



Buckinghamshire Council

Transport, Environment & Climate Change Select Committee

Minutes

MINUTES OF THE MEETING OF THE TRANSPORT, ENVIRONMENT & CLIMATE CHANGE SELECT COMMITTEE HELD ON THURSDAY 10 MARCH 2022 IN THE OCULUS, BUCKINGHAMSHIRE COUNCIL, GATEHOUSE ROAD, AYLESBURY HP19 8FF, COMMENCING AT 10.00 AM AND CONCLUDING AT 12.40 PM

MEMBERS PRESENT

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

OTHERS IN ATTENDANCE

S Broadbent, P Martin, P Strachan, S Bambrick, E Barlow, R Dengler, H Klaasen, L Leech and C Ward

Agenda Item

1 APOLOGIES FOR ABSENCE

Apologies were received from Councillors E Culverhouse and S Guy. Apologies were also received from Joan Hancox, Richard Lumley and Ian Thompson.

2 DECLARATIONS OF INTEREST

Councillor R Carington declared a personal interest in Item 5 as a Director of Carington Estates which historically had some land acquired by HS2 under compulsory purchase.

3 MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 20 January 2022 were confirmed as an accurate record.

4 PUBLIC QUESTIONS

Three 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 HS2

The Chairman welcomed representatives from HS2 Ltd and invited them to introduce themselves to the Select Committee:

Maddelyn Sutton, Head of Engagement, HS2
Rohan Perin, Client Director, HS2

David Emms, Client Director, HS2
Simon Matthews, Interface & Stakeholder Director, EKFB
Gary Rogerson, Senior Environment Manager, HS2
Darielle Proctor, Head of Engagement & Compliance, Align
Joel Sykes, Senior Engagement & Interface Manager, HS2

HS2 Ltd gave a presentation to the Select Committee which began by outlining the responsibilities between Align and EKFB. The project was on track for delivery and handover around September 2025. Works would increase for the Align main works (C1) with five shafts under construction supported by a main depot in Maple Cross. Expected works in 2022 were viaduct deck gantry launches and continued construction of 57 viaduct piers between the Hertfordshire border and the Colne River. The EKFB main works for 2022 included the completion of site infrastructure such as compounds, internal site access roads, temporary bridges and temporary drainage networks. Additionally, viaducts, bridges and highways would be constructed with the bulk of materials being imported by rail.

HS2 Ltd had a community engagement strategy which committed to:

- Informing – updating on issues that affect the local area.
- Involving – involvement in the opportunities as HS2 is planned and built.
- Responding – listening to you and helping with questions and concerns.

The teams delivering the strategy were based locally and it was felt the project was starting to benefit from the reintroduction of face-to-face engagement post-Covid 19. HS2's website also contained localised information on project works. The project had a mobile visitor centre which welcomed people to explore behind hoardings which facilitated explanations of the project to the community. The project promoted £40m funding available to community and business groups along the Phase One route. £3,350,000 had been awarded in Buckinghamshire and 58 local projects had received funding since 2017. The Chiltern Forest Golf Club 2018 Ltd had recently been awarded £27,326 of funding towards their 'Accessibility for All' project. Further funding was available through the Road Safety fund, Woodland fund, Area Specific funding and localised community investment. The presentation also highlighted the jobs, skills and business opportunities of the HS2 project.

Regarding the environment and sustainability, HS2 intended to plant up to 7 million trees and shrubs along the Phase One route and over 400,000 trees already been planted in Buckinghamshire. Over 40 wildlife habitat and planting sites had been created in the county which contained grasslands, ponds, badger sets, bat boxes and reptile habitats. Ahead of the main works, there had been extensive ecological and archaeological works. The carbon impact of the project had been reduced from 2,262,196 tonnes in 2018 to 1,617,421 tonnes in 2021 (28.5% reduction). It was intended to reduce this to around 1.1m tonnes through further efficiencies such as hydrotreated vegetable oil (HVO) fuels, material transported by rail and diesel free sites. Partnership working in innovation would also be important to decarbonise. In January 2022, HS2 Ltd had published its Net Zero Carbon Plan which intended to deliver net-zero construction and operation by 2035 with residual carbon being offset. Examples of the efficiency solutions and zero emission alternatives were highlighted which included hybrid excavators, electric crawler cranes and solar powered battery packs. The presentation concluded with a video of overhead drone footage along the route with accompanying commentary.

The Chairman invited comments from the Cabinet Member and Deputy Cabinet Member for Transport, and the Cabinet Member for Environment & Climate Change. The following points were made:-

- A third of Phase One took place in Buckinghamshire and HS2 work on the project would be increasing. Costs for the Council were expected to increase to ensure contractor compliance and manage complaints from communities.
- It was felt improvements were needed from HS2's communications with the Council, an example being more advanced notice on the A413 conveyor. The Planning service was also under pressure to process applications which would be helped by HS2 Ltd engaging with the service sooner in the process to address queries and reduce the need to challenge on issues such as flooding, lighting and noise. The Deputy Cabinet Member also highlighted that more timely traffic information from HS2 would allow the Highways service more time to mitigate and plan for disruption.
- Engagement with local communities on the design of structures in the AONB would be welcomed by the Council.
- Monies expected from the pothole fund and road repair schemes had not been received with the example of the A40/A412 junction being given.
- It was requested that HS2 Ltd ensure contractor compliance on topics such as approval routes and vehicle signage.
- Concerns were reiterated about the environmental impact of the project with quantified numbers requested. Some communities had reported not seeing the claimed biodiversity gains. Residents in Wendover had also expressed concerns over flooding with the responses thus far not deemed satisfactory.

Responses from the HS2 representatives included:-

- The condition of the roads in Buckinghamshire had been surveyed prior to projects works. It was intended that roads would not be left in a worse condition than before work had commenced. HS2 Ltd wanted to work with the Council to mitigate the Highways impact to residents and would investigate the examples raised by the Cabinet Member.

ACTION: HS2 Ltd

- Traffic was a concern during the planning phase and the consolidation centres aimed to reduce traffic. HS2 also ran shuttle buses for its staff to reduce car numbers.
- HS2 Ltd were committed to communicating traffic forecasting as early as possible however it was challenging to forecast too far in advance. The Traffic Liaison Group met monthly to review arrangements; consideration would be given to increase this meeting frequency as this could potentially alleviate Highways pressure.

ACTION: HS2 Ltd

- Biodiversity and tree planting would become more apparent near completion of the project as tree removal took place at the start.
- It was acknowledged that flooding concerns in Wendover and Fairford Leys, Aylesbury, were sensitive and HS2 Ltd were in discussion with the Environment Agency (EA) regarding mitigation and was close to submitting its final plans. The Council would then be approached as the flooding authority. HS2 Ltd would consider what information could be shared with local Parishes and Members at this stage.

ACTION: HS2 Ltd

During the Select Committee discussion, the following points were noted:-

- The local HS2 teams should be engaging on projects such as the Calvert Infrastructure Maintenance Depot (IMD) and further community engagement on IMD design would take place in May-June 2022. However, one Member noted there was no reference to a Schedule 17 major project: Calvert Infrastructure Maintenance Depot on HS2's website.

Updated information on the 'In Your Area' part of the HS2 website would be investigated.

ACTION: HS2 Ltd

- HS2 representatives would check where information, such as minutes, on the Independent Design Panel was held and circulate.

ACTION: HS2 Ltd

- Preparatory work along the River Great Ouse was carried out under Schedule 33 with approval by the Environment Agency which had taken into account flooding, drainage and the creation of ponds. The Committee wanted assurance that the EA's consents on flooding did date back to 2019.

ACTION: HS2 Ltd

- Tree surveys had been carried out along the route with woodlands having a different survey method. Types and size of trees were mapped to document where trees were removed. Detailed information on numbers of trees removed and/or replanted, maturity and carbon sequestration would be investigated and reported back to the Select Committee. The Chairman highlighted the importance of having this information supplied due to its importance to Buckinghamshire residents.

ACTION: HS2 Ltd

- The 400,000 trees that had been planted were in habitat creation sites which differed to the main route. Further planting would take place in the season following the completion of route earthworks which could be 2026/27. Maintenance of the trees at each of the planted sites would either be through an Ecological Site Management Plan or a Landscape Maintenance Monitoring & Management Plan which would set out the timescales, maintenance and monitoring at each of the sites. Some land would be maintained by HS2 as part of mitigation whilst some would be passed back to landowners with legal maintenance agreements in place and funds available. Currently, no land had been handed back.
- Removed trees were assessed on how the timber could be used and maximised in the harvest chain. Where appropriate, timber had been referred to the construction industry, artists and local organisations.
- HS2 Ltd did monitor contractor compliance to ensure standards were being maintained as detailed in their agreements.
- Traffic management was a key area for HS2 Ltd and a recent review of the A413 had brought about the potential for clearer signage and junction improvement works. It was acknowledged that the A418 was a critical route into the west of Aylesbury and that there had been disruption for residents. A temporary bridge for construction traffic that would cross over the A418 had been planned for late-summer 2022 to alleviate traffic pressure. Traffic management on the A418 during off-peak hours would continue until then.
- On the A41, works on Station Road, Quainton, were expected to be completed in the next few weeks with traffic light tests taking place mid-March. The new, temporary roundabout at Fleet Marston had helped manage construction and public traffic flows.
- Movement of materials by rail was important to HS2 Ltd as it relieved highway pressures and reduced carbon emissions, disruption, and cost. There had been successes of rail transport into the Calvert area and Stoke Mandeville. Further opportunities would be identified and considered.
- HS2 Ltd was aware of the complex drainage system network at Fairford Leys. It would be ensured that works carried out and outflow would not impact the existing system. Details of this were not yet finalised with the Environment Agency.
- There was a Collaboration Board that worked across all contracts, and forums had been created to share carbon ideas and innovations across the four contracts. A Project Directors meeting took place every two weeks where best practice and ideas were also

shared.

