



Cabinet agenda

Date: Tuesday 19 October 2021

Time: 10.00 am

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

Membership:

M Tett (Leader), A Macpherson (Deputy Leader and Cabinet Member for Health and Wellbeing), G Williams (Deputy Leader and Cabinet Member for Planning and Regeneration), S Bowles (Cabinet Member for Communities), S Broadbent (Cabinet Member for Transport), J Chilver (Cabinet Member for Finance, Resources, Property and Assets), A Cranmer (Cabinet Member for Education and Children's Services), C Harriss (Cabinet Member for Culture and Leisure), N Naylor (Cabinet Member for Housing, Homelessness and Regulatory Services) and P Strachan (Cabinet Member for Climate Change and Environment)

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Agenda Item

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2	Minutes	5 - 14
	To approve as a correct record the Minutes of the meeting held on 28 September, 2021.	
3	Declarations of interest	
4	Hot Topics	
5	Question Time	
	Question from Councillor Alison Wheelhouse to Councillor Steve Broadbent (Cabinet Member for Transport)	
	A355/London End junction, Beaconsfield	
	“Given that the Planning Inspector has recently upheld HS2’s Appeal against the Council’s failure or refusal to approve HS2 lorry routes, what next steps will the Council take to obtain and provide clearer, reliable information on how much HS2 traffic is expected to use the A355/London End junction in Beaconsfield; and what measures will you take to manage the increasing level of HS2 traffic on the A355 in Beaconsfield including preventing lorries using other routes in the town?”	
	Question from Councillor Robin Stuchbury to Councillor Anita Cranmer (Cabinet Member for Education and Children’s Services)	
	Children and Adolescent Mental Health Service (CAMHS)	
	“Given that the waiting list for children and young people to access CAMHS can be 18 months to 2 years, can the Cabinet Member for Education and Children’s Services please confirm what mitigations are in place to support children with their educational needs whilst they wait to be assessed and what action is the Council taking, e.g. lobbying the local NHS Trust, to improve this situation?”	
6	Forward Plan (28 Day Notice)	15 - 30
7	Climate Change and Air Quality Strategy	31 - 154
8	Youth Justice Strategic Plan	155 - 192
9	Bus Service Improvement Plan	193 - 304
10	Support to the Provider Market as a result of COVID-19	305 - 308
11	Exclusion of the public (if required)	
	To resolve that under Section 100(A)(4) of the Local Government Act 1972 the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of	

exempt information as defined in Part I of Schedule 12A of the Act.

Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information)

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|-----------|--|------------------|
| 12 | Confidential appendix for Support to the Provider Market as a result of COVID-19 | 309 - 324 |
| 13 | Confidential Minutes of the Cabinet meeting held on 28 September 2021
To approve as a correct record the confidential minutes of the Cabinet meeting held on 28 September, 2021. | 325 - 326 |
| 14 | Date of next meeting
Tuesday 9 November, 2021, at 10am | |

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For further information please contact: Craig Saunders -
democracy@buckinghamshire.gov.uk

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Cabinet minutes

Minutes of the meeting of the Cabinet held on Tuesday 28 September 2021 in The Oculus, Buckinghamshire Council, Gatehouse Road, HP19 8FF, commencing at 10.00 am and concluding at 11.00 am.

Members present

G Williams (Deputy Leader, in the chair), S Bowles, S Broadbent, J Chilver, A Cranmer, C Harriss, N Naylor and P Strachan.

Others in attendance

C Jackson (Deputy Cabinet Member for Public Health), A Cranmer (via MS Teams remotely), R Stuchbury and A Wheelhouse.

Apologies

A Macpherson and M Tett.

Agenda Item

1 Apologies

Apologies were received from Councillors A Macpherson and M Tett.

2 Minutes

RESOLVED –

That the Minutes of the meeting held on 13 September, 2021, be approved as a correct record.

3 Declarations of interest

There were none.

4 Hot Topics

The following hot topics were reported:-

Cabinet Member for Communities

Cabinet were informed of three issues:

- The Council was working with the Thames Valley Police on their annual Community Safety survey that would be live for the next 4 weeks. The

survey would help the police and partners understand that the major concerns were relating to crime and antisocial behaviour.

- Community Boards – the next round of meetings were about to commence. Many of the Action Groups had been meeting to look at a wide range of issues and that work would be fed back to the Community Board meetings.
- Afghan re-settlement programme – the Council was grateful to partners for housing offers that had been received. Work was continuing with the Home Office to match families to Buckinghamshire. Thanks were also expressed to the community across Bucks, 144 offers of support had been received to date and the Crisis fund had reached £43,000.

Cabinet Member for Transport

Cabinet were provided with an update on the current availability of fuel predicament. While the overall impact on service provision by Transport for Bucks and for household refuse collections was minimal, the Council was still meeting twice daily to discuss emerging issues and provide assistance / mitigate impacts when and as problems arose. This included liaising with emergency services and the NHS. The Council had been made aware this morning of difficulties being experienced by 2 operators of school bus routes. Unfortunately, 9 routes were not running this morning including the 917 (Vale Travel) and Red Line services: 643, 655, 671, 814, 815, 850, 945 and 946. This had impacted a large number of pupils and urgent messages had been sent out to parents. The Council was working with the operators and schools in response to these transport issues, including trying to ensure sustainable supplies of fuel were obtained for school transport. Affected families and people were advised to check the bus alerts information on the Council's website that would be regularly updated throughout the day. Information would also be made available via social media channels.

Deputy Cabinet Member for Public Health

Cabinet were provided with an update on the roll out of Covid booster shots programme. The Government had released it's Winter Response Plan which would be managed through the primary care (GPs and pharmacies) and be coordinated through Clinical Commissioning Groups. Health and social care staff could already book their booster shots through the national booking site, and some hospital staff had already started to receive their shots. Boosters would soon be offered to eligible groups including the over 50s, care home residents and anyone over 16 who lived with someone who was immune-suppressed, a carer, or had a health condition that put them at high risk. As the Government had mandated that a minimum of 6 months was required between receiving the 2nd Covid shot and the booster shot, some people would not be able to receive the booster shot when they received their winter fly jab.

5 Question Time

Question from Councillor Robin Stuchbury to Councillor Gareth Williams, Deputy Leader and Cabinet Member for Planning and Regeneration

“Currently Buckinghamshire Council has a minimum target of 25% affordable housing in the VALP and the Council should be supporting neighbourhood plan aspirations for a higher percentage of 35%. These are testing times for the younger generation trying to get a foothold on the housing ladder or to be able to remain and work within Buckinghamshire and there is a real likelihood a large percentage may settle within the northern corridor through the Cambridge Arc. I genuinely seek an understanding of how Buckinghamshire Council will be able to meet demand for accommodation within the targets proposed in the recently adopted VALP and I should like to know what steps are going to be taken to maximise affordable housing within the area of the VALP, and also in the emerging Buckinghamshire plan.”

Response

“The VALP aims to secure a minimum of 25% affordable housing on sites of 11 dwellings or more or 0.3ha or more and we will implement this policy through our development management teams on sites at or above these thresholds. The VALP (paragraph 5.4) indicates that the total assessed need for affordable housing in the VALP area is 4,200 affordable homes or 20.4% of the total housing need for the area. Making an allowance for the fact that sites under 11 dwellings will not provide any affordable housing, a policy requiring 25% affordable housing on sites that are required to provide affordable housing should be sufficient to deliver the required total need.

It is important to note that developers will often challenge the level of affordable housing to be provided on viability grounds and the affordable housing policy in the VALP (Policy H1) sets out the Council’s position that we will need clear evidence on viability through an open book financial appraisal that is independently assessed. This will help ensure we can maximise the amount of affordable housing that is secured through implementation of the VALP policy.

In relation to neighbourhood plan aspirations, the Planning Inspector examining the VALP made clear that neighbourhood plans that set higher affordable housing percentage requirements would not be in conflict with the VALP policy of a minimum of 25%. He also made clear that the VALP would not override those neighbourhood plans that have already set a higher affordable housing requirement. For those neighbourhood planning groups considering setting higher requirements in future neighbourhood plans, it is important to highlight that they will need to provide evidence to justify their policy requirements. This will need to be robust enough to convince an independent examiner. As part of the Council’s duty to provide support on neighbourhood planning, officers will be able to provide some advice on this where necessary, but it will be for the neighbourhood planning groups to provide or commission the necessary evidence.

Looking ahead, the Council is commencing work on the preparation of the Buckinghamshire Local Plan and as part of this we will want to explore how to best deliver affordable housing across the whole of the county through the planning

system. Critical to this will be undertaking a viability assessment of the Plan's proposals to determine the most appropriate level of affordable housing on sites, having regard to other development costs including infrastructure requirements. At the same time we will need to update our housing needs assessments to understand both the scale and type of need for affordable housing going forward."

Question from Councillor Alison Wheelhouse to Councillor Gareth Williams, Deputy Leader and Cabinet Member for Planning and Regeneration

"In a fast evolving planning environment, given the recent proliferation of Permitted Development prior notification applications for:

- change of use from office user to residential use (Class O, now Class MA – Part 3, Schedule 2 Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which permits change of use from Class E to C3).
- addition of storeys to existing buildings.
- new Class ZA.

Please will the Cabinet Member for Planning and the Leader ensure that Article 4 Directions be made as soon as possible in relation to Classes MA and ZA, and addition of storeys to existing buildings? While these types of development may be of benefit in the right circumstances, they should require full planning consent and should be capable of being called-in to planning committee, so that the community voice is heard in the planning system and the potential loss of commercial space is properly assessed."

Response

"The Council recognises the importance seeking to retain healthy, vibrant and viable town centres and to protect our primary shopping frontages and core shopping areas from inappropriate development. I have therefore already asked officers to commence initial work on an Article 4 Direction that seeks to achieve the correct level of control and protection from Class MA Permitted Development (Class E to Residential). A paper on this subject will be brought to Cabinet at its earliest opportunity proposing to impose an Article 4 Direction on a number of areas across our Council area.

In relation to Class ZA, I can confirm that we are also looking at the appropriateness of imposing Article 4 Directions restricting the use of other PD rights in our area including class ZA. Whilst we are conscious that as part of the protection of the Green Belt we need to ensure that we maximise the housing land supply on Brownfield sites in our area, we also need to strike the right balance in regards to restrictions on Permitted Development rights. We will however, be considering the use of Article 4 Directions to restrict other Permitted Development rights as appropriate."

6 Forward Plan (28 Day Notice)

Councillor Williams introduced the Forward Plan and commended it to all Members of the Council and the public, as a document that gave forewarning of exactly what Cabinet would be discussing at forthcoming meetings.

RESOLVED –

That the Cabinet Forward Plan be noted.

7 Director of Public Health Annual Report 2021

Each year the Director of Public Health produced an annual report on the health of the population. This year the report focused on domestic violence and abuse. Key areas included how to recognise signs of domestic abuse and signposts on where to get help, who might be at greater risk of experiencing domestic abuse and when, including research on warning signs leading up to domestic homicides. It also covered what was known about interventions that contributed to reducing the risk and harms of domestic abuse and the need for more work to focus on preventing perpetrators from committing domestic abuse.

The report made recommendations based on the local situation for the new Buckinghamshire Domestic Abuse Board and a range of partners in Buckinghamshire to implement. The Buckinghamshire Domestic Abuse Board would be responsible for strategy development and development and oversight of an action plan which should include the responses to these recommendations. This would fall under the remit of the Communities portfolio.

The report had been written taking into account the views of a range of partners from Buckinghamshire Council, the NHS, Thames Valley Police, Women's Aid and the views of survivors of domestic abuse and service users who contributed to our needs assessment.

Ending domestic abuse was everyone's business and required a co-ordinated response from national government, local partners and the public. Tackling domestic abuse, and providing effective support services for victims as well as perpetrators was a national priority; the Domestic Abuse Bill 2021 had been passed by Parliament in April 2021. The Bill and its statutory requirements, such as the formation of a Domestic Abuse Board, would inform local actions.

The Cabinet report also contained information on the outcomes of the Director of Public Health annual report 2020 that had focussed on providing an overview of the health of the residents of the new unitary council for Buckinghamshire, the new Community Boards, the local Primary Care Networks and on Integrated Care Partnership and local residents. The 2020 report was being finalised when the UK was hit by the first wave of the coronavirus (COVID-19) pandemic, and since then all public health efforts had been refocussed on responding to this. Public Health was now planning the recovery, while continuing to learn about the virus and its impacts on our communities. The recommendations in the 2020 report would continue to be implemented during the recovery phase of the pandemic.

