



# Transport, Environment & Climate Change Select Committee Agenda

Date: Thursday 10 March 2022

Time: 10.00 am

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

## Membership:

B Chapple OBE (Chairman), R Carington (Vice-Chairman), K Ashman, P Brazier, M Caffrey, 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		
2 Declarations of Interest		
3 Minutes of the Previous Meeting		5 - 10

That the minutes of the meeting held on 20 January 2022 be confirmed as a correct record.

**4 Public Questions 11 - 12**

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/>

Three questions have been received as attached.

**5 HS2 10:15 13 - 16**

The Committee will receive an update on the HS2 project in Buckinghamshire.

**Contributors:**

HS2

Maddelyn Sutton, Head of Engagement, HS2

Rohan Perin, Client Director, HS2

David Emms, Client Director, HS2

Simon Matthews, Interface & Stakeholder Director, EKFB

David Eve, Head of Engagement & Compliance, Align

Gary Rogerson, Senior Environment Manager, HS2

Buckinghamshire Council

Cllr Steven Broadbent, Cabinet Member for Transport

Cllr Peter Martin, Deputy Cabinet Member for Transport – HS2/East West Rail

Richard Lumley, Service Director for Strategic Transport & Infrastructure

Dr Laura Leech, Head of Major Projects

Rod Black, HS2 Highways Approvals Team Leader

Gavin Kingsnorth, HS2 Consents

**6 Sustainable Transport 11:30 17 - 24**

The Committee will receive a report on current work underway to develop schemes to improve the road network and encourage sustainable transport. The report also explains how the transport planning and town

planning functions work together to secure the future transport network needs of Buckinghamshire.

**Contributors:**

Cllr Steven Broadbent, Cabinet Member for Transport  
Richard Lumley, Service Director for Strategic Transport & Infrastructure  
Joan Hancox, Head of Transport Strategy  
Rebecca Dengler-Jones, Growth and Development Strategy Manager

- |  |  |              |                |
|--|--|--------------|----------------|
| <b>7</b>   | <b>Climate Change Strategy Update</b><br>The Committee will receive an update on the Climate Change and Air Quality Strategy.                      | <b>12:15</b> | <b>25 - 30</b> |
| <br>   |  |              |                |
| <b>Contributors:</b><br>Cllr Peter Strachan, Cabinet Member for Climate Change and Environment<br>Steve Bambrick, Service Director for Planning & Environment<br>Ed Barlow, Head of Climate Change & Environment<br>Alexander Beckett, Energy & Climate Change Manager |  |              |                |
| <b>8</b>   | <b>Work Programme</b><br>Members are asked to suggest potential items so that they can be considered for the next municipal year's work programme. | <b>12:30</b> |                |
| <br>   |  |              |                |
| <b>Contributors:</b><br>All Members  |  |              |                |
| <b>9</b>   | <b>Date of Next Meeting</b><br>The date is to be confirmed and will be circulated in due course.   |              |                |

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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 20 JANUARY 2022 IN THE OCULUS, BUCKINGHAMSHIRE COUNCIL, GATEHOUSE ROAD, AYLESBURY HP19 8FF, COMMENCING AT 10.00 AM AND CONCLUDING AT 11.52 AM**

### MEMBERS PRESENT

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

### OTHERS IN ATTENDANCE

P Martin, P Strachan, G Badhan, R Barker, S Browning, K Dover, M Dickman, G Jones, L Leech, R Lumley and I Thompson

### Agenda Item

#### 1 APOLOGIES FOR ABSENCE

Apologies were received from Councillors S Broadbent, R Carington and E Culverhouse. Apologies were also received from Will Gallagher (East West Rail Company).

#### 2 DECLARATIONS OF INTEREST

Councillor M Walsh declared a personal interest as an employee for Greg Smith MP.

Councillor W Whyte declared a personal interest as a part time employee for Greg Smith MP.

#### 3 MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 16 November 2021 were confirmed as an accurate record subject to the inclusion that the Cabinet Member for Transport advised that the Electric Vehicle Charging Strategy would be published by the end of November 2021.

The Chairman updated Members that the Strategy had been delayed and that the Cabinet Member for Transport hoped it would be published by the end of January 2022.

#### 4 PUBLIC QUESTIONS

There were none.

## 5 EAST WEST RAIL

The Chairman welcomed Mark Cuzner, Mark James (East West Rail Alliance) and Peter Hume (Network Rail) to the meeting and invited the Deputy Cabinet Member for Transport, Councillor Peter Martin, to introduce the item. The Deputy Cabinet Member highlighted that East West Rail would bring a station at Winslow which would benefit residents. East West Rail was one of two major infrastructure projects in Buckinghamshire, the other being HS2, and project crossovers had caused disruption and concerns for residents. The Council was working with East West Rail to mitigate the impact in the community and sought to develop the long-term benefits of the project.