- Concern was expressed that the Woodland Fund was applicable to areas less disrupted by the HS2 works compared to Buckinghamshire.

The Chairman summarised the themes raised at the meeting and reiterated the impact and disruption the project was having on Buckinghamshire residents. The representatives from HS2 Ltd were thanked for their attendance and would be welcome to attend the Select Committee to update next year. The Chairman and Senior Scrutiny Officer would follow up on questions that could not be answered during the meeting.

6 SUSTAINABLE TRANSPORT

The Chairman invited the Cabinet Member, Councillor Steve Broadbent, to introduce the report. The Cabinet Member's presentation highlighted the following:-

- The scheme intended to support the council's corporate priorities:
 - Increasing prosperity
 - Improving our environment
- The 'Predict and Provide' methodology was used in transport planning. The policy framework included the Local Transport Plan (2016), the recent Climate Change and Air Quality Strategy and local plans.
- Suggestions of Highways improvements and sustainable transport schemes from Members were considered but needed to be prioritized.
- Funding for Highways improvements and sustainable transport schemes came from different sources including Section 106 contributions, developers delivering Section 278 schemes and external grants (such as Department for Transport). £6.66m had recently been secured via external funding sources and the schemes these had been allocated towards were outlined.
- The outcome of the bid for Active Travel Fund Tranche 3 was expected later this month.
- Trinity Road 'quietway' in Marlow had been introduced during the pandemic and was planned to become permanent. The quietway had seen a 25% increase in cycling and a 30% increase in pedestrian usage.
- The Waddesdon Greenway was a good example of rural active travel. The scheme connected Aylesbury Vale Parkway to Waddesdon Manor. This had been funded externally and also had received funding for 10 years of maintenance. Subject to funding, there were proposals to connect the Greenway to Westcott Venture Park.
- The Ivinghoe Freight Zone had recently finished statutory consultation. The results were being assessed with a view to the scheme being implemented later in 2022 (pending final decision).
- Feasibility work was being carried out to incorporate active travel options on a disused rail line to create a Greenway between High Wycombe and Bourne End.
- The Department for Transport had awarded Rural Mobility Funds towards Demand Responsive Travel schemes. The two pilots, in Aylesbury and High Wycombe, sought to link communities outside the town centres. Service contracts needed to be tendered and it was expected the pilots would start summer 2022 and last several years.
- The strategic aspiration was to connect the length of Buckinghamshire with a greenway spine. This would then link with other schemes such as the Emerald Way proposal which was currently under consultation. The team also worked with neighbouring local authorities to connect active travel schemes across council boundaries.
- The service also worked across portfolios such as Planning, Environment and Climate Change.
- The current Local Travel Plan (LTP) 4 was six years old and work was now underway to develop LTP5.

The following points were made during the Committee discussion:-

- Members requested timescales of known schemes. These would be appended to the minutes.

ACTION: Rebecca Dengler-Jones/Chris Ward

- Buses on the DfT Rural Scheme were likely to be hybrid.
- The Waddesdon Greenway had the support of local Members and Parishes, and the proposal to extend this to Westcott would be well received. The Cabinet Member assured this was being actively pursued.
- The service was commended for receiving the Rural Mobility Fund and it was hoped lessons learnt from this would assist other rural services. One Member recommended reflecting on the experience of Milton Keynes who had developed an on-demand service. The Cabinet Member was aware of this and as the pilots would run over 3-4 years, expected them to evolve over time to reflect learnings. The pilots expected to supplement public transport options rather than compete with bus operators.
- Local issues such as non-strategic junction improvements needed to be managed, for example by inclusion within LTP5.

The Chairman thanked the Cabinet Member for the report and thanked the officers for their work.

7 CLIMATE CHANGE STRATEGY UPDATE

The Chairman invited the Cabinet Member for Environment & Climate Change, Councillor Peter Strachan, to introduce the update to the Select Committee. There were a number of updates on key transport related initiatives, nature-based solutions, buildings and green behaviour encouragement:

- A new Taxi License policy whereby licenses would only be issued to ultra-low or zero emission vehicles by 2030.
- The installation of two wireless induction electric vehicle charging points in Marlow.
- The commissioning of fleet electric vehicle charging infrastructure.
- £0.5m bid submitted for electrifying a refuse collection vehicle.
- New electric vehicle charging working group.
- 62 accredited school travel plans with the School Travel team placed second in Modeshift Sustainable Travel: Active, Responsible, Safe (STARS) league table.
- Expansion of e-scooter trial into Princes Risborough.
- 3,450 trees established at Billets Field and 243 trees gifted to schools and care homes. £203,000 had been secured from the Local Authority Treescapes Fund to deliver tree planting in non-woodland locations including roadsides.
- Through the Green Homes Grant Programme, £7.43m had been secured to improve the energy performance and efficiency of low-income homes. Over £200,000 had been secured towards two heat pump projects in council buildings which aimed to move away from gas.
- Training for Members was planned for later in 2022.

The Cabinet Member also addressed the council's recent scoring on Climate Emergency UK's scorecard system. The level of training provided by Climate Emergency UK to volunteers that scored council strategies, and their base level of knowledge regarding undertaking these assessments, was unknown. When reviewing the scoring criteria, it was felt that the Council could have received an additional 11 points and it was noted that there was no scoring mechanism of the deliverability of the strategy which was important.

The following points were made during the Committee discussion:-

- The funding bid was to convert an older refuse vehicle into a battery powered one. Once completed, its effectiveness would be trialed which would then inform future decision-making on the refuse fleet. The Cabinet Member would update on this as it progressed.
 - The Climate Change Steering Group was co-chaired by the Cabinet Member and Ian Thompson. It consisted of senior officers and would liaise with other Cabinet Members on their portfolios to ensure climate change was actioned in each area.
 - The Electric Vehicle Charging Group was internal with a membership of officers from different services. Members asked that the experience of electric vehicle users be considered, for instance by ensuring the right charger (slow vs fast) was in the right location (dwell time) and that caution be exercised when selecting partnerships. The Cabinet Member for Transport acknowledged that there been issues and that recent procurement and service level agreements aimed to mitigate this going forward. Another Member expressed concern over the performance of BP Pulse's charging points in Buckingham.
 - Around 1% of trees had been planted over the first year and this volume would increase over the coming year. Woodland scheme sites had been identified across the county however details on individual sites could not be shared yet.
 - Funding secured towards Groundwater Resilience and Community Engagement (GRACE) as part of the Flood and Coastal Resilience Innovation Programme fell within flood management. Details on this would be circulated outside the meeting.
- ACTION: Ed Barlow**
- The legacy Wycombe District Plan had reference to tree canopy coverage. This could be fed into the development of the new Buckinghamshire Local Plan.
 - Consideration would be given on how the Green Homes Grant could be publicised further by Members.

The Chairman thanked the Cabinet Member for the update and welcomed a more detail annual update report later in 2022.

8 WORK PROGRAMME

A work programme for the next municipal year would be drafted in due course. Members were asked to advise the Chairman of items they wish to be considered for the future work programme.

The Cabinet Member for Transport advised the Committee that public consultation was underway on Buckinghamshire Council receiving powers relating to moving traffic offences. Feedback would be considered by Cabinet before deciding whether to formally apply for these powers. The Select Committee may want to receive a report on this later in the process.

9 DATE OF NEXT MEETING

The next meeting date was to be confirmed.

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Transport, Environment & Climate Change Select Committee – 10 March

Agenda Item 4 – Public Questions

Question One

What budget within the Transport portfolio has been set aside for traffic speed reduction, a key concern of Buckinghamshire residents? Given that Bucks Council's current position on 20 mph limits will not permit their widespread adoption, what alternative measures are being implemented in order to reduce traffic speeds within built-up areas throughout the county, since speed of traffic is a key barrier to uptake of cycling, particularly amongst more vulnerable and less confident individuals, and therefore a barrier to the reduction of carbon emissions from transport?

Answer

There is no specific budget for speed reduction. If speed is proven to be a contributory factor at locations where there is a cluster of Personal Injury Collisions, then a speed limit may be changed and/or physical speed mitigation measures introduced. Similarly, if a new development changes the environment on a road, the developer will be required to make a financial contribution to enable the Council to assess, consult and introduce an appropriate speed limit change through the making of a Traffic Regulation Order. The Council has delivered, and continues to deliver, a number of developer-funded speed limit changes across the county which support reductions in traffic speeds. Appropriate speed limits on a given road and its context need to include the ability to enforce speeds. Enforcement is undertaken by Thames Valley Police and, in general, the Council is unable to reduce speed limits unless this is supported by TVP.

Furthermore, Community Boards are able to fund and commission investigations and works (compliant with policy) to introduce different speed limits, speed reduction and traffic calming measures in their local area.

More broadly, the report on Forthcoming Transport Schemes included in item 6 on the agenda of this meeting, outlines the wide range of work underway to develop and deliver schemes to improve the road network and encourage sustainable and active transport. As the report notes, the Council is dependent mainly on external funding (primarily grants and developer contributions) and has recently secured over £6.6m of funding to support these activities, giving an indication of their scale.

Local transport contributes 26% of Buckinghamshire's carbon emissions. The Council recognises that a holistic approach must be taken to reduce vehicle dependency, support the uptake of active and sustainable travel modes, and meet our carbon reduction targets. This approach includes the delivery of infrastructure, but also wider interventions that enable active and sustainable travel modes to be attractive and convenient choices.

Question Two

At the June 2021 meeting it was reported as follows: 'Electric vehicle charging (EVC) points would be doubled within the year, there were currently 40 places.'

Please tell me how many charging points have now been installed? Considering the number of electric cars that were sold last year (190k) I do not feel that 40 more is even remotely enough. I live in Winslow where there is still only one charging point. I am worried that electric car owners like myself will be unable to find a vacant charging point. How can we get more charging points locally and will the Council increase considerably its target of another 40?