The Cabinet Member for Communities informed Members that the Buckinghamshire Domestic Abuse Strategy and Needs Assessment was currently being consulted upon with partners. The Domestic Abuse Board would then consider it on 6 October, following which a Task and Finish Group would work to co-design the Strategy before it was reported back to Cabinet in November 2021.

Members also sought additional information on issues of concern stemming from the annual report including how people should report domestic abuse, how to improve reporting (with less than 1 in 5 instances were reported to the police), information on national/local support schemes and on emergency accommodation, on recruiting diversity into domestic abuse teams. Members were also informed that there was a lack of data on ethnicity and domestic abuse although national surveys had shown that a wide range of people were affected. There had also been an increase in domestic abuse cases during the pandemic lockdowns.

RESOLVED –

- (1) That the Director of Public Health Annual Report 2021 be noted.**
- (2) That the recommendations within the Annual Report on Domestic Violence and Abuse, that were in addition to the statutory duties for support for people living in safe accommodation, be endorsed with a view to them informing the Domestic Abuse Local Partnership Board Strategy and Delivery Plan.**

8 Buckinghamshire County Deal Proposals

During 2020 through the Buckinghamshire Growth Board (comprising elected Members and representatives from health and business) the Council and its partners had developed proposals for a Recovery and Growth Deal building on the unique strengths, partnerships, and opportunities within the County. In November 2020 had Cabinet agreed the deal proposition and supported engagement with government with the aim of securing investment in the county.

In July 2021, the Prime Minister had set out his vision on how the government would level up the UK. As part of this he had announced plans to take a more flexible approach to devolution through the creation of new 'County Deals'. Expressions of interest were invited from upper tier local authorities interested in pursuing discussions with government to develop a County Deal.

To confirm the Buckinghamshire Council's intention to submit a bid the Leader of the Council had written to the Minister in August this year.

Although there was no template for an application, the Government had indicated that County Deals would be guided by some key principles. These were set out in a letter from the Secretary of State to Council Leaders, Chief Executives and Mayors in

July:

- Strong local leadership would be fundamental.
- County devolution should operate across a sensible economic geography of a suitable scale and one based on local identity, bringing local partners together and with powers exercised at the right level to make a difference for local communities.
- The nature and appropriateness of proposed governance structures would impact on the nature of the deal and the types of powers and flexibilities provided in a deal. Government would expect demonstrable improvements in governance, efficiency and local service join-up as part of the deal that supported the delivery of levelling up.
- Deals to include significant reform proposals, including ways to achieve greater financial efficiency, administrative streamlining and / or more joined up services in an area.

The Council's County Deal proposals was focused around our vision for Places, our High-tech sectors and Skills. More information on the proposals was detailed in the Cabinet report.

A number of Members spoke and were fully supportive of the County deal proposals, and for Buckinghamshire to be at the forefront of County deals with the Government.

RESOLVED –

That ongoing negotiations with central Government to secure a county deal for Buckinghamshire based on the priorities and proposals set out in the Council's Recovery and Growth Proposition be supported.

9 Oxford-Cambridge Arc Vision proposal response

The Oxford to Cambridge Arc had been conceived in 2017 as a nationally strategically significant knowledge-intensive economic region offering huge potential for future economic growth. The economic prospectus for the Arc had been launched in October 2020. Local authorities in Buckinghamshire had been party to local government discussions about the Arc up until August 2020 when Buckinghamshire Council withdrew its support for the Arc and left the Arc Leaders Group (along with the University and Local Enterprise Partnership) over concerns about the central imposition of housing targets and marginalisation of the views of individual councils.

Following the launch of the Oxford Cambridge Arc Spatial Framework policy paper in February 2021, the Ministry for Housing, Communities and Local Government launched the first of three proposed consultations in August 2021. This first consultation focussed on '*Creating a Vision for the Ox-Cam Arc*' and the proposed scope of the sustainability appraisal. The consultation aimed to support the Government in producing a vision for the Spatial Framework, and therefore, guide the area's future growth to 2050. Buckinghamshire was included in the consultation

content that made up the Arc geography.

The Cabinet report set out the context of the consultation and the proposed response from the Council. The draft response was attached to the Cabinet report.

RESOLVED –

- (1) That the draft response to the Oxford Cambridge Arc consultation be agreed.**
- (2) That authority be delegated to the Corporate Director for Planning, Growth and Sustainability, in consultation with the Leader of the Council, to submit the final response to the Ministry for Housing, Communities and Local Government, incorporating any further changes agreed at the Cabinet meeting.**

10 Wycombe Air Park

Cabinet received a report, as well as a confidential appendix (considered in private session) on 10 hectares (26 acres) of land that Buckinghamshire Council owned adjacent to Wycombe Airpark known as Area A/Southside, edged red on the plan in the public Cabinet report.

The report asked Cabinet to authorise the Service Director for Property & Assets to conclude negotiations, and heads of terms, exchange and complete a lease with the prospective tenant for:

- (i) Licence to occupy Area A land as shown on the plan contained in this report in accordance with the terms considered in the Part 2 report considered in the confidential part of this agenda.
- (ii) Agreement to lease (subject to planning) and lease for Area A land contained in this report in accordance with the terms considered in the Part 2 report considered in the confidential part of this agenda.

RESOLVED –

- (1) That authority be delegated to the Service Director for Property and Assets, in consultation with the Cabinet Member for Finance, Resources, Property and Assets, the Section 151 Officer and the Service Director for Legal and Democratic Services, to conclude conclude negotiations and heads of terms, agree contracts, exchange and complete on the lease of Area A land as shown on the plan contained in this report and adjacent to Wycombe Airpark as set out in this report and the confidential report containing the financial information considered at Part 2 of the agenda.**

- (2) **That authority be delegated to the Service Director for Property and Assets, in consultation with the Cabinet Member for Finance, Resources, Property and Assets, the Section 151 Officer and the Service Director for Legal and Democratic Services, to discontinue negotiations with the parties set out in confidential annex at Part 2 of this report for the disposal of Area A.**

11 Exclusion of the public (if required)

RESOLVED –

That pursuant to Section 100(A)(4) of the Local Government Act 1972 the public be excluded from the meeting during consideration of Minute No 12, on the grounds that it involves the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Act as defined as follows:

Minute 12 – Wycombe Air Park

The item includes Information relating to the financial or business affairs of any particular person (including the authority holding that information) (Paragraph 3, Part 1 of Schedule 12A, Local Government Act 1972) (The need to maintain the exemption outweighs the public interest in disclosure, because disclosure could prejudice the Council's position in any future process or negotiations).

12 Confidential Appendix for Wycombe Air Park

This item was undertaken in confidential session as part of Minute item 10 and details of the public discussion and the decisions taken are included within Minute number 10.

13 Date of next meeting

Tuesday 19 October 2021, at 10am.

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Buckinghamshire Council Cabinet/Leader forward plan

The local authorities (executive arrangements) (meetings and access to information) (England) regulations 2012

This is a notice of an intention to make a key decision on behalf of Buckinghamshire Council (regulation 9) and an intention to meet in private to consider those items marked as 'private reports' (regulation 5).

A further notice (the 'agenda') will be published no less than five working days before the date of the decision meeting and will be available via the Buckinghamshire Council website ([Cabinet agendas](#) / [Leader decisions](#)).

All reports will be open unless specified otherwise.

Item and description	Wards affected	Councillor(s) / contact officer	Private report? (relevant para)	Date notified
Cabinet 19 October 2021				
Bus Service Improvement Plan The Strategy to improve Bus Services in Buckinghamshire		Councillor Steve Broadbent Sara Turnbull, Joan Hancox	Part exempt <i>(para 3)</i>	20/9/21

<p>Climate Change and Air Quality Strategy This report will propose the adoption of the Climate Change and Air Quality Strategy</p>		<p>Councillor Peter Strachan Edward Barlow</p>		<p>20/9/21</p>
<p>Support to the Provider Market as a result of COVID-19 COVID-19 has created a number of challenges in the care market, including rising costs around staffing and PPE; a changing profile of clients for bed-based care, with clients presenting with more complexity; and disruption to the self-funder market. A specific request has been received to provide financial support during the COVID-19 crisis. This paper requests Cabinet review and consider the recommendations as outlined in the confidential report.</p>		<p>Councillor Angela Macpherson Tracey Ironmonger</p>	<p>Part exempt <i>(para 3)</i></p>	<p>18/6/21</p>
<p>Youth Justice Strategic Plan Annual report</p>		<p>Councillor Anita Cranmer Richard Nash</p>		<p>12/7/21</p>

Cabinet 9 November 2021

Article 4 Directions to restrict permitted development rights for Commercial to Residential changes of use

The paper sets out a proposal for the Council to commence work to impose an Article 4 Direction in core shopping areas of Buckinghamshire restricting the use of permitted development rights to change the use of commercial premises (including retail) to residential.

Abbey; Amersham & Chesham Bois; Aylesbury East; Aylesbury North; Aylesbury North West; Aylesbury South East; Aylesbury South West; Aylesbury West; Beaconsfield; Buckingham East; Buckingham West; Chalfont St Peter; Chess Valley; Cliveden; Farnham Common & Burnham Beeches; Gerrards Cross; Iver; Marlow; Penn Wood & Old Amersham; The Risboroughs; Wendover, Halton & Stoke Mandeville; Winslow

Councillor Gareth Williams

Darran Eggleton

8/10/21

Children's Social Care Improvement Plan Progress Update Quarterly Update		Councillor Anita Cranmer Richard Nash		30/6/21
Q2 Budget Monitoring Report 2021-22 Quarterly report		Councillor John Chilver Richard Ambrose		20/7/21
Q2 Performance Report 2021-22 Quarterly report		Councillor John Chilver Matthew Everitt		20/7/21
Princes Risborough Southern Road Links (PRSRL) Cabinet decision to agree powers to acquire land and progress the PRSRL project.	The Risboroughs	Councillor Martin Tett Richard Lumley	Part exempt (para 3)	8/10/21
South East Aylesbury Link Road (SEALR) Phase 2 Cabinet decision to accept a funding and delivery agreement for the SEALR Phase 2 project		Councillor Martin Tett Ian McGowan	Part exempt (para 3)	20/9/21
Statement of Community Involvement The Statement of Community Involvement (SCI) is a document that we must produce and keep up to date to ensure effective community involvement at all stages in the planning process. It sets out how anyone who lives, works, plays or carries out business in the Buckinghamshire Council area can be involved in local planning decisions and the preparation of planning documents.		Councillor Gareth Williams Darran Eggleton		28/4/21

Cabinet 7 December 2021				
Domestic Abuse Strategy To agree the new Domestic Abuse Strategy		Councillor Steve Bowles Claire Hawkes		26/8/21
Voluntary Sector Grant Review Cabinet to review and agree final recommendations		Councillor Steve Bowles Claire Hawkes		18/8/21
Cabinet 4 January 2022				
Council Tax Base 2022-23 To set Buckinghamshire Council's Council Tax Base for the following financial year		Councillor Martin Tett Richard Ambrose		20/7/21
Draft Budget and Capital Programme Including budget consultation analysis		Councillor Martin Tett Richard Ambrose		20/7/21
Fees and Charges 2022-23 To agree fees and charges for the forthcoming financial year		Councillor Martin Tett Richard Ambrose		20/7/21
October 2020 Leader Decisions				
A355 Amersham Road, Beaconsfield Layby Prohibition of Motor Vehicles To prevent the fly tipping of hazardous materials on two laybys located on A355 Amersham Road, Beaconsfield		Councillor Steve Broadbent Ricky Collymore		2/11/20

A40 Oxford Road / Wycombe Speed Reduction A40 Oxford Road / Wycombe Speed Reduction from 60mph to 50mph		Councillor Steve Broadbent Bestman Agu		20/7/21
A41 PPTC Bus Lane Relocation Statutory Consultation Bus Lane relocation on the A41 Bicester Road as part of the A41 PPTC scheme.		Councillor Steve Broadbent Vanessa Silva		14/5/21
Agreement of expenditure of Section 31 Grant Funding To agree spending of Section 31 Grant funds as allocated by the Department for Transport		Councillor Steve Broadbent Suzanne Winkels		21/5/21
Assets of Community Value Policy To agree the Assets of Community Value Policy		Councillor Steve Bowles Katie McDonald		30/7/21
Aston Clinton - Traffic Calming Vertical traffic calming and speed limit reduction		Councillor Steve Broadbent Zunara Aslam		19/3/20
Biodiversity Net Gain Scheme in Buckinghamshire Next steps towards implementation of a biodiversity net gain scheme in Buckinghamshire		Councillor Peter Strachan David Sutherland		5/10/20

