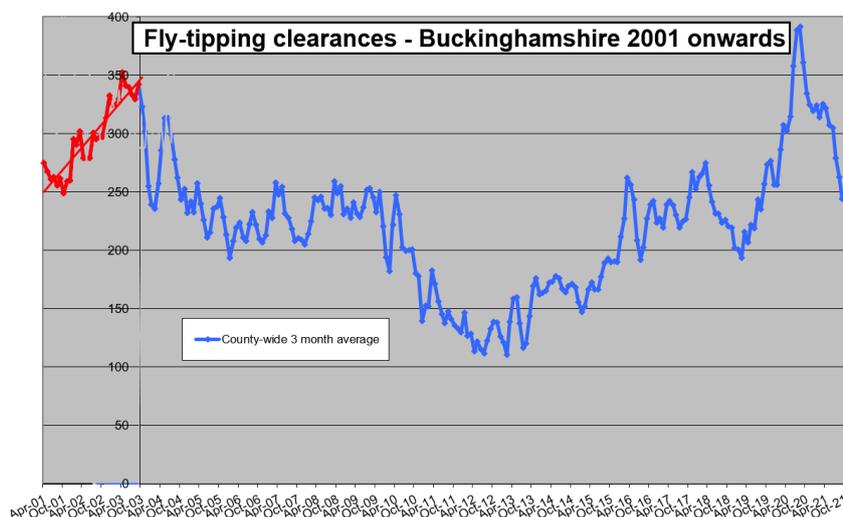
1.1 The fly-tipping trend graph for Buckinghamshire shows that fly-tipping levels rose during the Pandemic period, but they seem now to have peaked and to be reducing towards pre-Covid levels. The pandemic period has been a challenging period due to the additional offending and available resources. The below graph shows the 12 month rolling totals of ‘clearances’ from public land (non-highway):



1.2 August 2018 is coloured black and yellow for reference purposes as it was the launch of the successful campaign, “SCRAP Fly-tipping”. It can be seen that fly-tipping was reduced in Bucks for the year following that launch but climbed back towards the previous rising trend before the onset of the Pandemic. March in every year is coloured black also for reference, the minimum of Jan 2013 is highlighted in green

and the rising trend prior to the establishment of an Enforcement Team (in 2003) is coloured red.

- 1.3 We have consistently seen that over half of waste dumped in Bucks (by incident number) has been brought into the county from elsewhere. Data since 1 March 2020 shows that **90 of 131** cases resulting in enforcement action (**68.7%**) **involved waste brought into Bucks**. This is by incident number as tonnage data is not available. The commercial nature of the imports means that the percentage by weight would be yet more skewed towards the 'import' side.
- 1.4 **51 of the 131** incidents (%) involved 'trade' waste, and **68 (52.3%)** were entirely household waste which would have been free to recycle at the 9 Household Recycling Centres (HRCs) which Buckinghamshire Council (BC) provides. This means that 91.5% of the dumping incidents were unaffected by the small charges BC raises against non-household wastes. This is supported by an independent review that was commissioned into this subject: <https://wrap.org.uk/sites/default/files/2021-09/fly-tipping-rates-and-HWRC-charging.pdf>
- 1.5 The pre-Pandemic fly-tipping trend (rising steadily from 2012) follows a national trend for English authorities. This is unsurprising given the high proportion of waste imports to Buckinghamshire - notably from West London and Slough. Anecdotally, we read that the entire country was hit by a significant rise in fly-tipping during the Pandemic, but national data for the period is not yet available. In Bucks, we recorded a 31% rise in dumping comparing financial year 2020/21 with 2019/20 (4089 vs 3116).
- 1.6 The subsequent graph is based on a 3-month rolling total rather than the 12-month total above. This gives the graph a 'spikier' pattern, but it shows that the main peak of dumping during the Pandemic has passed, with the peak values shown on this graph in July and August of 2020 (which are the highest numbers ever recorded in Buckinghamshire):-



- 1.7 The values remain higher than we would wish to see, but recorded levels *are now reducing rather than rising*.
- 1.8 The pre-Pandemic rising trend in dumping levels means that the current rolling 3-month total lies somewhere near the level we could have expected (had there been no Pandemic) and we are working to reduce that underlying level.