In the presentation delivered by Mark Cuzner, Mark James and Peter Hume, the following points were noted:-

- East West Rail Alliance was a group made up of Laing O'Rourke, Atkins, Volker Rail and Network Rail. This group was focused on the delivery of the construction between Bicester and Bletchley. East West Rail Company oversaw the entire East West Rail programme.
- The Alliance appreciated the disruption the project caused residents and businesses and apologized for this impact.
- It was expected that most of the civil works would be completed by the third quarter 2022 which included earth, bridge and station work. This meant that traffic on the highway should diminish as materials would be delivered via rail.
- The Alliance's 'infrastructure ready' date of May 2024 was on track for delivery.
- The completion and handover of Jarvis Lane footbridge in September 2021 was the first of five new footbridges to be delivered.
- The public had been engaged through activities such as an engagement day at B3 compound (located near Winslow) where 240 people attended. Greg Smith MP had also visited the site in 2021. The Alliance intended to continue community engagement over the next two years.
- The Alliance was on target to deliver its commitment to a 10% Biodiversity Net Gain. This involved restoring habitats along the construction routes between Bicester, Bletchley and Milton Keynes.

The following points were raised during the Committee discussion:-

- The aim was for the service line to go live in December 2024. This was to allow 7-8 months of testing phases after the infrastructure ready date of May 2024.
- The use of diesel rolling stock would be a temporary situation whilst wider consultation took place on the line's power solutions however there was no anticipated end date for the usage of diesel trains. Net carbon was expected to be a part of a future solution. Consideration of overhead electrification of the Bicester – Bletchley route had been given during the feasibility stage of the project however Government felt this was unnecessary. The Alliance took measures to accommodate future overhead electrification measures such as rebuilding bridges to a height that would not impede retrofitting pylons.
- The timescale for the delivery of the 10% Biodiversity Net Gain would be circulated after the meeting. Arrangements to manage the site areas after 2024 also needed to be considered.

### **Action: The Alliance**

- Although the project intended to retain vegetation, trees had been removed as part of the works. Over 150,000 trees of differing maturity had been planted by the Alliance. The number of trees removed would be checked and circulated to the committee.

**Action: The Alliance**

- The Alliance had no requirement to measure its carbon emissions but had commenced work to ascertain this. Details on this would be circulated.

**Action: The Alliance**

- Members were concerned that the Aylesbury link to East West Rail would not take place as the link would support connectivity and sustainable transport whilst relieving pressures on the highways. It was noted that housing allocation numbers had also taken the existence of the link into account. The Alliance acknowledged the benefits of the link and continued operating to keep this option available until a decision was made by the Department for Transport. The Council's last correspondence on this was in June 2021 and the Chairman encouraged all organisations in support of the Aylesbury link to work together in lobbying Government for its inclusion in the project.
- Highways work was split into three categories:
  1. New highways on overbridges.
  2. Mitigation of construction traffic (e.g. through junction modification and passing bays).
  3. Improvements and repairs to the existing roads due to construction.There were examples where previous repair work needed to be re-visited by the Alliance.
- Wheel washing facilities were located at each site which was supplemented by wheel cleaning. Complaints of mud on the road had been due to some suppliers not following the washing procedure in place when leaving the site combined by poor weather conditions. The Alliance was responsible for this and sought to improve performance by responding to complaints more quickly.
- Compound A3 at Marsh Gibbon was now largely demobilised as the structural work had been completed. The wheel washing station had been decommissioned however manual wheel washing still took place along with an hourly sweep and brush route.
- The two marshals recruited by the Council monitored impacts of the project so that issues could be resolved as soon as possible. The Alliance had traffic ambassadors who monitored driver behaviour and road conditions, and reported preventative and/or recovery work.
- All train stations would be compliant in accessibility criteria.

The Chairman thanked the representatives from East West Rail for their attendance and welcomed a future update on the project next year.

## **6 INTEGRATED HOUSEHOLD WASTE RECYCLING CENTRE CONTRACT**

The Chairman welcomed the Cabinet Member for Environment & Climate Change and invited him to introduce the item. The new HRC contract arrangements had been agreed by Cabinet in December 2021 and the Cabinet Member outlined key points of the contract which included:-

- FCC Waste Service Ltd had been awarded the contract from 1 April 2022. This contract would deliver a very similar service to the one currently in place and the existing hours would remain.
- It was a five-year contract with an option to extend a further five years at mutual agreement. The Net Present Cost (NPC) over five years was £15m and the potential NPC over ten years was £28.5m
- The existing HRC sites had over one million visits spread across nine sites and over 60,000 tonnes of waste was collected annually.
- The contract aimed to reuse, recycle or compost 68% of all waste received and aspired to stretch this to 73%.
- Consideration was being given to a new site in Buckingham as the current site could not

be extended to meet demand.