<p>Buckinghamshire Council Coat of Arms Design and registration of a new coat of arms for Buckinghamshire Council</p>		<p>Councillor Martin Tett Roger Goodes</p>		<p>20/7/21</p>
<p>Budget Adjustments to the Approved Capital Programme To approve changes to the Approved Capital Programme</p>		<p>Councillor John Chilver Sue Palmer</p>		<p>14/9/20</p>
<p>Business Case for the recommissioning of The Vines (respite service for Children and Young People) To agree the Business Case for the recommissioning of The Vines - a six bedded unit providing residential short breaks to disabled young people aged 11 – 19 years old with behaviours that challenge which is due for renewal on 1st April 2022. This is for a 2 year contract with one year extension.</p>		<p>Councillor Anita Cranmer Tracey Ironmonger</p>	<p>Part exempt <i>(para 3)</i></p>	<p>18/8/21</p>
<p>Childcare Sufficiency Assessment Report annually to elected members on how the duty to secure sufficient childcare is being met. The report will be made available and accessible to childcare providers and parents.</p>		<p>Councillor Anita Cranmer Richard Nash</p>		<p>26/8/21</p>
<p>Choice and Charging Policies Adult Social Care policies</p>		<p>Councillor Angela Macpherson Tracey Ironmonger</p>		<p>17/9/20</p>

<p>Commissioning of Direct Payment Support Service The following 4 contract will be commissioned to support the Councils Direct Payment Offer.</p>		<p>Councillor Angela Macpherson Lisa Truett</p>	<p>Part exempt <i>(para 3)</i></p>	<p>3/12/20</p>
<p>Department for Transport “Gear Change” & Local Transport Note 1/20 Briefing on new HMG active travel policies and proposal to adopt Local Transport Note 1/20</p>		<p>Councillor Steve Broadbent Suzanne Winkels</p>		<p>7/5/21</p>
<p>Devolution Pilot (Green Street Community Centre) To agree devolution pilot schemes</p>		<p>Councillor Steve Bowles Claire Hawkes</p>		<p>30/6/21</p>
<p>East West Rail Work In Kind (WiK) Prioritisation and Winslow Station Car Park Delivery To agree the proposed WiK Prioritisation schedule, which sets out future priorities for the council for utilising its WiK contribution in relation to EWR and the delivery option for the Winslow Station Car Park.</p>		<p>Councillor Steve Broadbent John Reed, Joan Hancox</p>	<p>Part exempt <i>(para 3)</i></p>	<p>9/8/21</p>
<p>Gerrards Cross Waiting Restrictions Report to be written with recommendations upon the conclusion of a statutory consultation on waiting restrictions proposed in Gerrards Cross.</p>		<p>Councillor Steve Broadbent Ricky Collymore</p>		<p>12/7/21</p>

<p>High Wycombe Junction Protection Restrictions Report on a Statutory Consultation proposing waiting restrictions in the High Wycombe area. A recommendation will be made in the report after taking the responses received into account</p>		<p>Councillor Steve Broadbent Ricky Collymore</p>		26/8/21
<p>High Wycombe Transport Strategy and High Wycombe Local Cycling and Walking Infrastructure Plan (LCWIP) Consultation Request for agreement to conduct public consultation on the draft High Wycombe Transport Strategy and High Wycombe Local Cycling and Infrastructure Plan (LCWIP) once engagement has been undertaken with local members.</p>		<p>Councillor Steve Broadbent Suzanne Winkels</p>		14/5/21
<p>Highway Safety Inspection Policy Update to the existing Highway Safety Inspection Policy</p>		<p>Councillor Steve Broadbent Keith Carpenter</p>		30/6/21
<p>Highways Development Management commuted sums Highways Development Management last updated our commuted sums in 2006, this is a proposal to update these not only in line with inflation but to use a slightly different format.</p>		<p>Councillor Steve Broadbent Lee Steadman</p>		15/10/20
<p>Household Waste Collection Policy Document South Bucks Area To make minor changes to waste collection policies in the south of Buckinghamshire to harmonise the service delivered.</p>		<p>Councillor Peter Strachan Martin Dickman</p>		20/7/21

<p>Interim Tree Risk Management Strategy Approval of an interim tree risk management strategy with respect to trees that Buckinghamshire Council manages</p>		<p>Councillor Peter Strachan David Sutherland</p>		<p>5/10/20</p>
<p>Land off Amersham Road Development Brief - Consultation Consultation on the draft development brief for the allocated housing site identified as HW8, Land off Amersham Road, in the adopted Wycombe District Local Plan</p>		<p>Councillor Gareth Williams Chris Schmidt-Reid</p>		<p>1/10/21</p>
<p>Prohibition of Motor Vehicles - Stocklake and Broughton Lane, Birtton To formalise the new carriageway layout at Stocklake and Broughton Lane, Birtton. The carriageways have been realigned and now has sections where motor vehicles are physically unable to access. The proposed Traffic Regulation Order will formalise the restrictions on motor vehicle movement.</p>		<p>Councillor Steve Broadbent Ricky Collymore</p>		<p>2/11/20</p>
<p>Provider Sustainability The purpose of this report is to consider the Council's response to market changes.</p>		<p>Councillor Angela Macpherson Tracey Ironmonger</p>	<p>Part exempt (para 3)</p>	<p>30/7/21</p>
<p>Town & Parish Charter To agree the Town and Parish Charter</p>		<p>Councillor Steve Bowles Kate Walker</p>		<p>15/10/20</p>
<p>Tree Planting Programme - Year 1 Sites To agree the progression of sites for the first year of the tree planting programme</p>		<p>Councillor Peter Strachan Edward Barlow</p>	<p>Part exempt (para 3)</p>	<p>14/5/21</p>

<p>Support to the Provider Market To seek approval for support to ensure the care market continues to be able to respond to the needs of Buckinghamshire residents.</p>		<p>Councillor Angela Macpherson Tracey Ironmonger</p>	<p>Part exempt <i>(para 3)</i></p>	<p>6/4/21</p>
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November 2021 Leader Decisions				
Devolution Pilot 2 To agree the devolution pilot scheme		Councillor Steve Bowles Claire Hawkes		8/10/21
Upgrades to Aylesbury Electricity Supply - Housing Infrastructure Fund Decision upon progressing the Aylesbury Grid Reinforcement Project to bring forward additional electricity supply to the south west of Aylesbury Garden Town. The project uses grant funding from the (Homes England) Housing Infrastructure Fund.		Councillor Martin Tett David Johnson	Part exempt (<i>para 3</i>)	1/10/21
December 2021 Leader Decisions				
Better Lives Strategy 2022-2025 The strategy for adult social care in Buckinghamshire		Councillor Angela Macpherson Clare Capjon		26/8/21

<p>Steeple Claydon school</p> <p>The governing board of the school have launched a consultation with their local community on a proposal that they change the way they manage the Early Years provision in the school. If agreed the proposal would mean that a qualified teacher would lead the provision. Currently as allowed under Department for Education regulations the provision is overseen by a committee of school staff and governors. The initial consultation runs until 17 September. If there is support for the proposal the school would then publish a statutory notice giving people four weeks to comment on, support or object to the proposal. If agreed the school's age range would change from 4-11 years of age to 2-11.</p>		Councillor Anita Cranmer Andrew Tusting		30/6/21
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Individual Leader decisions (in consultation with the Cabinet Member) are not discussed at meetings – a report is presented to the Cabinet Member and the Leader will decide whether to sign the decision.

If you have any questions about the matters contained in this forward plan, please get in touch with the contact officer. If you have any views that you would like the cabinet member to consider please inform the democratic services team in good time ahead of the decision deadline date. This can be done by telephone 01296 382343 or email democracy@buckinghamshire.gov.uk. You can view decisions to be made and decisions taken on the council's website.

The council's definition of a 'key decision' can be seen in part 1 of the council's [constitution](#).

Each item considered will have a report; appendices will be included (as appropriate). Regulation 9(1g) allows that other documents relevant to the item may be submitted to the decision maker. Subject to prohibition or restriction on their disclosure, this information will be published on the website usually five working days before the date of the meeting. Paper copies may be requested using the contact details below.

*The public can be excluded for an item of business on the grounds that it involves the likely disclosure of exempt (private) information as defined in part I of schedule 12a of the Local Government Act 1972. The relevant paragraph numbers and descriptions are as follows:

Paragraph 1 - Information relating to any individual

Paragraph 2 - Information which is likely to reveal the identity of an individual

Paragraph 3 - Information relating to the financial or business affairs of any particular person (including the authority holding that information)

Paragraph 4 - Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority

Paragraph 5 - Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings

Paragraph 6 - Information which reveals that the authority proposes:

(a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or

(b) to make an order or direction under any enactment

Paragraph 7 - Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime

Part II of schedule 12a of the Local Government Act 1972 requires that information falling into paragraphs 1 - 7 above is exempt information if and so long, as in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information. Nothing in the regulations authorises or requires a local authority to disclose to the public or make available for public inspection any document or part of a document if, in the opinion of the proper officer, that document or part of a document contains or may contain confidential information. Should you wish to make any representations in relation to any of the items being considered in private, you can do so – in writing – using the contact details below.

Democratic services, Buckinghamshire Council, The Gateway, Gatehouse Road, Aylesbury, Buckinghamshire HP19 8FF 01296 382343
democracy@buckinghamshire.gov.uk

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Report to Cabinet

Date:	10 October 2021
Title:	Climate Change and Air Quality Strategy
Relevant councillor(s):	Councillor Peter Strachan, Cabinet Member for Environment & Climate Change
Author and/or contact officer:	Edward Barlow edward.barlow@buckinghamshire.gov.uk
Ward(s) affected:	(All Wards);
Recommendations:	<p>1) To NOTE the outcomes of the recent engagement activity.</p> <p>2) To NOTE the ongoing work to address climate change and the reduction in carbon emissions in 2020/21</p> <p>3) To ADOPT the Climate Change and Air Quality Strategy</p> <p>4) To AMEND the MTFP to reflect the revenue and capital budgets for the Strategy</p> <p>5) To ENSURE that Cabinet is provided with an annual update on the implementation of the Strategy</p>

1. Executive summary

1.1 The Climate Change and Air Quality Strategy was developed following the motion at Council on 15 July 2020 regarding climate change and subsequently approved at Cabinet in February 2021 for further engagement.

1.2 The strategy sets our approach to addressing climate change and air quality across Buckinghamshire, including targets for emissions reduction from the Council's direct operations.

1.3 Further engagement activity has been undertaken since Cabinet last considered this Strategy, the feedback from which was supportive. As a consequence, no amendments have been made and it is recommended that Cabinet adopt the Strategy.

2. Content of report

2.1 The Strategic Approach

2.2 Our overall strategy for addressing climate change and air quality is based upon our ability to control or influence different sources of emissions. The degree of control or influence we have is reflected in the nature of the actions for an emission source. We have articulated this varying influence across four levels / approaches:

- a) **Direct Control:** Where we have direct control, we will take action to reduce emissions, for example by installing renewable energy systems (such as solar panels) on our buildings.
- b) **Financial / Regulatory Role:** Where we have financial or regulatory influence, we will look to use these abilities to reduce emissions, for example using our local planning powers to reduce emissions from new developments.
- c) **Enabling Change:** Where we can enable others to reduce emissions, we will support that change, for example by providing electric vehicle charging infrastructure.
- d) **Inform and Influence:** In other circumstances, we shall seek to inform and influence those who do have control over emissions, for example by raising public awareness of climate change and air quality issues.

2.3 The strategy proposes 60 actions across a range of emission sources. These actions are arranged in sections aligned with the degree of control model:

- a) The Council's Emissions – covering how we will reduce our direct emissions.
- b) Suppliers and Partners – covering how we will work with Community Boards, schools, suppliers and partner organisations to reduce emissions.
- c) County-wide – covering how we'll work to reduce emissions from non-council sources of emissions across Buckinghamshire, such as a from transportation and new developments.

2.4 Carbon Emission Targets

- 2.5 The strategy provides milestone targets to be achieved by 2030 and 2040 on the way to reaching net zero no later than 2050 for our direct emissions. These emissions targets have been calculated using data from the carbon audit and are presented both as reductions compared to 1990, which is the year which the UK’s national reduction targets relate to, as well compared to the 2018/19 financial year used for our recent Carbon Audit.
- 2.6 Table 1 below shows our 2030 and 2040 emission reduction targets, both when compared to the 2018/19 data from the Carbon Audit and compared to our estimated emissions for 1990. As we do not hold emissions data for 1990, to allow this comparison to be made we have estimated emissions for this year based on data from 2009¹.