Answer

There are currently 71 parking bays with access to an electric vehicle charge point in Buckinghamshire Council-owned public car parks. There are also 20 on-street charge points installed on lamp-posts, facilitated by Buckinghamshire Council. This equates to 91 spaces for public electric vehicle charging. These points form part of a wider network of 175 publicly available points in Buckinghamshire, including those at destinations such as supermarkets (data taken from National Charge Point Registry, Jan 2022).

As part of our forthcoming Electric Vehicle Action Plan we are aiming to significantly increase the availability of electric vehicle charging points across Buckinghamshire. There are multiple providers of charging points (the Council being one) and the Action Plan will set out how we want to work with local businesses and partners to maximise the opportunities for installation of new points, to create a wider network.

There are several ways in which the Council can continue to increase the number public charging points, the main limit being availability of funding. In the last 2 years 52 of our EV charging bays have been funded and installed as part of the OZEV On-Street Residential Chargepoint Scheme (ORCS). The scheme is aimed at increasing charge points in residential locations and we intend to submit further bids to this scheme in 2022/23. We are also encouraging Town and Parish Councils to submit applications to ORCS for any car parks that they own and operate, with support from their Community Boards. We have recently signed a contract with BP Pulse to deliver the additional charge points via this scheme and are currently undertaking site assessments of suitable locations.

Destination charging is likely to become more widespread at shops, leisure destinations and workplaces over the next 3 years, as well as at service and petrol stations. We are aware of a new charge point funding scheme under development by OZEV for 2022/23 aimed at providing 'destination' charge points at public facilities and tourist sites. Details of this latter funding scheme are yet to be determined, but will likely offer the Council a further opportunity to considerably increase delivery of publicly accessible charge points within Council owned locations.

Question Three

What do the members of this select committee believe is the correct balance between

- a) cutting the Council's own emissions, and
- b) creating an environment where Bucks residents are both empowered and motivated to cut their own emissions?

Answer

This is an interesting question and perhaps worth starting by being clear that these are not mutually exclusive approaches and that we don't have to pick one over the other. But of course, where resources are finite, we have to decide where we spend on our time and money.

The key context here is that the council is only about 1% of the emissions in Buckinghamshire, and so it's right that we look beyond our own emissions and support others to reduce theirs. If we didn't, we would ignore the other 99%, and getting the council to net-zero alone would have little overall effect on Buckinghamshire wide emissions.

However, we are directly responsible for that 1% and are accountable for reducing it to net-zero. To not act on this 1% because it is small would undermine our messaging to others to reduce emissions and so its comparably small scale doesn't mean we shouldn't act on it.

So, I think this is less about choosing a percentage of time, effort or funding for each part and sticking to that, but finding where we can be most effective in reducing emissions in both of these areas and taking those opportunities where we have them.

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HS2

Buckinghamshire Council

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Transport, Environment and Climate Change Select Committee
10 March 2022

Minute Item 5

Constructing HS2 in Buckinghamshire



Responsible for the delivery of:

- The Colne Valley Viaduct and the Western Valley Slopes
- HS2's Chiltern Tunnel
- Five shafts along the route of the tunnel
- The north portal of the tunnel, located near Great Missenden

Responsible for the delivery of:

- HS2 between Great Missenden and Turweston in Buckinghamshire
- A number of key design features inc Wendover Green Tunnel, Small Dean / Wendover Dean Viaducts
- The interface with East West Rail and the HS2 Infrastructure Maintenance Depot
- Stoke Mandeville Relief Road



HS2

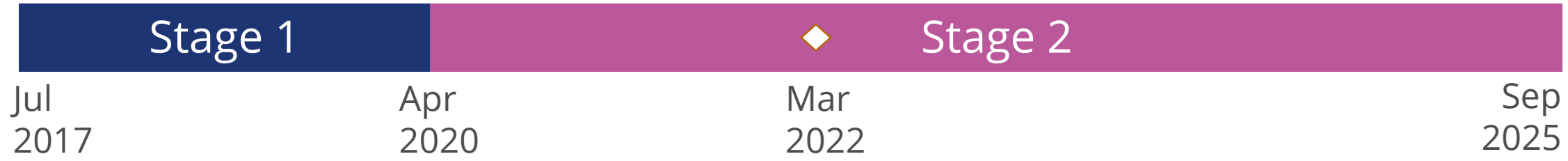
Align works update

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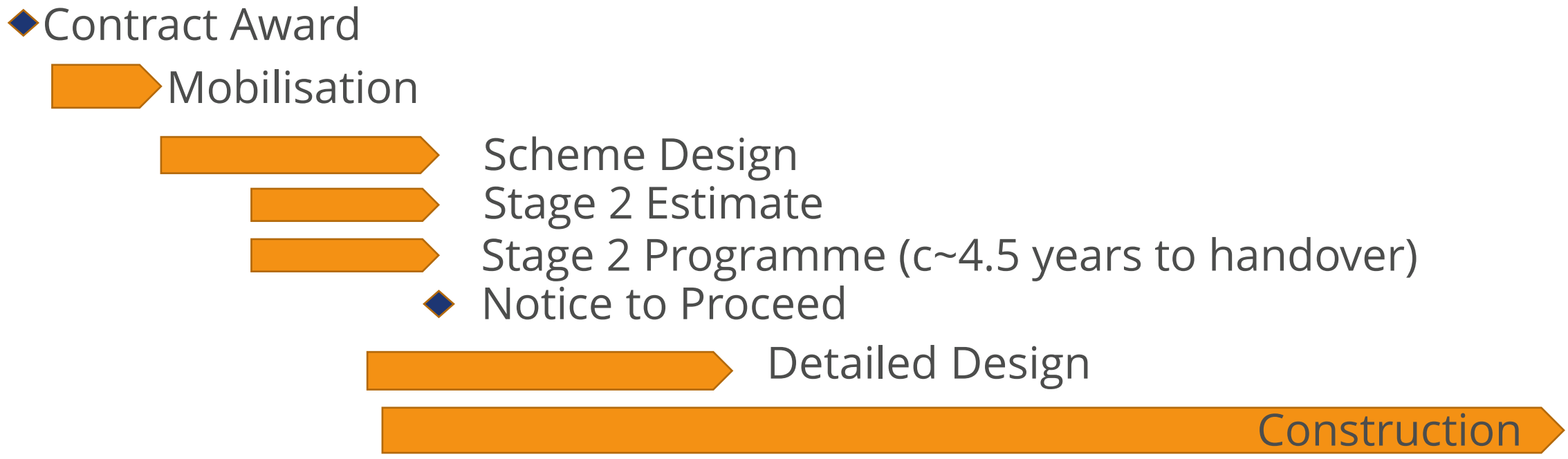
David Emms

Project Client, HS2

Where are we now?



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Align Main Works (C1)

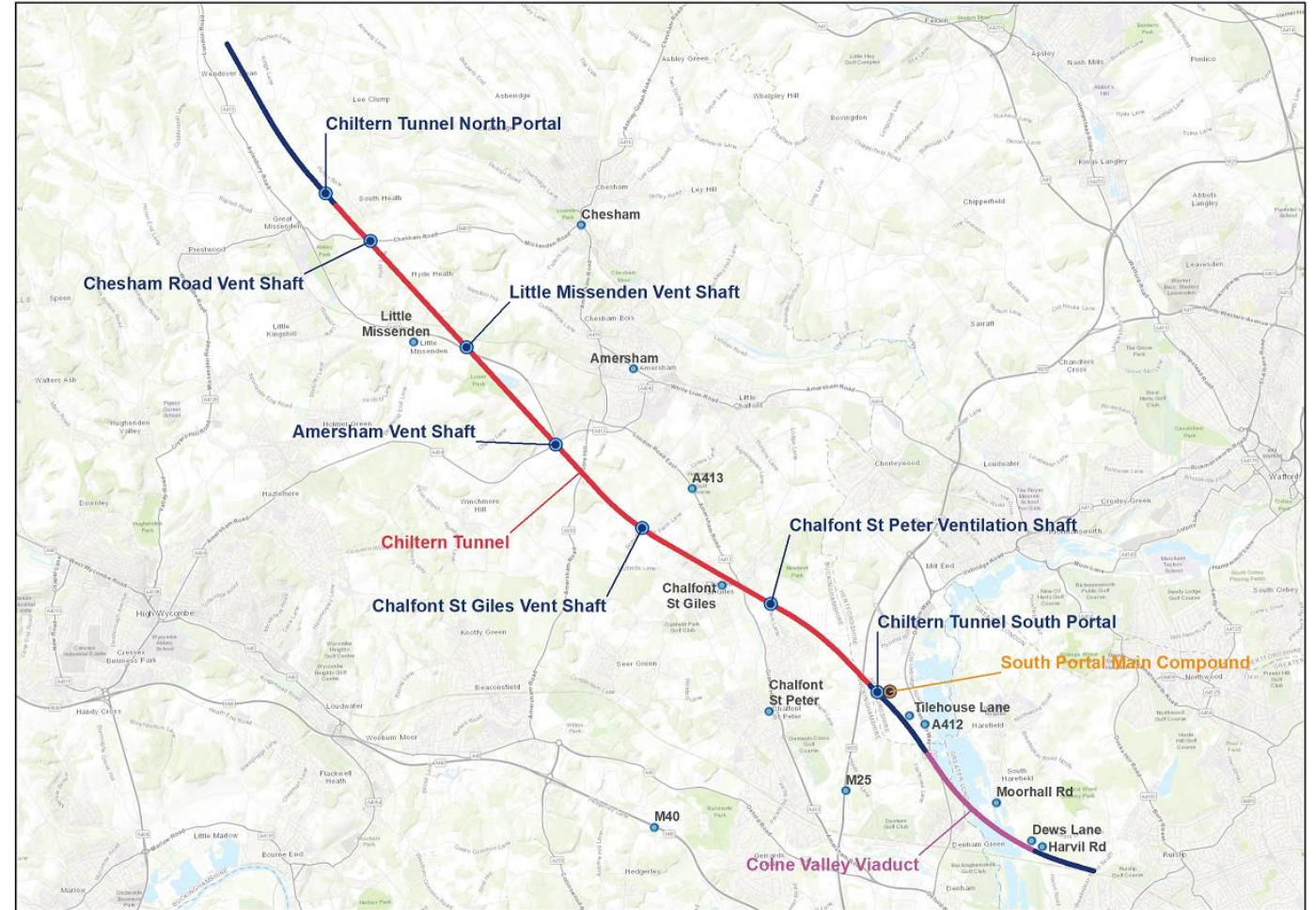
C1 consists of 21.6km of high speed rail infrastructure :