- FCC would produce a Community Stakeholder Liaison Plan to be agreed by the Council by 31 May 2022.

The following points were made during the Committee's discussion:-

- The targets for reuse, recycle or compost reflected Government legislation and the council's current rate was 67%. Extending the target to 73% would require MTFP investment to move further materials from residual waste into recycling streams (e.g. polystyrene).
- Around 18% went to the Energy from Waste Site, Greatmoor, which generated residential electricity.
- There would be financial implications if the operating hours at sites changed, and the contract took into account potential changes at Buckingham. It was too premature to provide dates for changes in the north of Buckinghamshire however updates would be communicated to the Council.
- The contract bidding process did have an environmental weighting and the bidders were subject to a carbon assessment metric. Any changes in outlets between the bid submission and the contract commencement were now being considered. Outlets had the potential to shift during the life of the contract which would require re-assessment and adaption; the new contract allowed for this. A public version of this document would be available in future.
- It was noted by Members that FCC was currently providing a good service particularly during the pandemic where services had been available to residents as normal.
- Chesham's HRC was unable to recycle tins and plastic which was due to legacy district council arrangements. Buckinghamshire Council was harmonizing its arrangements to deliver the same service at each HRC site so that there was no gap in recycling provision. The Cabinet Member hoped this would be delivered over the coming months.
- The Cabinet Member acknowledged that clear, simple communication with residents on recycling was important.
- Income generated from the reuse shops was a model commonly used by other local authorities. The Council provided the items for reuse and received 25% of the income. The shop in High Heavens was no longer fit for purpose and required replacement with the cost split between FCC and the Council.
- The Bledlow HRC site was progressing through the council's decision-making process.
- Cross-boundary arrangements on household recycling existed between Buckinghamshire, Slough and Milton Keynes. Income received from Slough Borough Council was reinvested into Burnham and Langley. The Cabinet Member was open-minded about potential future arrangements, including one Member's example of a monthly 'amnesty day' in Hertfordshire, however costs would need to be considered.
- Containers could be refurbished for 25% of the cost of a new container and could be maintained thereafter for up to eight years. Their condition would be monitored during the contract.

The Chairman thanked the Cabinet Member for outlining the new HRC contract and commended the work of the officers.

## **7 WORK PROGRAMME**

The Select Committee received a report noting the upcoming work programme for the Committee.



**8 SCOPING DOCUMENT FOR RAPID REVIEW - POLLUTION IN BUCKINGHAMSHIRE'S RIVERS AND CHALK STREAMS**

The Committee received a scoping document to carry out a rapid review on pollution in Buckinghamshire's rivers and chalk streams. The Chairman and Vice-Chairman had carefully considered the scope given that the issue was not a direct responsibility of the Council however it was an issue that the Select Committee took seriously.

The review would be chaired by Councillor R Carington. The group would have no more than 5-6 Members and the Chairman asked Members to write to him if they were interested in being on the review group. It was hoped that there would be a geographical spread of Members across the county.

RESOLVED –

That the rapid review scope document be agreed.

**9 DATE OF NEXT MEETING**

Thursday 10 March at 10am.

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**Transport, Environment & Climate Change Select Committee – 10 March 2022**

**Agenda Item 4 – Public Questions**

1. 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?

- Alan Thawley

2. 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?

- Mary Hunt

3. 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?

- Richard Torpey

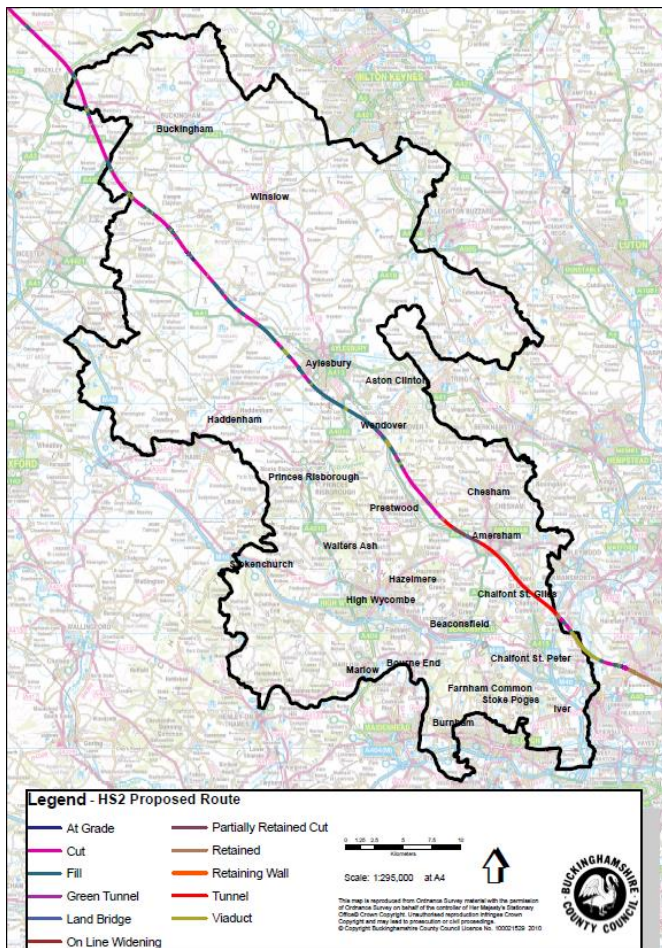
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# Report to TECC Select Committee