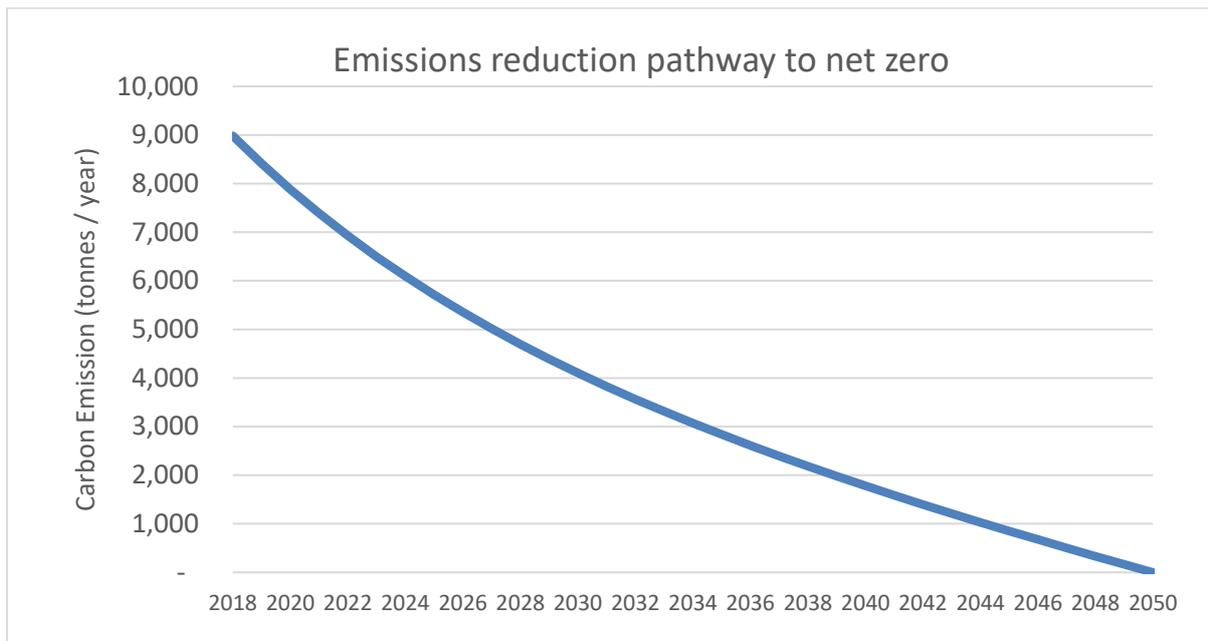
Table 1 – Buckinghamshire Council – Direct Carbon Emission Reduction Targets

	Compared to 1990 Estimate	Compared to 2018/19 Carbon Audit
2030	At least 75%	At least 50%
2040	At least 90%	At least 80%
2050	100% (net zero)	100% (net zero)

- 2.7 The 2030 and 2040 targets are part of our overall pathway to net zero carbon emissions as shown in Figure 1 below. This pathway requires a faster rate of emission reductions in earlier years and a declining rate towards 2050. With the implementation of the measures identified in the strategy and highlighted below, we are confident that we can achieve these ambitious emission reduction levels.

¹ We have assumed that energy usage (i.e. in kilowatt hours) was the same in 1990 as 2009, updating electricity emission with the correct emissions factor for 1990.

Figure 1 - Carbon emissions reduction pathway to net zero



2.8 In addition to setting interim targets for 2030 and 2040 we will monitor our emissions in line with the approach taken by the UK government, by adopting multi-year Carbon Budgets. The first Carbon Budget period covers 2020 to 2027, with subsequent periods of 5 years – this will bring us into line the UK’s national carbon budget, for which the next period runs 2023 to 2027. Each multi-year budget period provides a target emissions level to be met over that period.

2.9 Range of Actions

2.10 The strategy contains 60 actions which will support emission reductions which are arranged as per the degree of control we have (i.e. The Council’s Emissions, Suppliers and Partners and County Wide Emissions). Other actions also cover monitoring and reporting of progress against these targets and the approach to reviewing and updating the strategy as necessary.

2.11 Actions which address the Council’s emissions include:

- a) Energy efficiency improvements for our buildings and more renewable generation. This is will include improving the efficiency of lighting by upgrading to LED systems, improving the efficiency of heating systems and installing further solar photovoltaic (PV) systems on suitable buildings
- b) Continuation of the street lighting upgrades to highly efficient LED equivalents, which can reduce energy consumption by over 70%

- c) Reducing emissions from our fleet including by moving toward electric vehicle equivalents
 - d) Installing solar car ports at suitable car park locations, to produce renewable energy
 - e) Undertaking a programme of large-scale tree planting, which will absorb carbon and help us to achieve net-zero carbon emissions whilst also providing other environmental benefits such as supporting biodiversity and reducing flood risk.
- 2.12 Actions in the strategy for non-council emissions include improving infrastructure for active transport and electric vehicles, encouraging environmentally sustainable behaviour and working with communities (including Community Boards), partners and suppliers to reduce emission across Buckinghamshire.
- 2.13 This is a sample of the actions contained in the strategy, the full version of which accompanies this report.

3. Progress Update and Current Actions

3.1 Recent and Ongoing Actions

- 3.2 Due to the urgency to address climate change, there has been a wide range of work undertaken in advance of the Strategy being adopted to address climate change. The below paragraphs summarise some of the work underway.

Nature Based Approaches

- 3.3 The Council has secured over £200k from the Local Authority Treescapes Fund (LAFT) to support tree planting in non-forest locations as part of a bid with 5 partner organisations.
- 3.4 We are working with several community groups which are interested in planting trees in road verges. This is a complex undertaking and we're looking at how we can support and guide this activity. In many locations it is not safe to plant trees next to roads and where it can be safe, often utilities in the ground make it unsuitable. The planting and maintenance activity also require highway risks to be managed. Having the right processes to manage such interest is important both for safety but also to help ensure the right tree is selected and thrives where it is planted.
- 3.5 We are supporting the Queens Green Canopy initiative – a project marking Her Majesty's Platinum Jubilee in 2022 – and we have been in touch with every school and care home in Buckinghamshire to offer them a free tree to plant in their grounds. The first trees will reach sites this November.

- 3.6 In terms of our own largescale tree planting programme, we have designs drawn up for the first phase of sites and we are currently out to tender for the contract to plant the first site of those sites.

Building Emissions

- 3.7 We are currently reviewing options for the Council's new electricity and gas supply contracts which will come into effect from 1 October 2022. As part of this we are looking in detail at securing renewable electricity supplies for the Council as well as the 190 schools, academies and parish/town councils who also access this contract.
- 3.8 The Council is working on three consecutive rounds of funding to deliver reductions in domestic emissions through the Green Homes Grants Local Authority Delivery (GHG LAD) programmes; so far over £3m of funding has been secured in our first two rounds.
- 3.9 We have commissioned the first detailed decarbonisation plans for our operational buildings, which will set out the range of measures required to move away from gas based heating systems. In addition to proposing zero carbon ready systems, these will consider what other measures can be implemented to reduce the overall energy demand of the buildings.

Transport Emissions

- 3.10 We have continued to increase the number of electric vehicles charging point which the council provides, with an additional 8 new charging bays installed in Waterside North Car Park in Aylesbury in July. In total we have increased parking through last year's OZEV bid by providing an additional 32 charging points in the County. We are currently working on the tender to get a provider on board as part of the tendering process for this year's bid to the Office for Zero Emission Vehicles (OZEV).
- 3.11 We are developing an Electric Vehicle Strategy and the draft will be available in November and we intend to undertake engagement with members and key stakeholder on the strategy prior to Christmas. We are going out to public consultation in the new year with adoption expected early in the new financial year.
- 3.12 The Council, in partnership with group of local businesses and organisations, will host a 'Regional Green Zone' event associated with the upcoming UN 'COP 26' Climate Change Conference, in November. The event, titled *Green Wheels in Motion*, will be held on 10th November, and will showcase a range of innovative technologies and initiatives being developed and/or deployed in Buckinghamshire to decarbonise transport. This will be live-streamed online so that anyone can attend virtually.
- 3.13 **Carbon Emissions Update**
- 3.14 Table 2 below shows the Council's carbon emissions for the financial year 2020-21. Compared to the 1990 baseline this represents a 74% reduction in emissions and

compared to the 2018/19 carbon audit this was a 40% reduction. It is important to note that this period includes the time when there were a range of restrictions in place on day-to-day life due to the COVID-19 pandemic. As such, this includes time where buildings were wholly or partially closed, and staff travel patterns constrained which have reduced emissions.

- 3.15 This reduction in emissions is therefore welcome but we expect that the 2021/22 year will see a rebound in carbon emissions as some of reasons for these reductions are removed. However, we also anticipate that some will not return to pre-COVID-19 levels, such as staff business travel.

Table 2 – Buckinghamshire Council carbon emissions

	2020/21 (tCO2e)	% of Emissions
Gas – Buildings	1,274	24%
Electricity – Buildings	1,312	24%
Electricity – Street Lighting	1,991	37%
Fleet	546	10%
Staff Business Mileage	262	5%
Total	5,385	100%
Baseline Reductions		2020/21 % Change
1990 Baseline Estimate	20,550	-74%
2018/19 Carbon Audit	8,985	-40%

- 3.16 To align with the national reporting approach, the Strategy includes the use of multi-year carbon budget periods – the first budget period covering 2020/21 to 2026/27. Table 3 below shows the 2020/21 carbon emissions against the indicative allocation for the same year; this year was 32% below the allocation.

Table 3 - Carbon Budget

Carbon Budget Indicative Allocation 2020/21	2020/21 Actuals	% Difference
7,895	5,385	-32%

4. Other options considered

- 4.1 We have considered a range of options for reducing emissions in arriving at the proposed actions. This has considered the source of the emission (e.g. street lighting or buildings) and the technologies and approaches available to reduce emissions from this source.
- 4.2 Other options considered for reducing our emissions include the use of carbon offsets credits and the purchasing of renewable (green) energy. Both these options would allow the Council to report lower net carbon emissions, however both are also associated with some uncertainty regarding their effectiveness in reducing carbon emissions.
- 4.3 The strategy proposes to review these options to determine the additional carbon benefits which may be achieved through their use, so that a view on their future role in reaching our reduction targets can be taken.

5. Legal and financial implications

- 5.1 There is no legal requirement for the Council to adopt a strategy addressing climate change and air quality, or to set itself emissions reduction targets. The strategy has been developed in recognition of the importance of addressing climate change and air quality, and the role the Council can have in leading local action on these issues.
- 5.2 **Investment in carbon emission reductions**
- 5.3 We have modelled the impact of a range of carbons reduction measures on our current emissions to identify how we can reduce our emissions to net-zero by 2050. This work has also projected the scale of investment required to achieve these along with the proposed funding sources. It is important to note that these figures are estimated at this time and that detailed business cases will be developed to determine the final costs and benefits of each measure ahead of individual projects proceeding.
- 5.4 In total, the estimated investment to deliver the Climate Change Strategy is £9.68m, of which £4.58m will be funded from the Council's £5m Climate Change Fund, £2.35m we are expecting to secure from Government grants , and £3.10m will be funded via external and internal loans arrangements. The street lighting programme exists within the existing Capital Programme and the remaining items will be added to the Revenue and Capital MTFP, profiled over the next 4 years (solar car ports, building measures and fleet to the Capital Programme; tree Planting into the Revenue budget).

Table 4 – Financial summary of measures to reduce the Council’s net carbon emissions

	Energy saving revolving fund (loan)	Climate change fund (£5m)	Grants	Total value
Building measures	£0.70m	-	£0.35m	£1.05m
Solar car ports	£0.60m	£0.34m	-	£0.94m
Street lighting	£1.80m	-	-	£1.80m
Fleet	-	£0.60m	£0.20m	£0.80m
Tree planting	-	£2.50m	£1.80m	£4.30m
Total	£3.10m	£3.44m	£2.35m	£8.89m
Tree planting – revenue costs		£0.79m		£0.79m
Energy saving revolving fund – allocation from Climate change fund		£0.35m		-
Totals		£4.58m		£9.68m

5.5 Energy Saving Revolving Fund (Loan) – this funding mechanism replaces the existing Salix Recycling Fund, which is part funded and governed by Salix Finance, which provides interest free loans for energy saving measures. The eligibility criteria for the Salix Recycling Fund are changing from April 2022, making some measures ineligible, such as street lighting upgrades. The replacement Energy Saving Revolving Fund of £1.74m is sourced in part from the Council’s share of the existing Salix Recycling Fund, and in part from the Council’s earmarked reserves. The loans work on the principle that capital investment is repaid over up to 10 years by the revenue savings on energy costs. This is a well-established mechanism which has a good track record of delivery via the previous Salix scheme.