Enforcement Responses (2020-2021)

- 1.9 The Enforcement Team investigates illegal dumping by examining dumped waste for evidence of where it came from, taking statements from eyewitnesses to dumping incidents and by using surveillance. We also use privately supplied CCTV footage where available. Examining dumped waste is always available to us as a low-cost option and it results in many convictions and the service of fixed penalty notices (FPNs). These enforcements may be against the person who dumped the waste but may also be against the waste producer if they were negligent in their 'duty of care' regarding their waste when transferring it to a waste carrier. The team delivers its enforcement response at a current net cost of £464,865 for this financial year.
- 1.10 Despite the various Lockdowns, the Enforcement Team operated across Buckinghamshire without pause throughout the Pandemic, seeing strong results despite the restrictions.
- 1.11 The courts were unable to process cases as usual during parts of the Pandemic and in fact no dumping cases were heard at court in Buckinghamshire from 19 March until 5 August 2020. On average prior to that Buckinghamshire had convicted better than one a week for 10 years.
- 1.12 It is widely publicised that the courts were under enormous pressure, but despite this the BC Legal Team managed to prosecute 46 cases successfully during 2020. This compares with 47 in both 2018 and 2019. Twenty-four additional convictions have been obtained so far in 2021, with others listed. This is an excellent result for the BC Legal Team which has also managed to address much of the Covid-related backlog.
- 1.13 In total the offenders in these cases were ordered to pay £36,543 in fines and the courts awarded £47,010 in costs. Two dumping offenders were given immediate prison sentences of 12 and 21 months. Two offenders were disqualified from driving. In one of the cases, a joint prosecution with Slough Borough Council, the offender was ordered to forfeit 4 of his vehicles which had been seized by Slough. In 2021 two offenders received significant suspended prison sentences (of 84 days and 26 weeks) and a further serious case awaits sentencing at Aylesbury Crown Court.
- 1.14 In 2020 the Council adopted powers to issue fixed penalty notices (FPNs) at £400 (the national maximum allowed by Government) for smaller scale offences, including

where householders employ waste carriers without making the required checks on credentials. The first FPNs were issued by BC in August 2020 and 30 were issued in 2020 in total. Fifty-two FPNs have been issued so far in 2021 and this is the sole income stream into the Enforcement team following the centralisation of legal costs and their associated court cost award.

- 1.15 The vast majority of FPNs are paid swiftly, but occasionally they are not paid at all. BC policy is to investigate these cases fully and any unpaid FPNs are prosecuted at court. One example of a case following failure to pay FPN went to court and the offender was ordered to pay a total of £1,776 in fines and costs, substantially more than the £400 he could have paid for the minor offence he committed (or £300 if he had paid within 2 weeks).
- 1.16 When the FPN payments and victim surcharges (imposed by the courts) are taken into consideration the total bill to the dumping offenders exceeded £100,000 in 2020. It was the third highest total bill to the dumpers we have recorded in the Enforcement Team's 18-year existence. So far in 2021 the bill to the dumpers has been £58,719 (at 14 October 2021).
- 1.17 In 2021 the BC implemented the power available to it as a unitary authority to seize vehicles used for fly-tipping from locations in High Wycombe and in Chesham. Both vehicles had been used for fly-tipping (at Little Marlow and at St Leonards) and were left unclaimed. Neither vehicle was in any condition to be passed on to another user and so both were crushed having had any potentially polluting fluids removed. This represents a strong additional capability which is now fully available to the council in appropriate circumstances.
- 1.18 Buckinghamshire Council, together with over 150 local authorities and 10 professional bodies, sent a joint open letter to the Sentencing Council to consider tougher fines and sentences for fly-tipping offenders. Our collective suggestions involve the following:
 - Court fines to exceed the cost of Fixed Penalty Notice (FPN) fines and include costs incurred by both the public purse and the police in bringing a fly-tipper to court.
 - Costs related to the clean-up of fly-tipping on private land and restoration of that land would be included in fines paid by those who are prosecuted.
 - When deciding the level of fine, fly-tipping would be looked at by the court as an offence first, and not at the person and their ability to pay first. Means testing should be used to ascertain what type of fine(s) to give, and not how much they should pay.
 - If a defendant cannot pay the fine in full, or in part, it is strongly recommended that community-based sentences are more widely used and available across all offence categories.