**Date:** 10 March 2022  
**Title:** HS2 Update  
**Author:** Laura Leech, Head of Major Projects

## 1 Background

- 1.1 In February 2017 the HS2 hybrid (Phase 1) Act received Royal Assent. This provided HS2 Ltd with an Act of Parliament (equivalent to deemed planning permission) to construct high speed railway between London and Birmingham.
- 1.2 One third (approx. 60km) of Phase One dissects Buckinghamshire (approx. 16km of which is in tunnel).



- 1.3 The High Speed Rail Act grants deemed planning permission for HS2 Phase One of the route, but some of the detailed design and construction are subject to further approval.
- 1.4 Buckinghamshire Council is a Qualifying Authority, which means that some of HS2's proposals need to come to the Council for approval which give the Council a small degree of influence over the details of the proposals. As a Qualifying Authority, Buckinghamshire Council has signed up to the Planning Memorandum which commits the authority to having appropriate staffing levels and use reasonable endeavours in its decision-making processes to meet the timescales for decisions (within 8 weeks). It also commits the authority to not making unreasonable or onerous requests on HS2 Ltd which would lead to increases in cost or delays to the programme. The Planning Memorandum also places obligations and responsibilities onto HS2 Ltd.
- 1.5 Within Buckinghamshire Council, the HS2 Team has responsibility for processing all approvals for HS2 infrastructure and transportation arrangements as well as stakeholder engagement. The team is responsible for ensuring that HS2 Ltd and its contractors work within the HS2 Act and agreed consents and fulfil their obligations in terms of engagement with directly affected parties, the wider community, and those with an interest in the scheme.
- 1.6 The last 12 months has seen the completion of early/enabling works and an increase in the overall level of HS2 related activities.

## **2 HS2 engagement & Buckinghamshire Council support & intervention on behalf of residents**

- 2.1 HS2 Ltd has an obligation to engage with directly affected parties. In October 2021, HS2 Ltd relaunched their refreshed Engagement Strategy including 10 commitments on which they will measure their success. The Strategy can be viewed here: <https://www.gov.uk/government/publications/hs2-ltds-community-engagement-strategy>
- 2.2 A workshop was hosted by Buckinghamshire Council in November 2021, with HS2 Ltd and several Parish Councils, which explored how effective engagement was felt to be and whether local people felt they could influence outcomes.
- 2.3 The Council is repeatedly told that the project has its own Engagement Teams who are resourced to undertake adequate engagement and that any engagement undertaken by local authorities is at their own expense.

- 2.4 Despite this, the Council is increasingly being asked to intervene on behalf of frustrated residents and organisations, which presents a number of challenges for the HS2 Team:
- a) Our experience is that many engagement activities are undertaken too late to enable stakeholders time to challenge or influence decisions that affect them, or proposals are presented as a fait-accompli. A recent example of this is the plan to construct a conveyor over the A413 to move earth from the east side of the road to Small Dean Road. This is a major departure from the plan which was first communicated in early February with work on site clearance scheduled to commence the same month.
  - b) HS2 is a catalyst used by residents to raise an additional range of road/transport related issues with the Council, so many 'HS2' branded enquiries which are received by the HS2 Team are complex and responses require co-ordination across transport disciplines (for example road safety, road repairs, speed limits, increased traffic volumes and traffic management).
  - c) An increasing number of community groups and forums have been formed and officer presence is requested in addition to attendance by HS2 Ltd and/or relevant contractors. Whilst placing added pressure on already stretched council resources, this has proved useful in terms of consistency of messages being received.

### **3 Buckinghamshire Council response to challenges and what we have achieved**

- 3.1 The Council has responded to the increasing challenges. These include recruiting three new members of staff over the last 12 months, directly in relation to stakeholder engagement, including two marshals. The two new marshals support residents with the construction of both HS2 and EWR by undertaking investigations into enquiries and complaints. The marshals work proactively and are on hand to undertake site visits, investigate issues, meet face to face with residents and liaise with contractors to resolve concerns.
- 3.2 Deployment of three mobile CCTV cameras; whilst the cost of the cameras was funded by HS2, there is an overhead in the region of £50k per annum being absorbed by Buckinghamshire Council. This covers co-ordination of redeployments, site assessments, review of CCTV footage, query resolution with contractors, compliance with regulatory requirements and stakeholder communications. The cameras are primarily being used to monitor congestion impacted by HS2 construction and to identify construction traffic using routes in contravention of agreed lorry routes.