5.6 Grants Funding - Numerous Government grants are available to support the cost of new electric vehicles and to support the delivery of tree planting, as well as newer grants focused on reducing emissions from heating buildings. These grants include the England Woodland Creation Officer (EWCO) offered by the Forestry Commission, the Public Sector Decarbonisation Scheme (PSDS) offered by the Department for Business, Energy and Industrial Strategy (BEIS) and the Plug in Vehicle Grant (PIVG) scheme for electric vehicles from OZEV. The funding streams we will be bidding for are all active schemes, and we have already instigated bidding processes for these.

Some of the grants will be spent directly by the Council; others will be delivered by partner organisations for which the council will act as Accountable Body. Each grant will have its own T&Cs, and will have s.151 officer and Cabinet Member oversight.

- 5.7 The costs set out in the table above are estimates, and will be kept under review as projects develop and are implemented.
- 5.8 It should be noted that the above spending proposals only represent a part of the Council's spending on climate change. Many departments address climate change and air quality through their existing work.

6. Corporate implications

- 6.1 Addressing climate change is a key area for action in our Corporate Plan, supporting the priority for improving our environment.
- 6.2 Key corporate implications are related to the investment areas identified for emissions reduction. These include our properties, both buildings where energy efficiency improvements would be made and land holdings for the tree planting programme. Our vehicle fleet, street lighting and car parks (in relation to solar car port potential) are also areas where measures are proposed but where we will need to ensure the operational requirements of these assets is sustained or improved.
- 6.3 The departments who manage these assets have been involved in the development of this strategy and will be key as we move the outlined programme of measures into specific projects for delivery. This will ensure that reducing our carbon emissions is achieved in a way which compliments the delivery of other Council services.

7. Communication, engagement & further work

- 7.1 The Strategy was developed following a public survey in late 2020 attracting over 1400 responses. The draft was then subject to a process of engagement with Community Boards, attended by residents, representatives of Parish and Town councils as well as members of environmental interest groups. The activity and outcomes of which are summarised in Appendix 3 to this report.
- 7.2 The feedback received from the engagement has been overwhelmingly positive and supportive of our proposed approach.
 - a) Widespread support for the use of 'nature based' approaches to mitigating and adopting to climate change, such as through the planting of trees (both as new woodland, as small areas, and as individual trees) as well as hedgerows and the re-wilding of verges.
 - b) Desire to see further expansion of electric vehicle charging infrastructure in Buckinghamshire, to support the uptake of electric vehicles.

- c) Support for reducing emissions from housing growth, such as through higher energy efficiency standard or moving to zero carbon heating.

8. Next steps and review

- 8.1 The implementation of many of the actions in the strategy is already underway and the Council will continue to progress this work.
- 8.2 The Strategy will be reviewed within each Carbon Budget period, the first running until 2027, or earlier if considered necessary. At this time, no specific date has been set for the first review.

9. Background papers

- 9.1 Appendix 1: Climate Change and Air Quality Strategy
- 9.2 Appendix 2: Climate Change and Air Quality Strategy – Executive Summary
- 9.3 Appendix 3: Summary of Targeted Engagement and Survey Activity

10. Your questions and views (for key decisions)

- 10.1 If you have any questions about the matters contained in this report please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider please inform the democratic services team. This can be done by telephone 01296 382343 or email democracy@buckinghamshire.gov.uk.

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Buckinghamshire Council Climate Change and Air Quality Strategy: Executive Summary

Last updated: 29 January 2021

Version: 1

Why we need a Climate Change and Air Quality Strategy

Humans have increased the amount of (greenhouse) gases in our atmosphere, such as carbon dioxide, that trap heat from the Sun. This is causing our planet to warm and the permanent ice on it to melt. Sea levels are rising, our summers are becoming hotter and drier, and our winters are getting wetter. Climate Change is affecting us all.

Major sources of greenhouse gases are also the main sources of other emissions to air that are harmful to health (e.g. transport). The burning of fuels (such as gas, petrol or diesel) is an activity at these sources that pollutes the air. There are several areas in Buckinghamshire where levels of nitrogen dioxide are above a UK objective for this pollutant. This has resulted in special measures being introduced for these [Air Quality Management Areas](#) (AQMAs).

Further to the [Council Motion](#) that was passed, our Climate Change and Air Quality Strategy has been produced to address these significant environmental issues.

Our Climate Change and Air Quality Strategy Aims and Objectives are to:

- **achieve net zero carbon emissions for Buckinghamshire as a whole by 2050**
- **achieve net zero carbon emissions for the council no later than 2050, potentially as early as 2030**
- **to improve air quality across Buckinghamshire**

What the Council has already achieved

The council has existed in its current form since April 2020. Work undertaken by 5 predecessor councils has reduced carbon emissions from 15,117 tonnes per year in 2009 to 8,983 in 2018.

We have reduced our carbon emissions by over 6,000 tonnes a year between 2009 and 2018. We have achieved this in part because we have:

- **upgraded over 22,000 streetlights to highly efficient LEDs**
- **installed solar panels at 15 of our sites to produce zero carbon electricity**
- **improved the energy efficiency of our buildings through better insulation, lighting upgrades and improved heating systems**

Our carbon reduction targets

We have set ourselves the goal of reducing our carbon emissions to net-zero no later than 2050. In addition, we are establishing milestone targets for 2030 and 2040. We have aligned these with the UK's national baseline of 1990 in order to aid comparison of carbon reduction levels.

Compared to our estimated 1990 carbon emissions, we will:

- **reduce our carbon emissions by at least 75% by 2030**
- **reduce our carbon emissions by at least 90% by 2040**
- **reach net zero carbon emissions no later than 2050**

The UK's national target is to reach net zero carbon emission by 2050 with an interim target of achieving a 68% reduction by 2030, based on 1990 emission levels.

To make our carbon reduction targets comparable, we have also used 1990 as the year to base or reduction targets on. To do this, it is necessary to estimate our emissions for 1990 as we do not have emissions data from this year¹.

Compared to our 2018/19 baseline, our emissions reductions targets are to reduce our carbon emissions by 50% by 2030 and achieve an 80% reduction by 2040.

What the Council will do

The council has direct control over emissions from its operations but has less influence elsewhere (e.g. from homes and businesses). In shaping our response, we recognise the different roles we must therefore take on to reduce emissions across Buckinghamshire.

¹ Data gathered during the carbon audit covered emissions back to 2009 – we have assumed that energy usage (i.e. in kilowatt hours) was the same in 1990 as 2009, updating electricity emission with the emissions factor from 1990.

A £5 million Climate Change Fund has been established to support continued emissions reductions, including funding tree planting, energy efficiency and renewable generation projects.

The actions we've identified to help reduce emissions cover a wide range of activities of the council and from across Buckinghamshire, including emission reductions from buildings, waste, transportation and purchased goods and services.

Our key actions to reduce carbon emissions are to:

- **plant over 500,000 trees in Buckinghamshire.**
- **generate more renewable energy and improve energy efficiency.**
- **reduce emissions from our vehicles.**
- **improve infrastructure for active travel and electric vehicles.**
- **encourage environmentally sustainable behaviour.**
- **work with partners, communities and suppliers to support emissions reductions.**

Who is involved

Everyone! All of us affect and are affected by climate change and air quality. The aims of the strategy will only be achieved if we work together. There are even opportunities for all of us to [benefit financially from taking action](#). We do recognise the role the UK Government plays in setting laws, and creating grants and guidance, and the need to raise awareness.

Our key communication activities are to:

- **report regularly on our progress**
- **raise public awareness of climate change and air quality issues, and how we can all make a difference**
- **work with central government to ensure we have the funding and tools to reduce emissions locally**

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Buckinghamshire Council Climate Change and Air Quality Strategy

Last updated: 30 September 2021

Version: 1

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Foreword

As a new unitary authority Buckinghamshire Council (established on 1 April 2020) has an opportunity to shape itself, the area it serves, and its relationships to improve the future for the environment and mankind. We are on a journey to transform local authority service provision to deliver against the key priorities set out in our [Corporate Plan](#).

Climate change and poor air quality are significant challenges to making Buckinghamshire the best place to live, raise a family, work and do business. They negatively affect human and ecological health, the economy and the built environment. Every area of our lives, including the services provided by the council, are affected by these issues. But all of us have the capacity to address them and make changes to reduce our emissions to air.

We recognise the role we play in helping Buckinghamshire mitigate and adapt to a changing climate and air pollution. Actions taken so far include: installing solar photovoltaic systems, energy efficiency measures and electric vehicle charging points, flood risk management projects, and new walking and cycling routes. In addition, our Air Quality Action Plans detail measures to improve local air quality in areas where concentrations of air pollutants exceed legally binding limits.

On 15 July 2020 we committed to working “alongside national Government with the objective to achieve net carbon zero for Buckinghamshire as a whole by 2050. The council should also evaluate reaching ‘net zero’ for its own emissions no later than 2050 and possibly before this, potentially by 2030, subject to resources”. This document sets out the strategy for helping achieve national air quality objectives and zero carbon ambitions. It details over 60 actions to address climate change and poor air quality regarding council operations, our work and contracts with partners and suppliers, and how we influence activity county-wide.

We look forward to working with you so that all of us can tackle these environmental threats and ensure a sustainable future for Buckinghamshire.



Peter Strachan



Executive Summary

Increasing concentrations of specific pollutants in the air due to human activity have given rise to climate change and poor air quality. Local authorities have a responsibility to ensure that concentrations of certain reactive gases and particulate matter are at safe levels, as set out in the [National Air Quality Objectives](#). Air Quality Action Plans have been developed to tackle exceedances of nitrogen dioxide (NO₂) in 9 areas in Buckinghamshire.

Major sources of pollutants affecting local air quality (e.g. transport) are also main sources of greenhouse gases (GHGs) in Buckinghamshire. GHGs trap radiation from the Sun causing our planet to warm. As levels of GHGs (or carbon emissions) increase, the Earth gets hotter – our climate changes. The effects of climate change on weather, biodiversity, food and water supplies, economy and health are being felt now.

Against the [motion](#) passed in 2020 to address climate change, this strategy sets out how we will achieve net zero carbon emissions by 2050 and improve air quality across Buckinghamshire. We have direct control over emissions from our own operations but have lower levels of control over emissions elsewhere in the County - being limited in terms of our ability to regulate, purchase, enable or influence change. Correspondingly, actions to address climate change and air quality are presented in sections titled 'The Council's Emissions to Air', 'Suppliers and Partners', and 'County-wide'.

The actions in this strategy have been developed following workshops involving representatives from every council directorate, carbon emissions research, and public engagement surveys. They address: emission reductions from sources such as buildings and waste; air pollutant sequestration, absorption, or screening; and managing flood risk. The 'Governance' section sets out how we manage the strategy to ensure continual improvement – taking advantage of future developments as they arise to improve delivery.

Tackling climate change and poor air quality presents significant opportunities for all of us. Helping everyone to recognise this and take action is critical to the success of this strategy. As such there is a specific focus on actions relating to communication and behaviour.

Our Approach

Reducing emissions to air and adapting to climate change is a complex task. Nearly every aspect of modern life has a link to climate change and air quality, so our response must look at a wide range of approaches to reduce emissions.

We have an important role to play in getting Buckinghamshire as a whole to reach net-zero by 2050 and ensuring that concentrations of air pollutants are at safe levels. We are also directly responsible for ensuring our own emissions are reduced to net-zero no later than 2050.

Whilst we have control of the activities which lead to our direct emissions, we do not have this same ability with all carbon emissions from across Buckinghamshire. In some circumstances we may have greater influence due to a financial relationship or regulatory function. In other areas we may be able to enable or influence change in other ways. As is shown later in the Evidence Base, the emissions we have direct control over are a very small proportion of the total emissions in Buckinghamshire, whereas those we may influence and enable change in are much larger.

Our approach to reducing emissions is reflective of the degree of control or influence we can have over the emission sources. We have looked at how this applies in different situation and have identified four level within which we can take action as explained below.

1. **Direct Control:** this is where we are in direct control of the source of emissions, such as the buildings we operate. This is where we have the greatest level of control, but this also represents a small proportion of emissions in Buckinghamshire. In these areas, we can directly take steps to reduce emissions.
2. **Financial or Regulatory Role:** this is where we have either a financial relationship with a source of emissions, such as with our suppliers, or a regulatory role, such as our role in the planning system. Here we do not directly control the sources of emissions, but we can use these relationships to support emission reductions from those who do have control. This is lower degree of influence, but over more emission sources than we directly control.