- 3.37km viaduct
- 16.04km twin-bored tunnel
- 5 shafts handling both intervention and tunnel ventilation
- The Align South Portal main site is located to the west of London just inside the M25

+ 500 C1 Align IPT Staff

In total, + 1330 people on site

More than 80 subcontractors



Align Main Works

What to expect in 2022:

- Florence and Cecilia have both tunnelled 2.8km each
- Currently breaking through the Chalfont St Peter Vent Shaft
- By the end of 2022 both TBM will be approaching Amersham



Align Main Works

What to expect in 2022

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Viaduct deck gantry launches in Bucks, May 2022 and will lay deck as far as Denham Water-ski Club



Construction of viaduct piers will continue in Bucks between the Hertfordshire border and the Colne River

HS2

EKFB works update

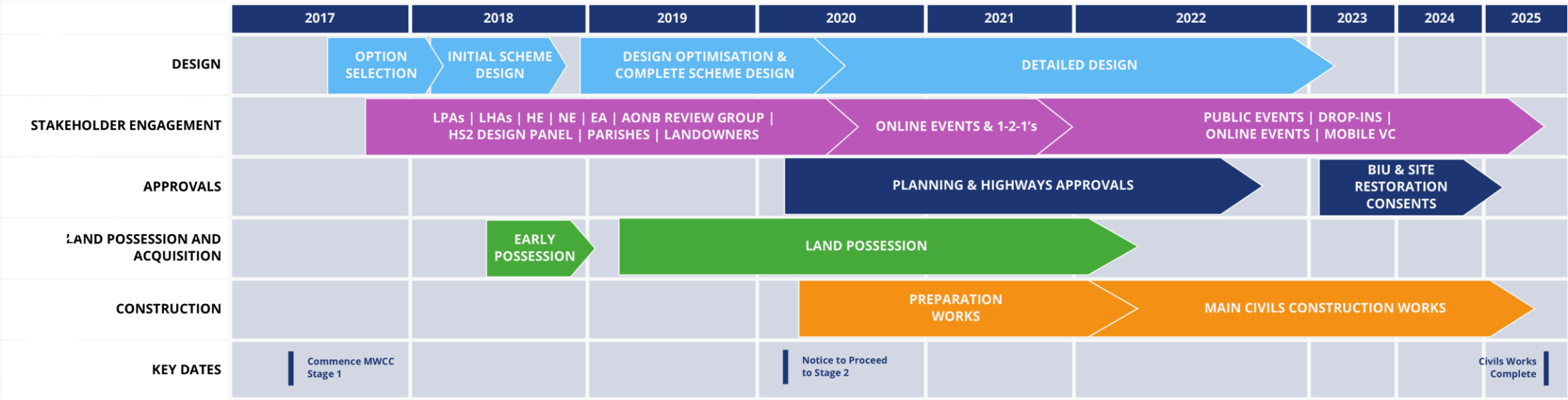
Rohan Perin

Project Client, HS2

EKFB Overview

Project Timeline

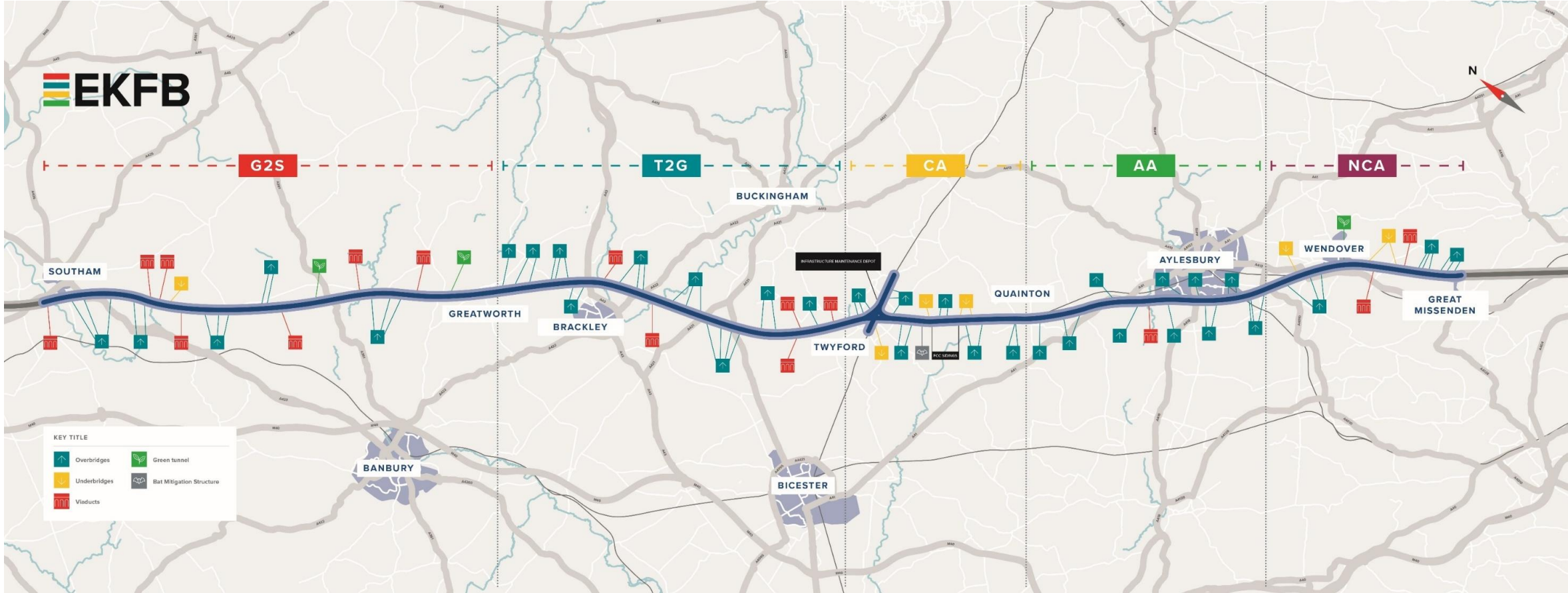
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EKFB Main Works

Project Delivery Areas

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EKFB Main Works

What to expect in 2022:

- Completion of site infrastructure
 - Compounds
 - Internal site access roads
 - Temporary bridges
 - Temporary drainage networks
- Bulk earthworks
- Import of bulk materials by rail
- Construction of viaducts, bridges and highways



Initial Excavation to Turweston Cutting

EKFB Main Works

What to expect in 2022:

- Completion of site infrastructure
 - Compounds
 - Internal site access roads
 - Temporary bridges
 - Temporary drainage networks
- Bulk earthworks
- Import of bulk materials by rail
- Construction of viaducts, bridges and highways

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Excavation to South Heath Cutting, Gt Missenden



A41 Compound, Fleet Marston



Removal of MCJ line, Grendon Underwood



Piling to Perry Hill Overbridge, Twyford

HS2

Community Engagement

Maddelyn Sutton

Head of Community & Stakeholder Engagement, HS2

Community Engagement Strategy

How we will engage with you



Informing

We will keep you updated on issues that affect your area.



Involving

We will involve you in opportunities as we plan and build HS2.



Responding

We will listen to you and help with your questions and concerns.



HS2



Respecting people,
Respecting places



HS2 Community
Engagement Strategy

Updated
October 2021

Informing, involving, responding



Regular meetings



Events and webinars



Website and online

ALIGN Working in partnership with **HS2**

Notification

Temporary traffic lights and construction update: Chesham Road

High Speed Two (HS2) is the new high speed railway for Britain. This notice is to inform you of temporary traffic lights in place at Chesham Road site along with a construction update for the main works.

Why are we doing these works?
Over the last few months, you will have seen our intervention shaft site at Chesham Road being set up. The intervention shaft, located off the B485 at Hyde End, near Gt Missenden, is an important structure for the railway because it will provide access for emergency services. We are now ready to begin the excavation and construction of the shaft itself.

What will we be doing?
In November we will begin works to construct the outside wall of the intervention shaft at Chesham Road. The construction method being used is known as the caisson method where a temporary sheet pile cofferdam is constructed. These are preformed corrugated steel piles which are driven in from the surface. The cofferdam is circular and allows excavation of the weaker superficial clays so that the caisson can be installed directly into the stronger chalk.

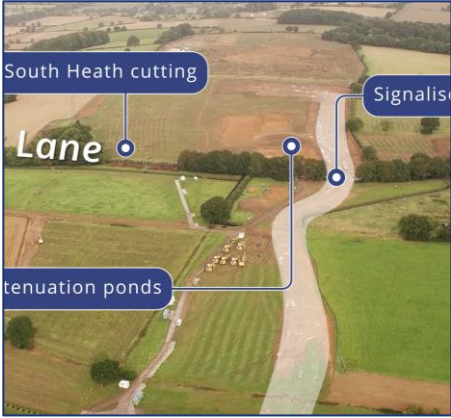
Duration of works
Caisson construction from mid November until summer 2022

Working hours are 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays. Our contractors will be on site for one hour's start-up and shut down either side of these times. There will be at least two days each week where works will take place over 24 hours. We do not plan to work on a Sunday.