- 3.3 The cumulative impact of lorries going to/from different compounds but using the same routes (all approved on an individual basis by compound) has been challenged on behalf of residents and will be going to judicial review.
- 3.4 The Council is pressing HS2 Ltd to ensure that the rural nature (both inside and outside the AONB) of the county including roads and lanes is retained and associated infrastructure is sympathetic to the local environment.

## **4 Trend & Expectations**

- 4.1 The scale of construction activity will be increasing over the next couple of years.
- 4.2 The volumes of complaints and enquiries has increased as activity on the ground has escalated and this trajectory is likely to continue as the project proceeds.
- 4.3 HS2 Ltd recorded volumes of enquiries and complaints relating to operations in Buckinghamshire both show an upward trend, with 172 enquiries in January 22 (monthly average of 140 in 2021) and 46 complaints (monthly average of 37 in 2021). Of the 418 complaints received in the 12 months to the end of January 2022, 78% of enquiries related to: traffic and transport (46%), site operations (18%) and noise and vibration (14%).

## **5 Next Steps**

- 5.1 The Council is developing a Customer Relationship Management (CRM) system to better manage and analyse queries and complaints relating to HS2 construction.
- 5.2 Continue to challenge approvals where these are outside the letter and spirit of the HS2 Act
- 5.3 Review and pursue all agreed mitigations to ensure that these are delivered.





## Report to Transport, Environment and Climate Change Select Committee

**Date:** Thursday 10<sup>th</sup> March 2022

**Topic:** **‘Provide information on schemes to improve the road network and encourage sustainable transport in Bucks.’**

**Author:** Rebecca Dengler-Jones, Growth & Development Strategy Manager, Joan Hancox, Head of Transport Strategy

### 1. Introduction

- 1.1 This paper provides an overview of the current work underway to develop schemes to improve the road network and encourage sustainable transport. It also explains how the transport planning and town planning functions work together to secure the future transport network needs of Buckinghamshire. The Council is dependent mainly on external funding (primarily grants and s106 agreements) to secure improvements to both the highway network and to introduce measures to improve bus provision or support walking and cycling. External grant funding is normally limited to a particular type of scheme e.g. Pinch-point funding and this limits the type of schemes that the Council can progress.
- 1.2 The paper sets out the role of transport planning, how schemes are identified and how they are delivered.
- 1.3 This paper gives examples of the variety of transport schemes currently under development and outline future plans to further enhance this work going forward.

### 2. Main content of report

***What is transport planning and how does it work with town planning to secure transport improvements?***

- 2.1 This area of activity contributes to the corporate priorities relating to “Increasing Prosperity” and “Protecting our Environment”. In relation to “Increasing Prosperity” the key aims are to address connectivity and tackle congestion as well as putting in place the infrastructure that is needed to enable and mitigate growth and support the

Buckinghamshire economy. Bidding for external funding and the delivery of highway schemes are identified as priorities for the Planning, Growth and Sustainability Directorate.

- 2.2 Transport planning also supports the “Protecting our Environment” corporate priority. In particular this is through encouraging a shift to environmentally transport in support of the Council’s actions to address climate change. The installation of EV charging points is an identified priority.
- 2.3 Buckinghamshire is the statutory transport planning authority. This means that it needs to evaluate and consider what the future transport needs of the area will be (how travel demand will change over time) and what measures will be needed to accommodate the changing travel demand. Buckinghamshire currently uses a technical transport planning approach called “Predict and Provide”. The Council deploys transport modelling to forecast the impact of known growth or individual developments on the highway network. This is also used to test different potential mitigations to assess what measures are then needed to reduce the impact of new development.
- 2.4 Buckinghamshire has an adopted Local Transport Plan (2016) which sets out high level policies and transport network aspirations. This recognises that Buckinghamshire has one of the highest levels of emissions per head in the South East. This is likely to relate to the county’s relative affluence and semi-rural nature (with high levels of car use and above average journey distances - 87% of households have access to one or more cars; this is higher than the average for the South East (82%) and significantly higher than the national average of 74%). From this, LTP4 recommends that we ‘need to secure road, rail, bus, walking, cycling and other essential infrastructure to meet the current and future needs of our residents’.
- 2.5 The Council has recently adopted a Climate Change and Air Quality Strategy 2021. Carbon emissions are a key focus for the Council and local transport contributes 26% of Buckinghamshire’s carbon emissions. In order to meet our carbon targets of achieving net zero carbon emissions for Buckinghamshire as a whole by 2050 we will need to make the transport system as sustainable as possible. This is likely to be a key focus of the next Local Transport Plan.
- 2.6 Transport planning and town planning work together on the development of local plans and this was the case for all the local plan work undertaken by the legacy councils, leading up to the adoption of the Wycombe Local Plan and the Vale of Aylesbury Local Plan. There are strict rules about the transport infrastructure that can be included within local plans, as it is necessary to demonstrate that the infrastructure is both needed as well as being deliverable. There has to be very robust evidence to support the inclusion of any infrastructure listed in local plan policies. For example, in

the Vale of Aylesbury Local Plan Policy T3 sets out the critical infrastructure needed to support the planned growth.