3. **Enabling Change:** this is where we can take steps that enable others to reduce their emissions, but outside of a formal financial or regulatory role with the emissions source. This can include providing electric vehicle charging points or providing cycle and walking routes, which help residents to reduce their emissions by enabling them to take a lower emission form of transportation.

4. **Inform and Influence:** we recognise that there are many sources of emissions in Buckinghamshire where we have fewer options to control or influence them. This can include measures individual households can take to reduce their emissions, for example by improving the energy efficiency of their home. In these circumstances, we can still support residents to access reliable information on what steps are available to them to reduce emissions and highlight benefits of doing so.

Our approach to achieving net-zero emissions and improving air quality therefore reflects the degree to which the council can control or influence a source of emissions.

Recognising these spheres of influence and how we can respond, we can summarise our approach as follows:

- **Where we have direct control, we will take action to reduce emissions.**
- **Where we have financial or regulatory influence, we will look to use these abilities to reduce emissions.**
- **Where we can enable others to reduce emissions, we will support that change.**
- **In other circumstances, we shall seek to inform and influence those who do have control over emissions, with the aim of reducing them.**

Previous and Current Progress

Though the council has existed in its current form since April 2020, we benefit from the work undertaken at the 5 predecessor councils. Over the last 10 years, work undertaken by those organisations reduced carbon emissions from 15,117 tonnes per year in 2009 to 8,983 in 2018 – a 41% decrease.

There is no single action which is accountable for this reduction, but important steps we have taken include:

- **Upgraded over 22,000 street lights to highly efficient LEDs**
- **Installed solar panels at 15 of our sites to produce zero carbon electricity**
- **Improved the energy efficiency of our buildings, such as through LED lighting upgrades, insulation and improvements to our heating system, to reduce emissions by over 4,000 tonnes / year and energy savings close to £1 million a year.**

This strategy therefore looks to build on this good practice and experience and continue to reduce our emissions in the future.

We also continue to support emissions reductions from across Buckinghamshire in the way we deliver services, for example by:

- **Increasing the availability of public electric vehicle charging points in Buckinghamshire.**
- **Investing in sustainable transport infrastructure, such as the Waddesdon Greenway.**
- **Working with schools to develop School Travel Plans and provide cycle training for pupils.**
- **Working with Bucks Business First to support local businesses, for example through the Low Carbon Workspaces programme.**

Funding

We have allocated £5 million to a specific Climate Change Fund which will help us to deliver further reductions in emissions, for example by improving the energy efficiency of our estate, installing more renewable generation and embarking on a programme of large scale tree planting.

A £5 million Climate Change Fund has been established to support continued emissions reductions, including funding tree planting, energy efficiency and renewable generation projects.

We also continue to identify external sources of funding and develop bids for these, for example from Defra's [Air Quality Grant](#) to help improve air quality, support for electric vehicle charging infrastructure from [OLEV](#), and funding from [BEIS](#) to support decarbonisation in the public sector.

Developing this Strategy

We recognise the complex and interconnected nature of activities that impact climate change and air quality and have reflected this in our development approach by engaging widely. This document has been developed by staff from across the council and with input from a wide range of specialisms. We have engaged with community groups, councillors, community boards and the Transport, Environment and Climate Change Select Committee who have provided scrutiny of an early draft and helped to shape our overall approach.

We cannot act alone and have already seen a groundswell of interest and action in tackling these issues – we received 1,400 of responses to our resident and organisation engagement surveys with over 90% of respondents saying that climate change and air quality are important to them.

Responding to COVID-19

The effectiveness of working together could not be better exemplified than by the collective response to the Covid-19 pandemic in 2020 – there were significant decreases in greenhouse gas (GHG) emissions over the lockdown period with the BBC reporting a [17% drop in daily GHG emissions](#). This is largely due to a reduction in transport movements and there have also been reports of lower emissions of

oxides of nitrogen and sulphur dioxide. However, as the lockdown eases, transport movements have risen, and it is possible that the energy used by people working at home is greater than the energy required when they are working in commercial spaces (offices etc). Therefore, any transport emissions savings could be cancelled out (negated) by increased domestic property emissions.

Buildings now have a lower person capacity due to social distancing measures. This has meant that opportunities to reduce the amount of space or buildings an organisation occupies may no longer exist. We will be in a position to determine the extent to we can rationalise our operational estate once working practices post-pandemic have normalised. It will also give us the opportunity to consider our approach to accounting for emissions related to home working.

Adaptation

Adapting to climate change and poor air quality means putting in place measures to minimise or overcome the impacts now and in the future. Specific examples of climate change adaptation measures can include: installing better flood defences or storing rainwater to overcome periods of little or no rainfall in the summer.

Many adaptation measures also help mitigate climate change and poor air quality – trees absorb/screen air pollutants and sequester carbon, but also absorb water, slow the flow and reduce the amount of water going to the ground (as their leaves intercept raindrops and water evaporates from the leaves); and their roots bind the soil preventing it from being washed away and allow for better penetration of the water through the soil – thereby preventing flooding. Trees, and green roofs and walls, also cool the air – this helps reduce the amount of energy required for cooling buildings thereby saving the emissions associated with producing the energy. Green roofs and walls also act as an additional layer of insulation on a building and this helps reduce the amount of energy required to heat or cool it. There are ancillary benefits from plant-based (green) measures as well, such as: improving biodiversity, food production (e.g. fruit trees, and roof allotments), improving stormwater quality, and being a barrier to noise and electro-magnetic radiation.

Another example of a mitigation and adaptation measure would be implementing systems that store rainwater, such as household water butts. The stored water can be used for watering gardens etc in periods of drought. This means that you don't have to use drinking water for the same purpose and as producing drinking water uses energy etc you've reduced the emissions associated with watering gardens.

Given the link between mitigation and adaptation measures, this strategy doesn't list actions as being specifically one or the other type of measure. We have referenced blue and green infrastructure measures in the actions which refer to any initiatives involving water (blue) or plants (green) and these can generally be considered as both mitigation and adaptation measures.

Policy and Regulatory Context

The [Climate Change Act 2008](#) is the principle UK legislation which sets the UK's national climate change target. The Act was amended in 2019 to move from an 80% reduction to a 100% target, creating a 'net zero' target for GHG emissions. The national target is mirrored in our Buckinghamshire net zero carbon emissions ambitions. While climate change affects local government services, there is no legislative requirement on local authorities to report on or reduce their carbon emissions. However, we recognise that climate change is a national and local priority and an issue in which the council has a crucial role to play.

[National and European objectives and targets](#) have been set to establish concentrations of air pollutants at levels deemed to be safe. Part IV of the Environment Act 1995 requires local authorities to review local air quality and assess whether air quality objectives will be achieved. Local Authorities monitor local air quality using methods outlined in the Local Air Quality Management (LAQM) technical guidance and then reporting these results to DEFRA on an annual basis. If it is predicted that these will not be achieved an [Air Quality Management Area \(AQMA\)](#) must be designated and an Air Quality Action Plan put in place to improve air quality to acceptable levels.

National emission reduction commitments for overall UK emissions of five damaging air pollutants are detailed in the [Clean Air Strategy](#). The Clean Strategy also sets out the Government's plans for dealing with all sources of air pollution, making our air healthier to breathe, protecting nature and boosting the economy.

To help regulate the emissions released by some industries the Environmental Permitting Regulations (EPR) 2016 requires operators of "regulated facilities" to either obtain a permit or to register some activities as "exempt facilities". These fall into three different categories:

- Part A (1) - The Environment Agency regulates what is considered to be the most polluting of the 3 industrial categories, A (1) activities. These are regulated for emissions to land, air, water and other environmental considerations. Examples of A (1) activities are landfill sites and hazardous waste incinerators.
- Part A (2) and Part B - Local Authorities regulate A (2) activities, as well as the lesser polluting Part B activities which are regulated for emissions to air only.

Examples of Part B activities include petrol stations, dry cleaners and vehicle re-sprayers.

Clean growth is referenced in the [Clean Air Strategy](#). It can be defined as increasing national income and productivity while conserving the natural environment and resources, including improving air quality and tackling climate change. This policy is supported by DEFRA's [Clean Growth Strategy](#), and its sister document the 25-year [Environment Plan](#). The first is a plan for continuing to decarbonise the UK economy throughout the 2020s, whilst the second is a long term plan for nature's recovery and health. These are complimented by the [Road to Zero](#) which sets out the Government's commitment to reduce emissions from road transport, and the ambition of the [National Planning Policy Framework \(NPPF\)](#) to achieve sustainable development, including the protection and enhancement of our natural, built and historic environment. The forthcoming [Environment Bill](#) will introduce legally binding nature, water, air and waste targets from 2022.

The aim of the current Government is to reduce the impact of pollutants on the environment in a manner that would enable this generation to leave the planet in a better state than we found it.

Climate Change

Carbon dioxide and other greenhouse gases (GHGs) create a 'greenhouse effect'. This is where infrared radiation, in the form of heat, (and short wave radiation) from the Sun is trapped causing the Earth to warm. As concentrations of GHGs in the atmosphere increase, our planet gets hotter.

GHGs come, or are emitted, from various sources or activities. The majority of these involve processing naturally occurring materials containing carbon and/or nitrogen (using combustion, chemicals, and/or bacteria). Mankind has increasingly used these activities over time to produce products (e.g. food, cement and metals) and energy (e.g. electricity) resulting in larger quantities of GHGs being released. Atmospheric carbon dioxide levels are approximately 45% higher now than they were before the industrial revolution and this is largely due to burning fossil fuels for energy.

Human activity has also reduced the amount of carbon dioxide that can be absorbed and stored in natural carbon sinks. Plants and oceans absorb around 57% of the carbon dioxide that's produced. Removing trees (deforestation) and affecting plants' ability to photosynthesize reduces the rate that carbon can be sequestered. Furthermore, as oceans get warmer from the greenhouse effect, they are less able to dissolve carbon dioxide.

The Earth's surface is now, on average, 1°C warmer than it was since the pre-industrial period. The UK's average temperature has increased by 0.8°C (comparing 2008-2017 with 1961-1990) - the nine warmest years in the UK have occurred since 2002. The warming of our planet is: increasing the rate at which polar and glacier ice is melting, causing more extreme weather events and a rise in sea levels, and negatively affecting biodiversity.

95% of respondents to the engagement survey reported that they were concerned about climate change and 79% stated that they are more concerned about it than they were 2 years ago. Climate change is affecting 3 in 4 Britons and this seems consistent with the 70% in Buckinghamshire identifying that climate change had affected either themselves or their family.

More information about climate change and its effects on the environment, food, water, and health and is available on the [GOV.UK website](https://www.gov.uk).

The Global Challenge

Climate change is a global challenge. It is critical that action to reduce carbon emissions to net zero is taken by all countries, in particular those which account for the most emissions and can achieve the biggest reductions. Together China, the USA and India account for about 50% of global emissions as shown in table 1 below.

Table 1 Annual global carbon emissions and those of China, USA, India and United Kingdom

Country	Total greenhouse gas emissions (kilotonnes CO₂)	% of Global Emissions
Global	37 million	100%
China	10.06 million	28%
USA	5.42 million	15%
India	2.65 million	7%
United Kingdom	366 thousand	1%

Emissions Data

There are two approaches which can be taken to measuring carbon emissions in an area; these are known as the generation and consumption based approaches. The generation based approach looks at emissions which are physically created within a country or region, for example the exhaust emissions from cars in the UK.

The consumption based approach looks at emissions associated with the goods and services consumed in a country. This means, for example, that emissions from

manufacturing a mobile phone in China but which is purchased by someone in the UK, would be attributed to the UK as the product is consumed here.

These two approaches lead to different emissions with the consumption based figure being higher in the UK than the generation based figure. This is because the UK tends to import more products than it exports.

The United Kingdom's national reporting approach uses the generation based approach. These are the emissions which the UK has greater control over and represents the physical emissions which arise here. As such, throughout this document the figures quoted reflect the generation based method.

Most of the emissions data referred to in this document are specifically referring to carbon emissions (carbon dioxide, CO₂). However, some refer to a broader set of six greenhouse gases (GHGs) each with a different capacity to influence the climate. The overall impact of these emissions is accounted for by reporting this broader set of gases units of carbon dioxide equivalents (CO_{2e}). Where CO_{2e} is referred to, the impact of this broader set of GHGs has been included in the figures.