- More use of suspended prison sentences which has been proven to be a strong deterrent to serial fly-tipping offenders in Buckinghamshire.
- Anyone convicted of a second fly-tipping offence is given a custodial sentence rather than another suspended sentence.

Communications Campaigns

- 1.19 While dumping levels are still elevated, BC investigations and enforcement work gives a direct downward deterrent pressure on illegal dumping. We are still working with a broad group of authorities under the SCRAP Fly-tipping campaign (which now has 100+ members). The campaign messages continue to provide excellent guidance across many areas to influence those who transfer waste to 'rogue' waste carriers to ensure that they know the questions to ask and to urge traceable payments and the avoidance of cash in their transactions. These messages were re-circulated in Bucks during September 2021 by BC social media platforms.



Priorities

- 1.20 To continue with an enforcement response capability meeting the council's priority of at least one prosecution a week.
- 1.21 Continue to seek to influence more London authorities (and DEFRA itself) to bring in measures to reduce the outflow of waste which has become a major contributor to the dumping we face. Fly-tipping is one of the 'signal' crimes - where people see it and feel there is either less chance of detection, or more acceptability in commission. That was particularly true during the Pandemic.
- 1.22 Continue to seek to influence the Ministry of Justice and Sentencing Council to consider tougher fines and sentences for fly-tipping offenders
- 1.23 Our next priority is to undertake a planned covert surveillance operation to proactively target commercial dumpers which had to be temporarily deprioritised during the Pandemic. This relates to a determined focus on repeat offenders and organised groups utilising authorised surveillance tactics. Details cannot be discussed on this forum due to the sensitivity of the tactics involved, however, results will be publicised in due course.

Background papers:

Waste & Resources Action Programme (WRAP) report on 'The relationship between fly-tipping rates and HWRC charging' (June 2021): <https://wrap.org.uk/sites/default/files/2021-09/fly-tipping-rates-and-HWRC-charging.pdf>

Transport, Environment and Climate Change Select Committee (Chairman: Bill Chapple, Scrutiny officer: Chris Ward)

Date	Topic	Description & Purpose	Lead Officer	Contributors
16 November 2021	Report on COP26	To receive a verbal update from the Cabinet Member following COP26.	Ed Barlow David Sutherland	CM Peter Strachan
	Climate Change Strategy & Air Quality Strategy Update and Council Wide Activity	To receive a report on the latest developments with the Climate Change Strategy. The report will also highlight how the Strategy covers all council departments and portfolios.	Ian Thompson Ed Barlow David Sutherland Suzanne Winkels	CM Peter Strachan CM Steven Broadbent (EVCs)
	Fly Tipping	To consider a report on fly tipping issues within the county.	Gary Slee	CM Peter Strachan
	Waste and Recycling Contract Update	INFORMATION ONLY ITEM: Update on collection of waste and recycling, to include the takeover of the Biffa contract for South Bucks area by Veolia.	Martin Dickman Simon Anthony	CM Peter Strachan
	Work Programme	Update items on the work programme if necessary.	Scrutiny Officer	Chairman Bill Chapple
20 January 2022	East West Rail	To be provided with the updated position on the EWR projects and impact on Buckinghamshire.	Dr Laura Leech Reps from: EWR Alliance EWR Company Network Rail	CM Steven Broadbent DCM Peter Martin

	Local Nature Recovery Plan	For members to hear and feedback on the work to develop and produce a plan to help mitigate the impact of climate change.	David Sutherland	CM Peter Strachan
	Tree Planting	To provide members with details on the tree planting initiative including tree maintenance.	David Sutherland	CM Peter Strachan
	Integrated Household Waste Recycling Centre Contract	For Members to hear the new contract arrangements.	Martin Dickman Gurbaksh Badhan	CM Peter Strachan
	Work Programme	Note and update if necessary	Scrutiny Officer	Chairman Bill Chapple
10 March 2022	HS2 Update	Update from HS2 and Bucks council officers.	Dr Laura Leech	CM Steven Broadbent DCM Peter Martin
	Sustainable transport	To provide information on schemes to improve the road network and encourage sustainable travel in Buckinghamshire e.g. electric vehicles, active travel options and area transport strategies.	Joan Hancox / Rob Smith	CM Steven Broadbent
	Climate Change Strategy	To receive updated information on emission reductions.	David Sutherland / Ed Barlow	CM Peter Strachan

Other potential items:

Later in 2022 (meeting TBC):

- Parking Strategy update (in context of post-Covid)
- Flooding



Report to Transport, Environment & Climate Change Select Committee

Date: 16 November 2021

Title: Demobilisation of the Biffa Waste Contract in the South of Buckinghamshire.