### ***Delivery of transport schemes***

- 2.7 There are three main ways that improvements (not maintenance) to our transport network are funded and delivered. Virtually all improvements to our highway network, bus services to new developments and enlarging our Active Travel network are externally funded, either through government grants, s106 negotiations or CIL contributions. Frequently, projects depend on a mixture of funding before they are ready for delivery.
- 2.8 A significant amount of the current transport measures delivered across Buckinghamshire are secured through development sites (either directly through developers or via Section 106 funding contributions). It is therefore essential that local policy enables officers to secure adequate infrastructure and services to meet requirements.
- 2.9 Transport improvements are usually identified through the following methods:
- a) They are identified through the development of transport strategies and studies which can include local plan evidence e.g. Countywide modelling to support Wycombe Local Plan.
  - b) They are identified through the planning application process as mitigation for the development using detailed transport assessments e.g. Pinewood, Iver
  - c) Requests for improvements, including from local members, residents. Community Boards, which fit with broader policy objectives e.g. Marlow Active Travel scheme.
- 2.10 Transport schemes in Buckinghamshire are normally delivered in one of three ways:
- a) The Council leads, promotes the scheme and secures or bids for funding, e.g. The A40, London Road corridor improvements implemented between 2019 and 2021 which were mainly funded by National Productivity Investment Fund and Local Transport Body funding.
  - b) The Council negotiates improvements within the boundary of a development site or new access points e.g. new link roads in Kingsbrook, Aylesbury.
  - c) The Council negotiates either a s106 contribution or agrees for a developer to carry out off-site improvements e.g. the changes on Gatehouse Road carried out as part of the development of the new Sainsbury's store.
- 2.11 The Council has been progressing a number of major road improvement schemes, most of which are under the Leader Portfolio (and so under the remit of the Growth,

Infrastructure and Housing Committee). Schemes currently at the design stage include:

- a) Abbey Barn Lane improvements to facilitate development of Abbey Barn North housing site – being progressed with Housing Infrastructure Funding and in the Council’s capital programme.
- b) Princes Risborough Southern Road Link – to enable Princes Risborough expansion - being progressed with Housing Infrastructure Funding and will be subject to a planning application.
- c) South West Link through Aylesbury. A policy requirement of housing site AGT2 South-west Aylesbury. Included in an outline planning application for the site and being led by the developer.
- d) Stoke Mandeville Relief Road (being progressed by HS2 Ltd).
- e) South East Aylesbury Link Road.
- f) Southern Link Road – included within the Hampden Fields planning permission.
- g) Eastern Link Road (S) – included within the Woodlands planning application.
- h) Eastern Link Road (N) – partly built and open and included in the Kingsbrook development.

***How are transport measures funded?***

2.12 As noted above, a significant amount of transport schemes across Buckinghamshire are either delivered by developers or funded through Section 106 agreements.

2.13 Developer funding contributions are secured by Buckinghamshire Council, to support and enable the delivery of a range of transport related infrastructure required to make developments acceptable in planning terms across Buckinghamshire. In the case of transport, Section 106 funds are secured for a variety of transport infrastructure and measures including:

- Bus Stop Improvements – new and improved bus shelters and passenger information.
- Bus Services – improvements to existing bus service frequency and capacity, new community bus services.
- Highways Improvements – new and improved crossing points and traffic calming measures.
- Active Travel Improvements – new and improved walking and cycling routes and Public Rights of Way upgrades.

- 2.14 Developer funding contributions are almost always ring-fenced to facilitate delivery of a specific scheme or piece of infrastructure in a particular location based on the impacts of the development that is providing the funding contribution. Developer funding contributions assist in mitigating against this impact and encourage sustainable transport within the community.
- 2.15 Schemes are also secured through developers via Section 278 agreements where the developers are responsible for delivering the works themselves. This ensures that full schemes are delivered, and any costs incurred are covered by the developers, which removes the financial risk to the Council.
- 2.16 External funding is secured through external Government grants, for example through the Department for Transport (DfT). At the moment DfT are concentrating on three types of funding:
- a) Major Road Network – this is an agreed network of strategic local roads and funding is available for significant improvements including missing links.
  - b) Buses – we submitted our Bus Service Improvement Plan at the end of October which including a funding proposal to improve our bus services. An announcement is expected before the end of March. Urban areas are likely to see the majority of the funding.
  - c) Active Travel – DfT is running yearly calls for proposals. So far, we have received just over £2.2m and are using it in 22/23 to implement the Emerald Way improvements in Aylesbury. We expect an announcement on our bid to “Tranche 3” before the end of March 2022.
- 2.17 In addition, we will be bidding for additional funding to install more electric vehicle charging infrastructure in our car parks later in 2022.