Air Quality

Air quality is assessed against levels of specific air pollutants that affect human and environmental health. While some of them do have a global warming potential (GWP) the focus is on how they negatively impact living organisms' physiology and the built environment. Some air pollutants are acidic (e.g. oxides of nitrogen and sulphur dioxide) or are powerful oxidizing agents (e.g. tropospheric ozone) and will corrode the lining of the lungs, other living tissue, and inorganic material. Others can get through the respiratory system and affect the normal function of organs (e.g. PM_{2.5}), or are carcinogenic (e.g. PAHs, benzene, 1,3 butadiene).

The health impacts of poor air quality have been widely reported in recent years. People are not affected equally - those with weaker or developing respiratory and circulatory systems are typically worst-affected, and higher-deprivation areas in urban centres are often located close to key sources of air pollution.

[National air quality](#) objectives, standards and targets have been set for the following air pollutants:

- Particulate matter (PM₁₀ and PM_{2.5})
- Nitrogen Dioxide (NO₂)
- Nitrogen Oxides (NO_x)
- Tropospheric Ozone (O₃)
- Sulphur Dioxide (SO₂)
- Polycyclic Aromatic Hydrocarbons (PAHs)
- Benzene
- 1,3 butadiene (C₄H₆)
- Carbon Monoxide (CO)
- Lead

The UK has also made commitments to reduce emissions of PM_{2.5}, NO_x, SO₂, Non-methane volatile organic compounds (NMVOCs) and Ammonia (NH₃) by 2030. [GOV.UK has more information on these emissions reductions targets](#) and more information on air pollutants can be found on the [National Atmospheric Emissions Inventory website](#).

Many of the major sources of air pollutants that affect air quality are also the major sources of GHGs, and by reducing levels of airborne pollutants that damage plants

we help maximise the opportunity for them to sequester carbon. The intrinsic links between climate change and air quality are such that it makes sense to tackle them together.

91.2% of respondents to the engagement survey reported that they were concerned about air quality and 69% stated that they are more concerned about it than they were 2 years ago. The level of people very concerned about air quality (57%) is slightly lower than those very concerned about climate change (79%) and this could be because climate change is more prominent in the media and better understood.

Buckinghamshire Air Quality Management Areas (AQMAs)

There are 9 AQMAs in Buckinghamshire that have been declared due to exceedances of the annual mean national air quality objective for NO₂:

- [Chiltern](#) – Berkhamstead Road and Broad Street in Chesham AQMA (declared 03/11/2007)
- [Aylesbury](#) – Tring Road (declared 04/07/2005); Friarage Road (declared 01/07/2008); and, Stoke Road (declared 01/07/2008) AQMAs
- [South Buckinghamshire](#) – M4, M25, M40 and adjacent land (declared 01/10/2004); and Iver Parish Boundary (declared 01/08/2018) AQMAs
- [Wycombe](#) – M40 and adjacent land (declared 01/08/2001); High Wycombe (declared 22/12/2017); and Marlow (declared 22/12/2017) AQMAs

The main source of NO₂ is road transport. Air Quality Action Plans developed to address the sources and impacts of NO₂ in these AQMAs can be found on the [Buckinghamshire Council website](#). Concern about air quality was highest from engagement survey respondents located in densely populated areas (including Aylesbury and High Wycombe) where AQMAs exist. A map of all AQMAs in the UK can be found on the [DEFRA website](#).

Regulated Facilities

Currently Buckinghamshire Council has 153 regulated facilities registered with the authority and the Environment Agency has 23 regulated facilities registered with them under the EPR 2016. These include, amongst others, landfill sites, energy from waste site, petrol stations, dry cleaners, foundries and concrete crushers. There are

public registers of all regulated facilities in Buckinghamshire on the [Environment Agency website](#).

Evidence Base

Global to Local Carbon Emissions 2018

Global carbon emissions are continuing to rise and their distribution is uneven globally as shown previously in Table 1. Table 2 below shows the annual carbon emissions to a more local scale, showing the total of Buckinghamshire in comparison to other councils. Buckinghamshire has per person emissions in line with the national average. The total emissions by county can vary by a large degree to other counties, however the per person emissions tend to be closer. There are a range of factors which may influence the total carbon and per person emissions, such as the population of the area and how rural or urban it is in character.

Table 2 2018 carbon emissions from global to local scales

Emissions Source	Total Carbon emissions (kilotonnes CO₂)	Percentage of Carbon emissions	Per Person (tonnes CO₂/ person)
Global	36.5 million	100%	4.8
UK	366 thousand	~1% of global emissions	5.2
Bedfordshire	2,420	0.7% of the UK	5.3
Hertfordshire	5,877	1.6% of the YUK	5.0
Hillingdon (London Borough)	1,383	0.4% of the UK	4.5
Buckinghamshire	2,832	0.8% of the UK	5.2
Cambridgeshire	4,523	1.2% of the UK	6.9

Buckinghamshire Carbon Emissions

Carbon emission data at an area wide scale requires multiple different sources of data to be brought together. The Government compile this data and a summary of the key emission sources in Buckinghamshire is shown in table 3 below.

Table 3 [Buckinghamshire 2018 carbon emissions by source](#)

Source	Annual Carbon Emissions (kilotonnes CO₂)	% of Carbon Emissions
Business and Agriculture	578	20%
Domestic; Gas	575	20%
Domestic: Electricity	231	8%
Domestic: Other fuels	95	3%
Transport: Motorway	657	23%
Transport: All other roads	746	26%
Transport: Rail and others	48.5	2%
Land use, land-use change and forestry	-99	-3%

Together transportation related emissions account for 51% of emissions in Buckinghamshire. Although motorways account for only 1.8% of the total length of roads in Buckinghamshire, they account for 45% of transport emissions and 23% of total emissions.

Land use, land use change and forestry remove more carbon than emitted and act as a net 'sink' for ~3% of carbon emissions in Buckinghamshire.

Buckinghamshire Pathway to 2050

Reaching net-zero for Buckinghamshire is a hugely complex and difficult task. Some of the mechanisms for reducing or removing emissions are not elements which we can influence via financial or regulatory means, for example:

- Based on the number of [domestic gas meters](#), removing emissions from domestic gas supplies (20% of total) might require removing or replacing over 180,000 gas boilers in Buckinghamshire.
- Road based emissions require a revolution in the transportation sector, away from conventional internal combustion engine (ICE) vehicles to ultra-low or zero emission equivalents. We have a role in providing electric vehicle charging infrastructure to help service this transition, with subsidies and the regulation of the manufacturing sector sitting with the national government.
- Electric vehicles need powering from renewable energy sources, with the regulation of the power sector a function of national government.
- Market forces influence the development and deployment of low emission technologies.
- The scale of motorway-based emissions indicates that a substantial portion of emissions on our roads are from those traveling through Buckinghamshire, for which regional and national transport issue need considering.

The above points help to show the scale and complexity of the task and the need to address these issues both locally and nationally. Our actions focus on what we can do locally in Buckinghamshire. However, as our motion indicates, we will work with the Government to support achieving net zero in Buckinghamshire and nationally.

Economic, Population and Housing Growth

Buckinghamshire is a prosperous area of the country and is also an area experiencing notable housing growth and an increasing population. Carbon

emissions in Buckinghamshire may therefore be expected to increase over time in the absence of action to reduce emissions from the existing population. The overall picture is complex however, with electricity becoming more renewable (low carbon) and improvements in energy efficiency the trend nationally has been for emissions to decline whilst population has grown.

We have not attempted to model the impact of a growing population or economy on emissions in Buckinghamshire, but we recognise that these are relevant factors which will impact overall emissions.

Buckinghamshire Council's Carbon Emissions

We commissioned a [carbon audit](#) to better understand the make-up of our own carbon emissions for the 2018/19 financial year (the base year).

Table 4 Buckinghamshire Council's carbon emissions

Activity	2018/19 Annual Carbon Emissions (T CO₂e)	% of Annual Emissions
Buildings – Gas Consumption	1,887	21%
Buildings – Electricity Consumption	2,516	28%
Street Lighting – Electricity Consumption	2,336	26%
Council Fleet	1,258	14%
Business Travel	988	11%
Total	8,985	100%

The emissions shown in Table 4 above are those from the council's operations, such as the buildings and vehicles we operate. Business travel emissions relate to emissions from staff and Councillors in their own vehicles where a mileage expense claim was made. Emissions from the use of public transport, such as train journeys, for work travel weren't captured as the data is not available.

This data does not cover our services where our staff do not directly provide it, for example waste collection vehicles operated around [Wycombe, Chiltern and South Buckinghamshire areas](#). However, these activities are still included within the scope of this strategy which covers the council's emissions, as well as those of suppliers, partners and Buckinghamshire wide emissions.

It is currently difficult to benchmark the council's emissions to other authorities because of the wide range of differences which make comparisons difficult. For example, different services are provided by a district, county or unitary council. Comparison between councils of the same type is also difficult as reporting methods differ and the way services are delivered also varies, for example whether a service is provided by the council directly or by suppliers.

Council Pathway to 2050

We have set ourselves the goal of reaching net-zero carbon emissions no later than 2050. In addition, we are establishing milestone targets for 2030 and 2040. We have aligned these with the UK's national baseline of 1990 in order to aid comparison of carbon reduction levels between Buckinghamshire and the UK.

Compared to our estimated 1990 carbon emissions, we will:

- **reduce our carbon emissions by at least 75% by 2030**
- **reduce our carbon emissions by at least 90% by 2040**
- **reach net zero carbon emissions no later than 2050**

To enable this comparison, it is necessary to estimate our emissions for 1990 as we do not hold accurate data on our emissions from this year. Data gathered during the carbon audit covered emissions as far back as 2009; we have assumed that energy usage (i.e. in kilowatt hours) was the same in 1990 as 2009, updating electricity emission with the correct emissions factor from 1990.

The UK's national target is to reach net zero carbon emission by 2050 with an interim target of achieving a 68% reduction by 2030, based on 1990 emission levels.

Compared to our 2018/19 baseline, our emissions reductions targets are to reduce our carbon emissions by 50% by 2030 and achieve an 80% reduction by 2040.

The UK's national targets are established in 5 year 'Carbon Budgets' which set the target emissions for the UK over that period. We will be reflecting this approach in monitoring our own progress towards the above targets – further details on our First Carbon Budget are set out later in this document.

Air Quality Monitoring

A national network of automatic air quality monitoring stations is managed by Defra. These sites provide high resolution hourly information which is communicated rapidly to the public, using a wide range of electronic, media and web platforms. Details of both automatic and non-automatic monitoring networks [systems that measure less frequently compared to automatic networks - either daily, weekly or monthly - and samples are collected by some physical means (such as diffusion tube or filter)] can be found on the [UK Air website](#).

Buckinghamshire Council mainly monitors nitrogen dioxide using passive diffusion tube technology. Some can be found in the AQMAs, others are found on village high streets and on busy roads. The results for each calendar year can be found in the Annual Status Reports for the [South Buckinghamshire](#), [Wycombe](#), [Chiltern](#), and [Aylesbury](#) areas of the County. We also manage and maintain two continuous monitoring stations in Buckinghamshire - in Stokenchurch and High Wycombe. The locations and readings from these continuous monitoring stations can be found on the [UK Air Quality website](#).

Buckinghamshire Council, in conjunction with Spelthorne and Heathrow Airport Limited, received grant funding to trial low-cost sensors in the South Bucks area. Further information on the sensors and monitoring data can be seen on the [Air Quality England website](#).

Targets

The following aims and objectives of this strategy address climate change and poor air quality respectively. They are in line with the council motion that was passed on [15 July 2020](#) and pursuant to achieving national air quality objectives and standards across Buckinghamshire.

Climate Change

Aim 1: Work alongside national Government with the objective to achieve net zero carbon emissions for Buckinghamshire as a whole by 2050.

Objective A: Achieve net zero carbon emissions across council operations no later than 2050 and possibly before this, potentially by 2030, subject to resources.

Objective B: Support communities to achieve net zero carbon emissions.

First Carbon Budget

The UK monitors its progress toward its carbon reduction targets through 5 year carbon budget periods. We are adopting this approach and will monitor our carbon emission reductions against 5 year carbon budgets.

The current UK carbon budget runs from 2018 to 2022; the next from 2023 to 2027. We have chosen to use an initial 7 year carbon budget period to align ourselves with the next national carbon budget period. Subsequent carbon budgets will be 5 years. Our initial carbon budget will therefore cover the financial years 2020/21 (the first year of Buckinghamshire Council existing) to 2026/27.