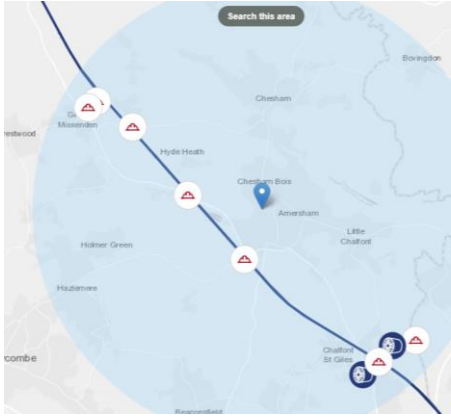
Notifications



Mobile visitor centre



Use of drone footage



In your area updates



Helpdesk

COMMUNITY & BUSINESS FUNDS

A total of £40 million is available for community and business groups along the Phase One route to improve their local area or support their local economy.

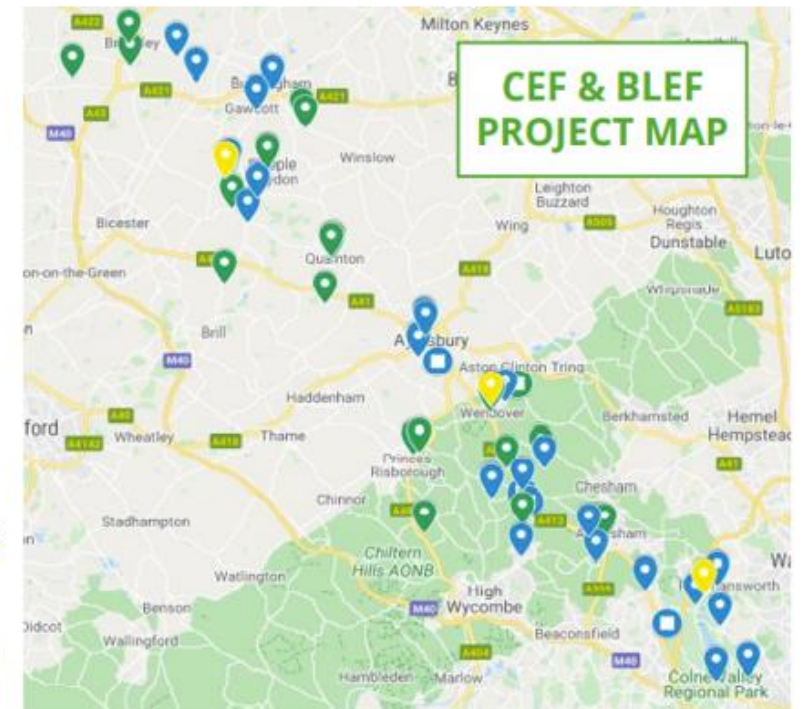
+£3m

£3,350,000 has been awarded in Buckinghamshire from HS2's Community & Environment Fund (CEF) and Business & Local Economy Fund (BLEF)

58

58 local projects in Buckinghamshire have received funding since 2017

Most recently, last month **Chiltern Forest Golf Club 2018 Ltd** has **successfully applied for £27,326** of funding towards their 'Accessibility for All' project. They are a community amateur sports club located in Halton, near Aylesbury.



Further funding

Road safety fund



Woodland Fund



Area Specific funding

Area specific funding for Buckinghamshire

£3m Colne Valley additional mitigation plan

Funding for additional landscape and ecological mitigation and enhancements within the Colne Valley Regional Park, in furtherance and beyond the mitigation proposed within the HS2 Proposed Scheme. This may encompass proposals both within and outside the present HS2 Bill limits.

Funds are administered through the Colne Valley Regional Park Panel.

X projects approved to date with a total investment of £1.7m.

£3m Chilterns AONB Panel

Funding to support the identification and delivery of local environmental integration and enhancement measures (over and above that proposed in the Environmental Statement or related detailed design).

Buckinghamshire Council is the commissioning authority for this funding. The Chilterns AONB Review Group has been established to drive this work. This group is made up of Local Authorities in the Chilterns affected by HS2, the Chilterns Conservation Board, Natural England, Department for Transport and HS2 Ltd.

3 projects approved to date with a total investment of £741k.

Localised community investment



Jobs, skills and business opportunities

Senior Quantity Surveyor

- South East England
- Twyford
- Closes 17 April 2022

New: 03 March 2022



Works Manager - Aylesbury Area

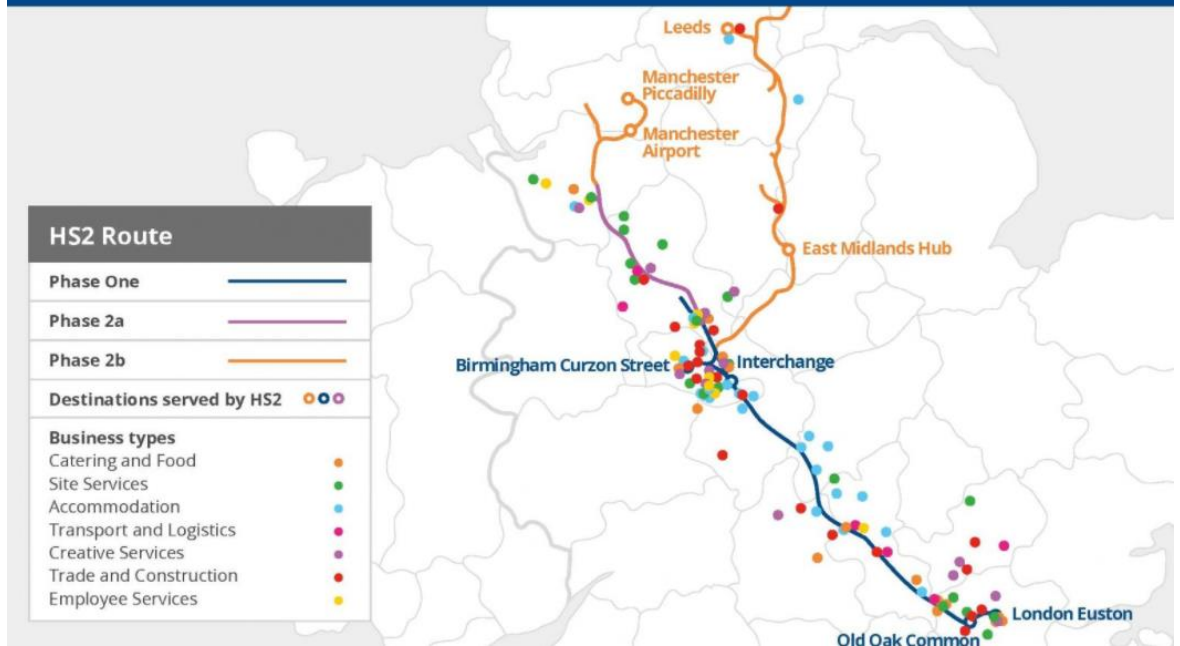
- South East England
- Aylesbury
- Closes 16 April 2022

New: 02 March 2022



Jobs and Skills

Onboard Local Businesses



Local business opportunities

HS2

Environment & Sustainability

Gary Rogerson

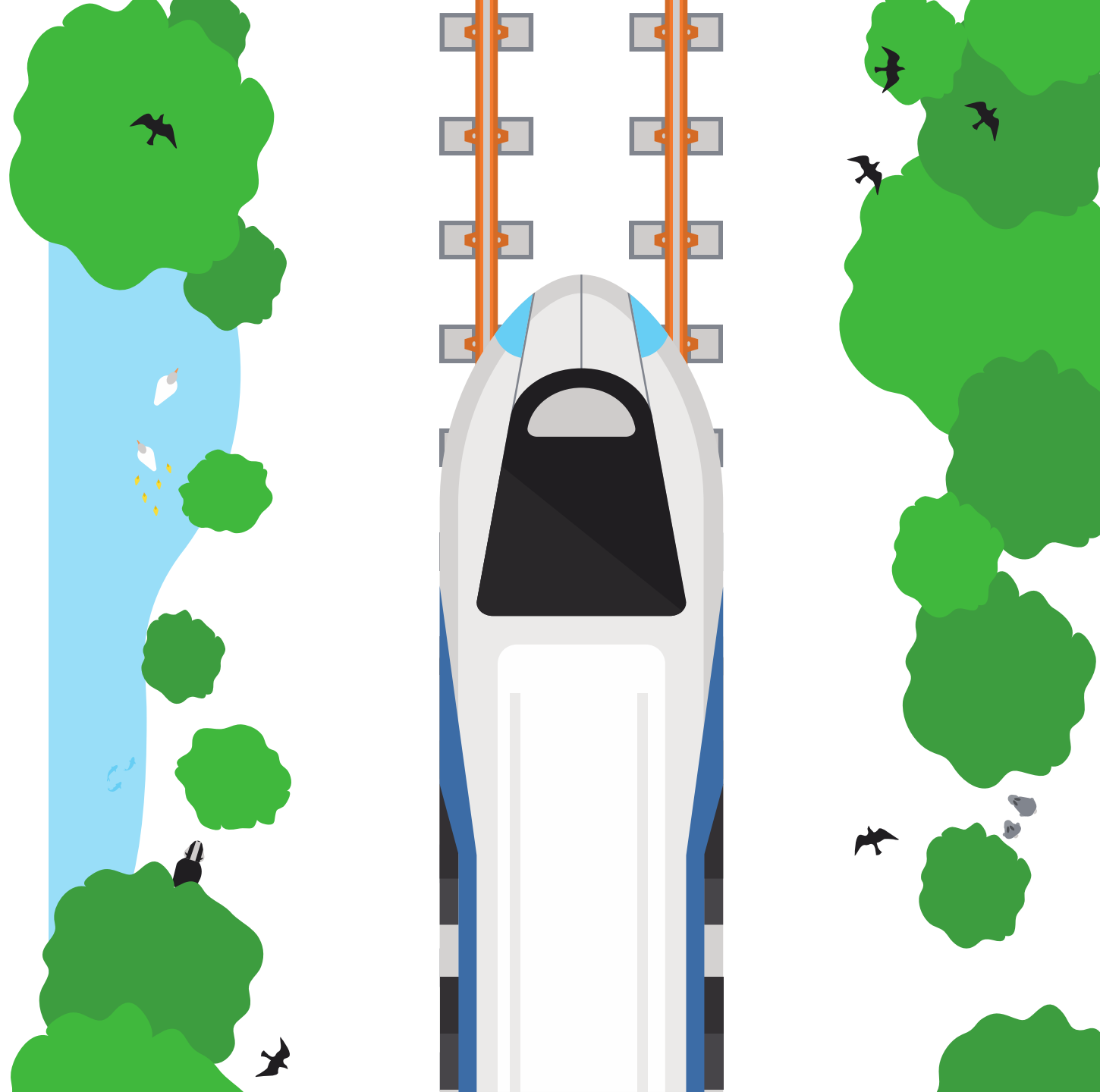
Senior Environment Manager, HS2

Creating our green corridor

We will plant up to 7 million **trees and shrubs** along the Phase One route

Over 400,000 trees and saplings have already been planted by HS2 in Buckinghamshire