#### ***Examples of Highway and Sustainable Transport Schemes***

- 2.18 The following section will provide examples of some of the highway and sustainable transport schemes that have been either been developed or had feasibility work completed in recent years. This will help to highlight the extent of work which is being undertaken to secure highway and sustainable transport schemes for Buckinghamshire, predominantly through external funding.
- 2.19 *Active Travel Fund – tranches 1 and 2 (DfT annual funding)*

The first tranche of the ‘Emergency’ Active Travel Fund (ATF) was announced during the pandemic, primarily focussed on introducing temporary or trial schemes (encouraging reallocation of road space during a time when there were fewer vehicles on the roads) to enable more local journeys to be made on foot or by bike. The temporary measures trialled through these schemes included point closures

(restricting through traffic to create a safer space for cyclist/pedestrians), road closures (to allow cycling/walking only), shared use paths and segregated cycle lanes. Two of the trial schemes (Southcourt, Aylesbury and Marlow) have been out to statutory consultation and are currently being considered whether to be made permanent.

Funding from tranche 2 of the ATF (2021/22) is being used to upgrade the existing Emerald Way cycle route in Aylesbury to create an improved link between the new Haydon Hill route (which links off the Waddesdon Greenway) into Aylesbury town centre. This project will include additional tree planting and form part of the wider Platinum Jubilee programme.

#### 2.20 *Waddesdon Greenway (Cycle Rail Fund – external DfT bid)*

Rural active travel links can have significant benefits in terms of linking communities to employment, education, amenities, and rail/bus stations for onward travel. The Waddesdon Greenway was delivered in recent years, connecting Waddesdon Manor (village) to Aylesbury Vale Parkway rail station (and onward connectivity to the wider Aylesbury cycling/walking network). It is a 4km rural route away from the road, providing a safe and attractive active travel option which is proving to be extremely successful not only for travel but also for leisure and recreation. The scheme was funded through an external grant (including maintenance for the first 10 years), and over 160,000 trips were made on the route in 2020.

#### 2.21 *Pedestrian Crossing facilities (S106 funding)*

Pedestrian crossings are important to enable people feel safe and encourage walking and cycling for day-to-day journeys. A number of crossing schemes have recently been delivered through S106 developer contributions which have helped to enable safer routes to schools as well as providing important facilities for the wider community. For example, in 2021 signal-controlled crossings were implemented on the A413 in Padbury connecting with the Buckingham to Winslow cycleway; and on Chartridge Lane in Chesham to facilitate safe crossing to the Chiltern Hills Academy. S106 funds also enabled delivery of a raised table zebra crossing in Stokenchurch on the B482 (providing additional protection with the raised table encouraging slower speed).

#### 2.22 *Active Travel Feasibility Work (S106 funding)*

For some larger scale projects, it is difficult to justify full funding from individual development sites (due to the size and impact of development). Consequently, contributions are obtained from developers for progressing feasibility work which will help to inform future funding bids or pooled developer contributions to enable delivery. Examples of current active travel projects (or Greenways) that are being progressed through the feasibility phase using developer funding are Buckingham to Silverstone, and High Wycombe to Bourne End. Due to the scale of these projects

(requiring land acquisition, planning consent etc.) it can take many years to progress them to a stage where funding bids can be submitted for implementation.

### 2.23 *Freight*

The Council has a specific amount of capital funding to implement its Freight Strategy. The first area-based approach to managing HGV's is currently planned in the Ivinghoe area and has been through the statutory consultation. Depending on approval to proceed, the scheme should be implemented in the autumn. Feasibility work is being undertaken around Waddesdon and Buckingham on potential measures in those areas.

### 2.24 *Aylesbury Bus Station*

Options for improving or moving Aylesbury bus station are also being investigated as part of the wider regeneration plans for Aylesbury town centre.

### 2.25 *Demand Responsive Transport*

The Council has been awarded funding to run two demand responsive transport trials, one around High Wycombe and the other around Aylesbury. The services are expected to start in the summer and run for several years to establish whether there will be sufficient demand to keep them running.