Author: Martin Dickman / Richard Barker / Cllr Peter Strachan.

Recommendations: None (report for information only)

1. Background

1.1 Biffa have successfully delivered waste collection and cleansing services in Buckinghamshire, and the legacy South Bucks area, for the last 14 years. Following an extensive procurement exercise in 2018/19 a new contract was awarded to Veolia covering all Southern areas of Buckinghamshire. On 7 September 2020 Veolia took over waste services in the former Chiltern and Wycombe area from Serco, on 1 November 2021 Veolia will take over delivery of waste services from Biffa in the former South Bucks area. This report provides an overview of the excellent progress the demobilisation project has achieved.

2. Main content of report

2.1 This report provides an update of key areas of Demobilisation comprising; Staff, Vehicles, IT, Policy, Finance and Depot.

2.2 Staff on the Biffa Contract are subject to applicable TUPE regulations. Most staff are expected to TUPE across, the Biffa contract manager and 1-2 Drivers are unlikely to transfer for personal reasons. Wages will increase for Biffa staff across the board as Veolia have a higher rate of pay as Veolia are committed to a minimum Living Wage Foundation rate under the contract. TUPE sessions were expertly support by Council HR and Waste colleagues – the success of this is reflected in the high number of individuals who will TUPE to Veolia.

- 2.3 Waste vehicles that Biffa use are owned by the Council, Biffa are required to fuel and maintain the vehicles under the contract. A third party fleet assessment in August deemed these vehicles to be in good condition when age is accounted for. The same vehicles will be used from 1 November, although re-badged from Biffa. Veolia are bringing in replacement new vehicles in late 2021, some capital following sale of the old Biffa vehicles will be available to the Council.
- 2.4 As the Council's IT systems currently 'look' towards Veolia's system this work stream has been significantly de-risked. Existing Biffa rounds have been triple checked by the Council and Veolia staff and are ready to upload on 1 November 2021. From 1 November the Council's systems will no longer 'look' towards Biffa's system, a simple switch off will occur. Residents in the former South Bucks area will receive improved IT including; being able to choose their most convenient day for Bulky Waste collections and more information will be available regarding potential missed collections.
- 2.5 There have been several minor amendments to service delivery in the South. Residents in the former South Bucks area are being asked to put *all* paper and card in recycling boxes – this is in line with other areas in the south. This change is almost complete with the majority of residents having adopted the new behaviour. Residents requesting a new refuse container will receive a slightly smaller size (240l to 180l) which is in line with the remainder of the south. A larger bin can be delivered providing the household has more than 6 occupants or 2 or more children in nappies.
- 2.6 The Dropmore depot which Biffa use for their waste operations is Council owned and will be operated by Veolia from 1 November 2021. The Lease has been agreed and, at time of writing, signatures are being sorted. Estates colleagues are supporting with dilapidation and condition surveys. Veolia plan minor spend circa £50k to refresh the depot.
- 2.7 All invoices on the Biffa Contract are paid to date. The end of contract commercial wash-up has been concluded with no real issues and everything agreed, unlike our experience with Serco which took nearly a year to resolve. Following assessment by council finance colleagues there is likely to be a £50k per month saving to the Council following harmonisation of Waste Services in the South of Buckinghamshire.

3. Next steps and review

- 3.1 Importantly residents will notice very little difference after 1 November 2021. The same vehicles will be driven the same routes by the same crews. A Veolia badge will replace the Biffa badge on vehicles and uniforms – this is the extent of the change residents might notice.

- 3.2 Veolia are super-resourcing the first 2 weeks of November to ensure standards are maintained in terms of collection and cleansing. Indeed, it is encouraging to see there has been almost no deterioration in service delivered by Biffa in the final week of their service.
- 3.3 A round re-organisation project is in progress and is currently at the pre-desktop review stage. New rounds are scheduled to go live in late February 2022, a comprehensive communications programme will be delivered to residents and stakeholders to ensure changes to collection days are well advertised to those impacted. It is too early to forecast the level of changes to residents.

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