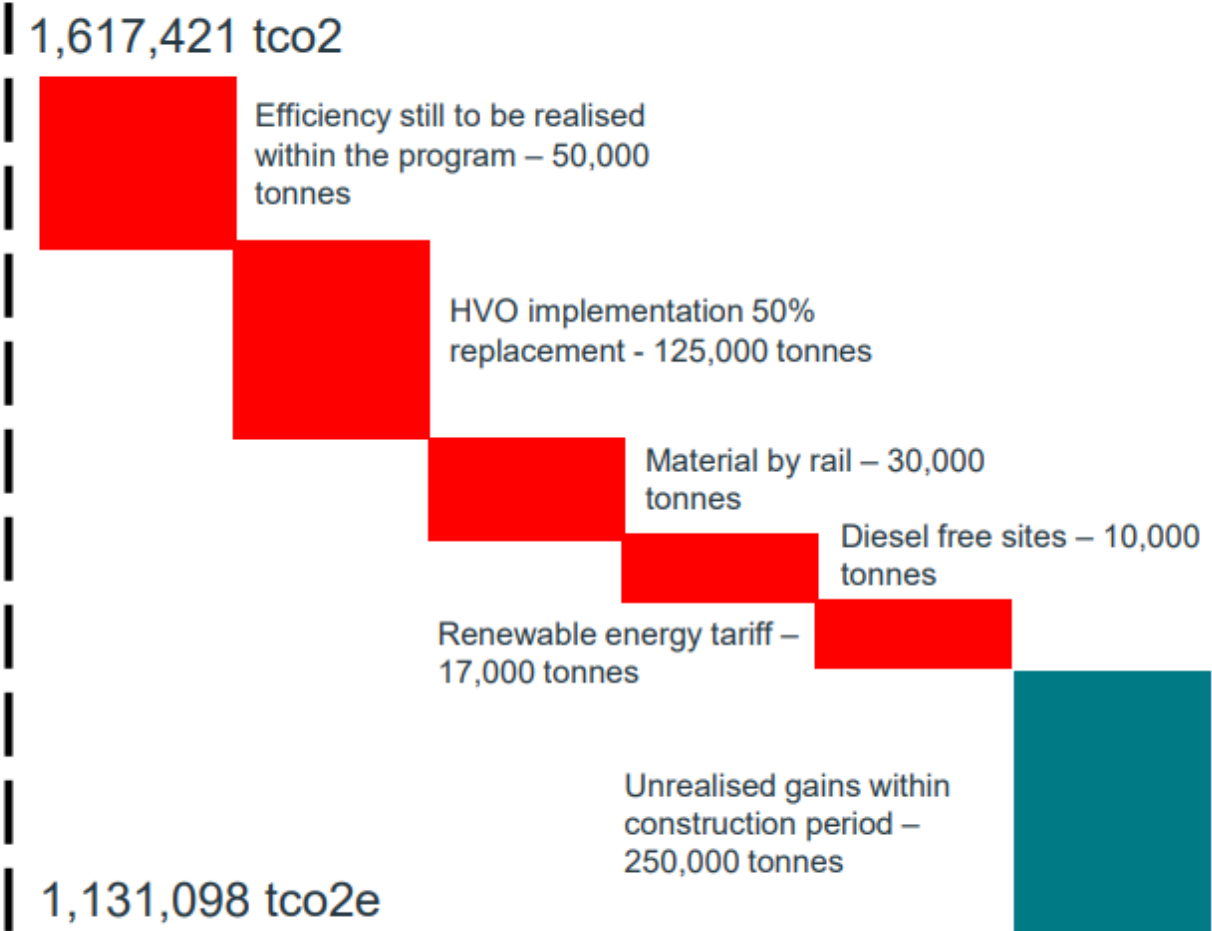
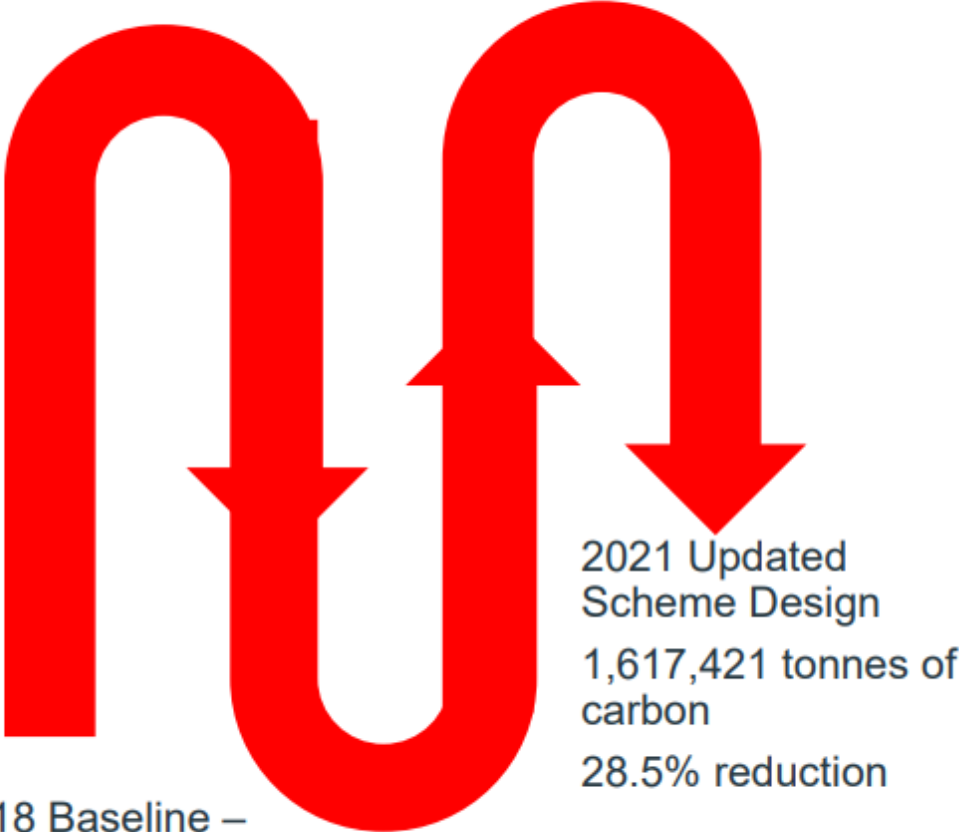
Over **100 wildlife habitats and planting sites** created, over 40 in Buckinghamshire totalling 130ha



Carbon

Scheme design 2019-2020:

- 1. Optioneering and lean design
- 2. Implementation of PAS2080



Innovation:

Supporting UK research and development as a decarbonisation enabler

HS2

There are no “One-Size-Fits-All” solutions



Innovate
at HS2

We are **innovating and collaborating** across industry, academia and the supply chain.

- **Build understanding** and develop evidence
- **Influence Policy** to stimulate demand & supply
- **Address challenges and common issues** with multiple stakeholders
- **Develop market guidance** and share best practice



UNIVERSITY OF
BIRMINGHAM



Imperial College
London



The
Alan Turing
Institute



energy
saving
trust

ULEMCo

SIEMENS
energy



mtc
Manufacturing
Technology Centre



Advanté



Carbon



In 2020, we became the first UK transport organisation to meet the global standard for cutting carbon emissions.