### 2.26 *Financial information*

The table below sets out the funding recently secured for Active Travel and highway schemes

<b>Source</b>	<b>Funding Secured</b>	<b>Scheme Allocations</b>
Department for Transport Active Travel Fund Tranche 1 and 2	£1.86M	Emergency Active Travel schemes in Haddenham, Marlow, High Wycombe and Aylesbury. Emerald Way Improvements, Aylesbury – active travel route between Haydon Hill and Aylesbury town centre.
Department for Transport funding via Sustrans	£0.03M	Final works for the Haydon Hill extension to the Waddesdon Greenway.
Section 106 Developer Contributions	£3.02M	A combination of highways and cycleway schemes (including traffic calming, bus stops, pedestrian crossings, active travel links etc.) All funding is secured with associated

Source	Funding Secured	Scheme Allocations
		conditions on what it can be spent on and will be local to the specific development site.
Demand Responsive Transport trial	£1.75M	Funding to support 2 trials of bus-based demand responsive transport in High Wycombe and Aylesbury
<b>TOTAL</b>	<b>£6.66M</b>	

**Table 1: Examples of funding secured towards transport improvements**

### 2.27 *More Strategic Aspirations*

In addition to the smaller scale schemes noted above, the Council is currently progressing with more strategic projects in order to support wider connectivity. In terms of roads, strategic connectivity priorities were identified in LTP4 and work is underway on developing studies to identify what improvements might be required to inform future funding bids. For active travel, the Council is working with partner organisations such as Sustrans on the aspirational Buckinghamshire Greenway which will provide a high-quality active travel link from Uxbridge to Brackley (passing through and therefore providing connectivity for key settlements including Amersham, Great Missenden, Aylesbury, and Buckingham).

## 3. **Next steps and review**

- 3.1 Work around developing a pipeline of priority infrastructure schemes for Buckinghamshire will be further progressed. This will be used to inform future external funding bids, with the prioritisation criteria needing to be flexible to ensure that schemes meet relevant bid requirements.
- 3.2 Resource within the Transport Strategy Team is currently limited so only a handful of schemes can be designed and costed at a time.





# Climate Change and Air Quality Strategy Update

Transport, Environment and Climate Change Select Committee  
Meeting

10 March 2022



# 1. Key Transport Related Initiatives



**Transport is the largest source of GHG emissions in Buckinghamshire at 51%;**

## **Supporting the Transition to Electric Vehicles:**

- **New Taxi Licence policy – licences only issued to ultra-low or zero emission vehicles by 2030.**
- **Innovative induction charging technology installation in two car parks**
- **Fleet EV charging infrastructure projects commissioned**
- **£0.5mill bid submitted for electrifying a refuse collection vehicle.**
- **New EV charging working group and webpages established**

## 2. Key Transport Related Initiatives

Supporting modal shifts to low/zero emission forms of transport



- New cycle route section linking Waddesdon and Aylesbury
- 62 accredited school travel plans – 2<sup>nd</sup> place in Modeshift STARS league table

Expansion of the e-scooter trial into Princes Risborough

- COP26 related event staged in November '21 ('Green Wheels in Motion') was supported by local partners and suppliers, and grant funding (£28K).



# 3. Nature Based Solutions - Highlights



Carbon sinks in Buckinghamshire remove 99 ktCO<sub>2</sub>e per year.

- **3,450 trees established at Billet Field**
  - **Will remove ~400 tCO<sub>2</sub> over 100 years.**
  - **£28k England Woodland Creation Offer grant secured**
- **Queens Green Canopy – 243 trees sent to schools and care homes**
- **>£203k secured from the Local Authority Treescapes Fund (LATF)**
  - **~534 trees planted at Spade Oak Nature Reserve**
  - **94 trees planted next to the public highway in Haddenham and South West Chiltern Community Board areas**
  - **221 trees planted by 3 third sector organisations and 2 parish councils.**

# 4. Tackling Emissions from Buildings – Major Projects

Homes are the second largest source of GHG emissions in Buckinghamshire at 31%.

Buildings account for 49% of the Council's emissions.



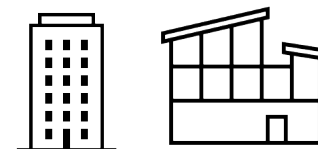
## Homes

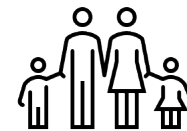
>£7.43mill secured to improve the energy performance of low income homes with a low energy performance rating

Implementation hampered by resource constraints and the COVID pandemic.

## Council Buildings

- >£214k funding offer from the Public Sector Decarbonisation Scheme Phase 3 for two heat pump projects.





## 5. Encouraging Green Behaviour

Strategy recognises the need for all of us to act

**Climate Challenge Communications Plan for 2022:**

- **New internal and external web content**
- **Training for members planned (starting Spring/Summer 2022)**
- **Opportunity for the public to make ‘green’ pledges**

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**Mix of communications channels considered to try to reach a wide audience, including broadcast media, social media campaigns and paid advertisements.**

## 6. Internal Coordination

- **Internal *Climate Change Steering Group* now established**
- **Coordinating activity to ensure climate change picked up across portfolios and departments**