And in 2021, we reduced emissions from building HS2 by almost

25%



HS2

Net Zero Carbon Plan A cleaner, greener future

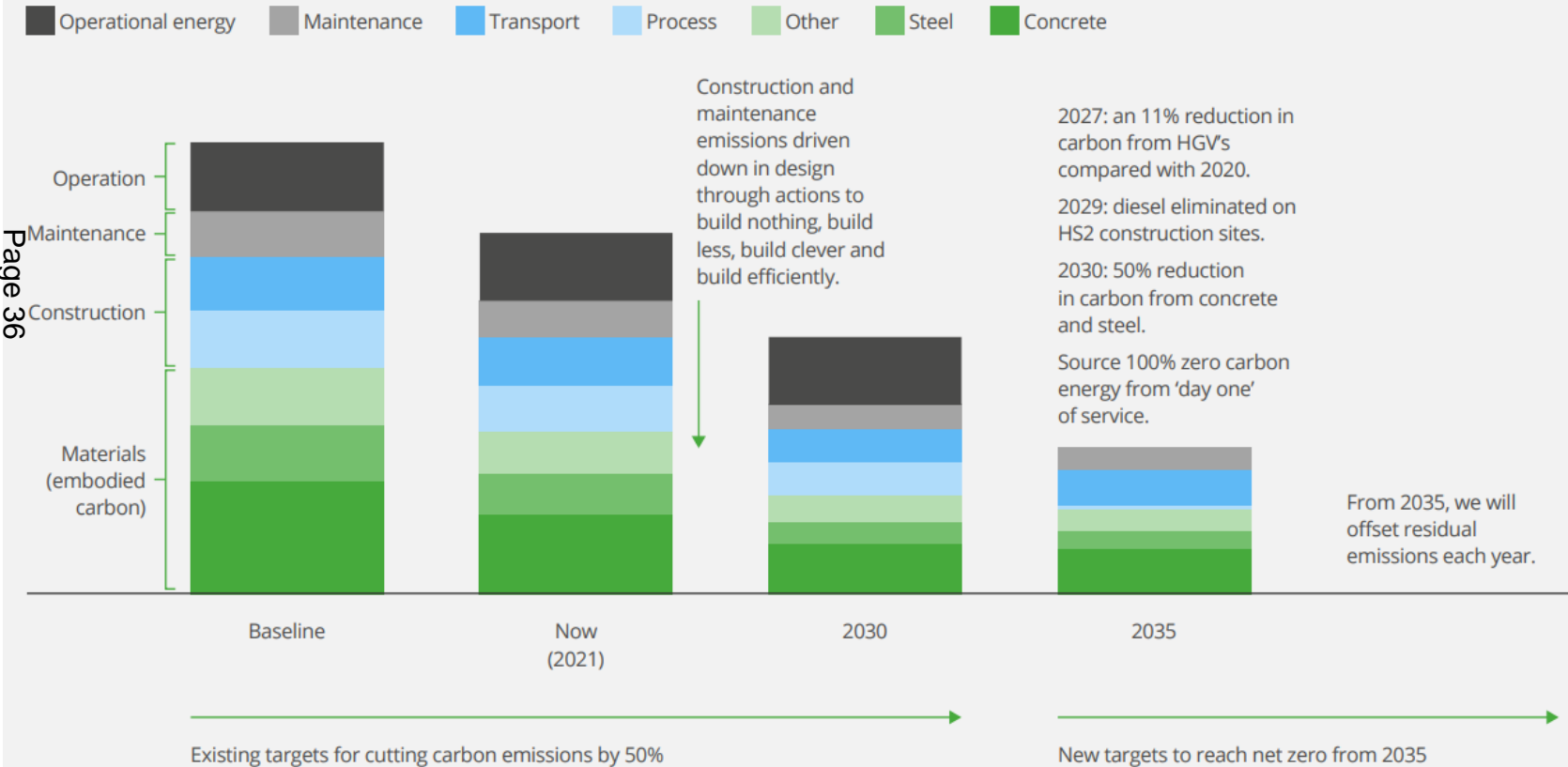
January 2022



Carbon

Destination net zero

How the carbon reduction actions in this plan will contribute to net zero from 2035



Page 36

Our targets for reducing carbon emissions and achieving net zero from 2035



Net zero
for HS2 Ltd corporate activities by 2025



50% reduction
in carbon emissions by 2030



100%
zero carbon electricity to power trains

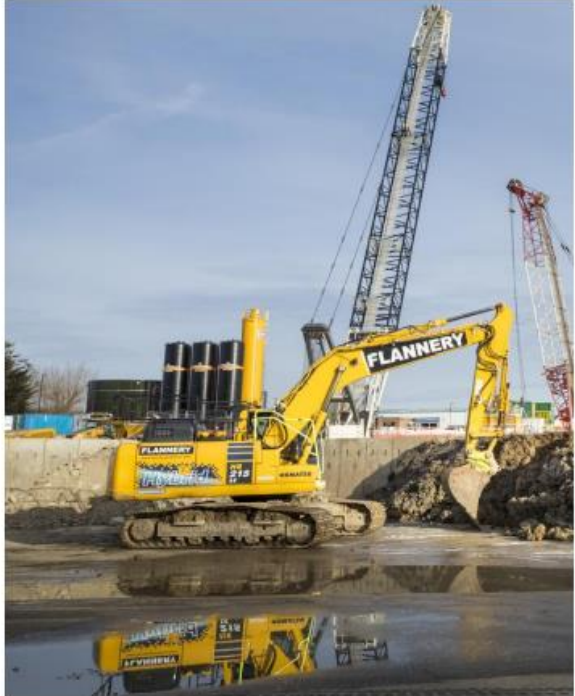
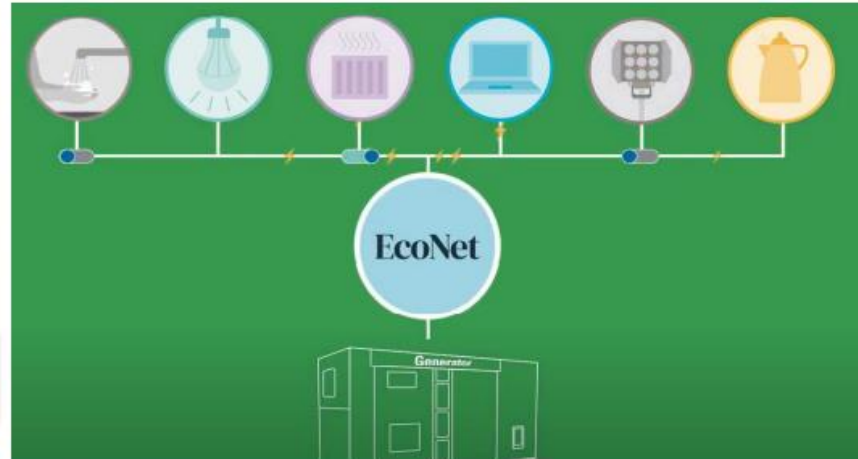


100%
residual carbon emissions offset from 2035

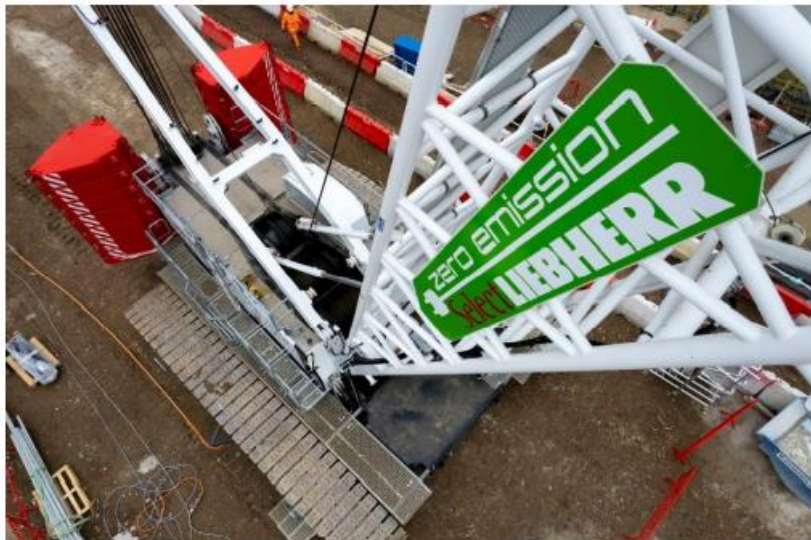


Net zero
construction and operation from 2035

Efficiency Solutions



Zero Emission Alternatives



Questions



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Councillor B Chapple
OBEMgServicesBCKU
Councillor for Aston Clinton & Berton
 Buckinghamshire Council
 The Gateway
 Gatehouse Road
 Aylesbury
 HP19 8FF

Bill.Chapple@buckinghamshire.gov.uk
 www.buckinghamshire.gov.uk

High Speed Two (HS2) Limited
 1 Eversholt Street
 London
 NW1 2DN

29 March 2022

Dear Maddelyn Sutton, Rohan Perin and David Emms,

HS2 Ltd Attending Select Committee

I am writing to thank you for attending Buckinghamshire Council's Transport, Environment & Climate Change Select Committee on Thursday 10 March 2022. Members of the Committee found it useful to hear how progress was being made with the works but also did reiterate how the project's highway disruption and ecological damage was negatively impacting Buckinghamshire's residents. I hope comments from the Select Committee will be taken into consideration as the project moves forward.

As you will recall, there were lines of questioning that HS2 Ltd's representatives were unable to answer and you undertook to provide written responses to the Select Committee. Therefore, the Committee await your response via return letter on the following:

1. How many trees have been destroyed by the project works in Buckinghamshire?
 - a. What was their average age?
 - b. How many destroyed trees had a Tree Protection Order (TPO)?
 - c. How many trees have been 'saved' by their removal and subsequent replanting?
2. What is the loss of carbon sequestration based on the trees that have been destroyed?
3. What is the dwell time between a tree being removed, the new tree being planted and reaching maturity?
4. Planting 7 million trees may not be sufficient to sequester the project's carbon, what more will HS2 Ltd do?
5. When will the rest of the trees be planted?
6. How will the rest of the carbon be offset by 2035?
7. The Woodland Fund is applicable to areas up to 25 miles away from the route. How will funds be prioritised towards more impacted areas such as Buckinghamshire as opposed to areas within the 25-mile distance that are not affected?
8. The Committee was advised that HS2 Ltd monitor supplier compliance with their contracts (for instance checking that wheel washing takes place and that lorry signage is correct) however there was little detail on this. Can more detail be provided?

Furthermore, HS2 Ltd promised a series of follow up actions during the meeting which have been noted in the minutes. Once published, these will be available on the Council's website: <https://buckinghamshire.moderngov.co.uk/ieListDocuments.aspx?CId=343&MId=16767&Ver=4>

A summary of these actions is as follows:

- Investigate Highways concerns raised by the Cabinet Member for Transport.
- Consider increasing the meeting frequency of the Traffic Liaison Group.
- Ensure 'In Your Area' part of HS2 Ltd's website is up to date.
- Consider what information can be shared at this stage with Members and Parishes regarding flooding concerns in Wendover and Fairford Leys, Aylesbury.
- Circulate where public information on the Independent Design Panel can be found.
- Assurances that the Environment Agency's flood consents along the Great Ouse date back to 2019.
- Responses to ecological queries.

Please ensure that your response to the questions and further information to be circulated to the Select Committee are sent to Chris Ward (Senior Scrutiny Officer) so that this can be shared with Members. A copy of this letter and your reply will be appended to the minutes of the meeting.

Once again, I thank you for attending our Select Committee meeting and look forward to welcoming you again for an update on the project in 2023.

Yours sincerely,

Councillor Bill Chapple OBE
Chairman of Transport, Environment & Climate Change Select Committee
Buckinghamshire Council

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Councillor B Chapple OBE
Councillor for Aston Clinton & Bierton
 Buckinghamshire Council
 The Gateway
 Gatehouse Road
 Aylesbury
 HP19 8FF

26 April 2022

Dear Councillor Chapple,

RE: Transport, Environment and Climate Change Committee

Further to our recent attendance at Buckinghamshire Council’s Transport, Environment & Climate Change Select Committee on Thursday 10 March, please find below our responses to the outstanding queries raised.

How many trees destroyed? What was their average age?

Tree, hedgerow and woodland surveys were carried out to British Standard 5837:2012 (Trees in relation to design, demolition and construction) in advance of any clearance works. Surveys recorded individual trees, hedgerows, groups of trees and woodlands and included information on species and size of trees. This information was used to optimise the design to avoid tree removal where practicable. A summary of the information recorded in surveys and number of trees that are planned to be removed is summarised below for the EKFB section of works in Buckinghamshire:

	Total in LLAU (Limit of Land to be Acquired or Used)	To be removed
single trees	2,068	1,352
hedgerow	195km	133km
tree groups	113ha	82ha
woodland	45ha	21ha

How many trees destroyed that had a TPO?

We do not record this information as the Act supersedes any Tree Preservation Order that was in place.

How many trees 'saved' by removal and replanting?

The following trees and hedgerows have been saved by removal and replanting and/or protection in addition to those that have been retained by avoidance:

- 8 veteran trees
- 1.3km Important Hedgerow
- 12 veteran trees retained and protected
- 3.3km Important Hedgerow retained and protected

What is the loss of carbon sequestration based on the trees that have been destroyed?

The Phase One ES reported emissions (dis-benefit) from land use change as 100,000 tCO₂e. Removals (benefit) from carbon sequestration from tree planting were reported as 500,000 tCO₂e.

What is the dwell time between a tree being removed, the new tree being planted and reaching maturity?

Advanced planting started in 2017 with over 700,000 trees and shrubs planted to date. Trees and shrubs will be planted as areas of construction works are completed and we expect the majority of new planting to be complete by April 2027. According to the Woodland Trust *"a tree becomes mature when it starts producing fruits or flowers. A typical English Oak tree starts producing acorns at around 40 years old, in contrast, Rowan starts producing berries after around 15 years"*. Removal of trees and vegetation started in winter 2018 and therefore the dwell time from replanting to maturity is between 15 and 50 years.

Planting 7m trees is not enough to sequest your carbon, what more will you do?

We're applying the carbon reduction hierarchy. Our focus is to eliminate and reduce carbon emissions as far as possible, before considering carbon offsets. We intend to develop a carbon offsetting strategy for the residual carbon emissions that we cannot cut. We intend to explore: (1) opportunities for carbon 'insetting'; (2) the opportunities for carbon offsetting projects on the HS2 estate, including opportunities presented by our plan to contribute to delivering HS2's biodiversity net gain objectives; and, (3) opportunities to support offsetting research and development projects.

When will the rest of the trees be planted?

Trees and shrubs will be planted as areas of construction works are completed and we expect the majority of new planting to be complete by April 2027.

What is the carbon offset for the rest of the carbon by 2035?

This information is not currently available, this will be established as part of developing the carbon offsetting strategy. The amount of offsetting required will depend on the scope of activities being delivered and the extent of carbon reduction achieved.

The Woodland Fund is applicable to areas up to 25 miles away from the route. How will funds be prioritised towards more impacted areas such as Buckinghamshire as opposed to areas within the 25-mile distance that are not affected?

The HS2 Woodland Fund, administered by the Forestry Commission, is set up for anyone within 25 miles of the route to apply in order to capture a wide range of projects. The funds are not prioritised towards more impacted areas within the 25 miles. The fund relies on landowners getting in touch with HS2 Ltd and applying to the fund.

The fund is large (£5million on Phase One) and we still have much of the fund to allocate; if Buckinghamshire Council have proposals on how to get more landowners from Buckinghamshire applying to the fund, we would be very keen to further discuss. Unfortunately, due to the terms of the fund, HS2 Ltd cannot proactively approach parties to apply to the fund.

The Committee was advised that HS2 Ltd monitor supplier compliance with their contracts (for instance checking that wheel washing takes place and that lorry signage is correct) however there was little detail on this. Can more detail be provided?

All Main Works Contractors across HS2 have their own internal processes, involving logistics managers, security managers and duty-access managers, who all carry out assurance of wheel washing and other mud mitigation measures daily as part of their compliance checks.

Additional inspection of adherence to HS2 commitments involves both desktop assurance (reviewing, approving, and checking the contractor's processes for management and maintenance of these measures) in addition to on-site assurance carried out by our construction assurance managers, logistics managers and traffic managers.

HS2 use a rolling programme to ensure every site compound is covered, but also feed in information relating to complaint hotspots and construction activities to carry out targeted assurance, where required.

Continued failure to observe the processes detailed within the driver's information pack, and the standards set by HS2, can lead to subcontractors being removed from the project.

Additional actions raised

- **Investigate Highways concerns raised by the Cabinet Member for Transport.**
Current correspondence ongoing between Cllr Steve Broadbent and Rohan Perin.
- **Consider increasing the meeting frequency of the Traffic Liaison Group.**
Will be further discussed with Buckinghamshire Officers and at the Traffic Liaison Group to establish viability.
- **Ensure 'In Your Area' part of HS2 Ltd.'s website is up to date.**
HS2 is currently reviewing the materials within the 'In Your Area' pages to ensure they contain the relevant content and the user benefits from clear signposting to the local

information required.

- **Consider what information can be shared at this stage with Members and Parishes regarding flooding concerns in Wendover and Fairford Leys, Aylesbury.**
We are in dialogue with the Environment Agency around the Wendover hydrogeology and Stoke Brook, and will provide further updates to elected members and community groups at the appropriate time.
- **Circulate where public information on the Independent Design Panel can be found.**
HS2 IDP panel chair reports are [here](#). Reports / minutes from workshops with the IDP remain confidential until S17 stage when a copy of their report is included in the Design and Access Statement for the Key Design Element. These have been produced for the Wendover Dean Viaduct (in C23) and can be found here: [Schedule 17 stage - GOV.UK \(www.gov.uk\)](#)
- **Assurances that the Environment Agency's flood consents along the Great Ouse date back to 2019.**
Schedule 33 part 5 of the HS2 Act ensures that any flood consents (or other water related consents) required to facilitate temporary or permanent works to build HS2 will be submitted and approved by the regulatory authority. This includes any schedule 33 part 5 (flood consents) required when working in the vicinity of the River Great Ouse from the Environment Agency.
- **Responses to ecological queries.**
As covered within previous responses.

We hope the above responses have suitably addressed the outstanding queries, but should you require any more information please let us know and we will work to resolve.

Many thanks for inviting us to the Buckinghamshire Council Transport, Environment and Climate Change Select Committee. Should it be of interest, we are happy to return next year and, hopefully, demonstrate the progress made across the project and within your local communities.

Yours sincerely,



Maddelyn Sutton, David Emms, Rohan Perin and Gary Rogerson.
HS2 Ltd.

Transport Strategy Team – Current Schemes (March 2022)

Funding Source	Scheme	Status	Overview	Current Position
Emergency Active Travel Fund – Tranche 1	Trinity Road, Marlow, trial quietway	Awaiting implementation	Quietway introduced on Trinity Road as a trial in April 2021 (in conjunction with Community Board). Point closures prevent vehicular access, providing a quieter street for pedestrians, cyclists etc. Data shows increase in walking (45%) and cycling (12%). Trial scheme progressed to statutory consultation, over two thirds of respondents supported permanent implementation. Key Decision taken to make permanent.	Implementation of permanent scheme April 2022
	Southcourt, Aylesbury, trial active travel scheme	Awaiting implementation	November 2020 - trial scheme introduced including a section of segregated cycleway on Churchill Avenue as well as point closures to create quieter streets. Part of the trial provides an important strategic link to overcome the severed Jet Way (existing Gemstone walking/cycling route), linking Stoke Mandeville and the Town Centre (plus hospital, local schools and new housing developments). Due to feedback, part of the trial is being decommissioned, however due to strategic need to retain Jet Way route part of the trial was taken to statutory consultation. Key Decision taken to make elements of the trial permanent – additional monitoring over next 12 months and review planned April 2023.	Implementation of permanent scheme April 2022
Active Travel Fund Tranche 2	Emerald Way Improvements, Aylesbury	In development/consultation	Route upgrades to existing Gemstone active travel route linking Haydon Hill to Aylesbury town centre (via Fairford Leys). Will bring the route up to a better standard (to tie in with wider Haydon Hill and Waddesdon Greenway route).	Delivery of phase 1 & 2 by June 2022
Developer funding and DfT Cycle Rail Fund	Berryfields to Buckingham Park Greenway, Aylesbury	Detailed design & planning	An off-road Greenway alternative to the shared use path along the link road between the Berryfields and Buckingham Park developments.	Delivery summer/autumn 2022
Developer led	Haywood Way Link, Aylesbury	Detailed design & planning	Active travel link between Berryfields and Quarrendon. S278 scheme being delivered by Taylor Wimpey in partnership with the Council and Greenways & Cyclerroutes Ltd.	Delivery summer 2022

Sustrans (funded via DfT grant)	Misbourne Greenway (Wendover Dean to Great Missenden)	In delivery	Greenway linking Great Missenden to Wendover Dean and will ultimately form part of the Buckinghamshire Greenway . Currently will not reach Wendover due to HS2 works. Led by Sustrans in partnership with the Council.	Delivery summer 2022
Developer funded	Active Travel Ivers	Outline design	A new network of active travel routes for the Ivers area – identified in the Parish’s active travel strategy. Proposals include links to Pinewood Studios, Iver rail station and Langley rail station, plus local schools. S106 available to fund Phase 1 of the scheme. Being delivered in partnership with Ivers Parish Council.	Delivery of Phase 1 – end 2022/23