Though the Carbon Budgets span multiple year, to support annual monitoring indicative annual allowances have been determined. These will allow us to see if emissions are declining at a suitable rate. The use of a multi-year budget approach

allows for annual variations in the emissions reduction achieved. For example, a particularly cold winter would lead to more emission from gas heating systems are used than expected, but within a longer-term trend of emission reductions.

Table 5 below sets out these indicative allocations for the first carbon budget period.

Table 5 - First Carbon Budget Annual Emission Allocations

Year	Indicative Carbon Budget Allocation (T CO₂)
2020-21	7,895
2021-22	7,407
2022-23	6,953
2023-24	6,527
2024-25	6,129
2025-26	5,755
2026-27	5,403
Total	51,139

Air Quality

Becoming a unitary authority provides us with an opportunity to harmonise our approach to delivering actions in the action plans for each AQMA. The aims and objectives below reflect our ambition to establish concentrations of NO₂ and other air pollutants at safe levels.

Air Quality

Aim 2: Improve air quality across Buckinghamshire pursuant to achieving national air quality objectives

Objective C: Reduce emissions to air from all council operations.

Objective D: Reduce human exposure to harmful levels of air pollution.

Governance and Management

This section sets out our overall approach to managing the strategy, refining our processes, and building funds so that we can continuously improve delivery against our targets and objectives.

Actions

- 1. Continued engagement with central government on air quality and greenhouse gas emissions issues.**
- 2. Explore carbon offsetting fund and low carbon energy generation investment options.**
- 3. Establish and maintain interdepartmental working groups accountable for the delivery of actions.**

Review and Update

We recognise that this strategy will guide activity for nearly 30 years. Within that period there may be considerable technology, product or service advancements, and political, legislative and other changes providing challenges against or opportunities to enhance emissions reductions. We will report annually on emissions and against each carbon budget, and the actions below take into account future scenarios.

Actions

4. **Review and update the strategy so that it is fit for purpose for each carbon budget, or more frequently if necessary.**
5. **Determine the most practicable means of assessing the Council's Scope 3 emissions.**

Monitoring and Reporting

Council Emissions

The Council has established its new baseline GHG emissions via a [carbon audit](#). We are setting a series of Carbon Budgets, aligned with the UK's national approach to reducing emissions to net zero in stages.

Actions

6. **Monitor and report quarterly on emissions savings across Council operations.**
7. **Improve data management and quality to better inform options for reducing emissions and performance monitoring.**

County-wide Emissions

Emissions data from activity across Buckinghamshire is complex and varied in its collection and reporting methodology. 73.6% of respondents to the engagement survey consider the monitoring of air pollution to be very important in tackling climate change and poor air quality. We will improve our air pollution monitoring and report against the progress we make annually on reducing emissions to air.

Actions

- 8. Maintain and enhance effectiveness of outdoor air pollution monitoring.**
- 9. Report annually on progress made against actions and reducing emissions.**

The Council's Emissions

New low and zero carbon technologies are being rapidly developed and have a potentially important role to play in helping reduce our emissions. We recognise the need to use innovative solutions, and dedicate funding and technical support, to effectively deliver against the objectives in this strategy. We will maximise opportunities to secure funding from schemes, such as those offered by [SALIX](#) and the Office for Low Emission Vehicles (for [electric vehicle charging infrastructure](#) and [plug-in vehicles](#) etc.), to support the delivery of actions in this strategy.

Actions

- 10. Monitor the development of innovative solutions which could help reduce our emissions.**
- 11. Review carbon offsetting options and develop a policy on their use.**

A range of initiatives to reduce our emissions have been implemented already ranging from energy efficiency and renewable energy projects to using electric vehicles in our fleet. We will investigate and implement appropriate measures to address mitigate and adapt to climate change and poor air quality.

Actions

- 12. Explore the potential for renewable energy generation projects on the council's land (e.g. a solar farm).**
- 13. Implement a large scale tree planting programme across the estate.**
- 14. Explore the potential for blue and green infrastructure improvement projects (e.g. green roofs) across our estate.**

Behaviour

The actions below reflect the importance we place on creating a corporate culture that makes climate change and air quality a priority.

Actions

15. **Embed climate change and air quality considerations in policy and decision making.**
16. **Engage and inform staff and councillors how they can reduce emissions through simple changes to behaviour.**

The Council's Operational Estate

The council's Operational Estate is comprised of buildings and land we operate our services from. We will evaluate sites regarding the appropriateness of implementing blue, green, and sustainable/alternative energy projects taking into account the cost-benefit of initiatives, asset maintenance and replacement aspects, and our accommodation strategy.

Operational Buildings

We will assess the cost-benefit of sustainable energy options, taking into account the age and condition of our assets, and employ appropriate technologies to reduce the emissions footprint of our buildings.

Action

17. **Identify and implement renewable energy and energy efficiency measures across the operational estate, in line with the accommodation strategy and repair and renewal cycles.**

New Builds and Expansions

The council's capital build programme, including new schools and school expansions, can incorporate environmental sustainability considerations at the scope/specification and design stages.

Action

- 18. Ensure council new builds are as low carbon as practicable taking into account available budgets.**

Street Lighting

Over 22,000 street lights have had light emitting diode (LED) fixtures fitted to replace old lamps and 52% of respondents to the engagement survey were aware of this project. LEDs require less power and last longer than the old lamps and are predicted to save £13 million in electricity, maintenance and operational lifetime cost savings and 3,100 tonnes of CO₂e per year.

Action

- 19. Retrofit LEDs to remaining street lights by 2025 (subject to funding).**

Land

Consultants have identified that there is potential for solar panels to be installed on metal canopies above parking spaces in some car parks and we are responsible for large areas of land that currently act as carbon sinks (including country parks). We recognise the opportunity to maintain and improve the capability of these spaces to store carbon and absorb/filter air pollutants, while also protecting and enhancing biodiversity.

Actions

- 20. Conduct feasibility studies for the installation of solar car ports at appropriate parking sites.**
- 21. Enhance and support sustainable tree management practices.**

Transport

A low number of respondents to the engagement survey (15%) were aware that we already have some hybrid electric and plug-in electric vehicles in our fleet. Many of our work-related journeys don't involve the use of our fleet vehicles – staff and councillors use their own vehicles or public transport to get to their destinations. We operate two schemes that allow staff the opportunity to overcome the upfront capital cost of purchasing a bike or car by paying it back incrementally through their monthly salary. Under a cycle to work scheme, as deductions for a bike are taken before income tax or national insurance contributions (NICs), an employee pays less tax and national insurance contributions and an employer can save on employer's (NIC). As a newly formed council we need to understand more about the travel behaviour of our staff and councillors and monitor the effectiveness of actions to reduce our transport emissions.

Actions

- 22. Promote schemes which enable staff to purchase bikes and ULEVs.**
- 23. Introduce annual staff and councillor travel surveys.**

Travel for Work Purposes

Departments in the council are responsible for their own fleet vehicles. Many of them are using systems and approaches to ensure that vehicles minimise fuel consumption and costs, and emissions to air (e.g. route optimisation and driving behaviour monitoring using telematics, and encouraging eco-driving behaviour). For example, an additive is used in some of our waste collection vehicles to reduce NO_x emissions and we currently use two electric vans and some electric pool cars (on

lease arrangements). Our actions are therefore centred around enabling staff and councillors to lower their work travel emissions and implementing a plan across departments to improve emissions from fleet vehicles. This plan will identify when increasing percentages of the council's fleet will be replaced with ULEVs

Actions

- 24. Review the council's fleet and develop proposals to reduce emissions from its operation.**
- 25. Explore the introduction or enhancement of logistics/fleet management equipment, additives and lubricants, eco-driving techniques, and alternative fuels to reduce fleet emissions and implement where practicable.**

Commuting and Working from Home

The change seen in staff and councillors travelling to and from their normal places of work or meetings is perhaps one of the clearest areas which the COVID-19 pandemic has affected. The majority of staff have worked from home during the pandemic and both informal and formal council meetings now take place online. This has undoubtedly reduced overall emissions from staff commuting during this time. What is unclear is how these emissions savings compare to increases in home based emissions, now that many of our homes are occupied during the day. This may be particularly evident in winter when we look to heat our homes when they wouldn't previously have been unoccupied.

Action

- 26. Support staff and councillors to work from home (flexible working) where practical.**

Suppliers and Partners

Partners

Buckinghamshire Local Enterprise Partnership (BLEP) developed Buckinghamshire's [Local Industrial Strategy](#). This sets out how the area will deliver the national Industrial Strategy's aim to raise productivity levels and to create high-quality, well paid jobs. The [Greater South East Energy Hub](#) works on behalf of LEPs with councils in the greater south east area to support the development and financing of local energy projects and BLEP has produced a [Local Energy Strategy](#) for Buckinghamshire.

Local business support and advice is offered by Buckinghamshire Business First (BBF). The BBF group includes Ngage Solutions Ltd which runs the Low Carbon Workspaces grant programme for SMEs.

We will work with these and other partners, including the 16 [Community Boards](#) in Buckinghamshire, to support our private, residential, public, and third sector communities in addressing climate change and air quality as set out in the actions below. This includes providing guidance and information about funding (from the Tree Council, Woodland Trust, and other) to support community tree planting.

Action

- 27. Help communities identify, develop, and secure funding for projects addressing climate change and/or air quality.**

Schools and Academies

Schools and academies have a close relationship with the communities they serve and many also work closely with the council via a range of support services, range from property maintenance to HR and IT support. Fifteen percentage of respondents to the engagement survey were aware that some schools in Buckinghamshire have solar photovoltaic panels installed.

Many schools and academies are already working to reduce their emissions and discuss topics related to the environment and climate change. We would like to

encourage this and will work with schools to understand what type of support would be most helpful to them.

Action

- 28. Support measures that reduce emissions to air in the Getting to School Strategy and forthcoming Home to School Strategy**

In addition to the above actions that focus on school transport emissions, we will build on our success of putting solar PV on school roofs to help generate a more accessible and compelling emissions reductions service for school buildings.

Action

- 29. Develop a service that supports schools to address climate change and air quality issues.**

The Council's Investment Estate

We lease/rent properties to individuals and organisations either directly from the Council or via our private investment partnerships (e.g. [Aylesbury Vale Estates](#) and [Consilio Property Ltd](#)). The majority of our leases are full repairing and insuring (FRI) where tenants are typically wholly responsible for the fabric of the building, their use of resources (including energy) and the associated emissions. We are only able to make changes to the building envelope (external walls, roof, and floor) etc. at suitable intervals (e.g. when the properties are vacant) or with the agreement of the tenants as part of wider building improvements to improve the environmental performance of a property. These are typically driven by commercial and investment return strategies. There is also potential to improve performance through 'green leases'.

Actions

30. Endeavour to improve the energy performance of investment properties.

Suppliers

In order to reduce emissions to air related to supplier activity, we must continue to assess and introduce appropriate requirements through our procurement and contract management work. There are a number of green public procurement guides available and we will prioritise engagement with high value and high emission suppliers first to determine what can be done together.

Actions

- 31. Produce and provide training on green procurement tools for purchasing decision-makers.**
- 32. Work with key suppliers to identify opportunities to reduce emissions from their products/services.**

Gas and Electricity Supplies

Many electricity, and some gas, suppliers now offer renewable supply contracts which are marketed as providing renewable generation. However, the carbon emissions associated with such renewable energy supplies can be more difficult to robustly determine and may not be zero carbon. This is due to the complexity in the market and different way which such claims may be justified.

We need to re-procure our electricity and gas supply contracts in the coming years and this provide an opportunity to review a renewable supply option against a conventional offer, both in terms of carbon impact and affordability.

Action

- 33. Determine the additional carbon benefits which may be achieved by purchasing renewable energy.**

Transport for Buckinghamshire

Transport for Buckinghamshire (TfB) is engaged in a £45mill. a year contract to maintain and improve roads and footways in the County and has an objective to optimise the use of energy and natural resources to protect our special environment and contribute to a carbon neutral county. The capacity of roadside verges to sequester carbon and filter/absorb air pollutants has been enhanced by the establishment of [Roadside Nature Reserves](#). Changing the management of our roadside verges will reduce emissions and provide better quality habitats for wildlife.

South Buckinghamshire Waste Collection and Street Cleaning Contract

We own and operate our own waste collection service in the Aylesbury Vale area but contract a supplier to provide this service elsewhere in the County.

Actions

34. Use dust suppressant systems on vacuum sweepers to reduce airborne emissions of particulate matter from street cleaning.
35. Install electric vehicle charging infrastructure at waste collection depots by 2021 and commence use of hybrid plug-in electric vans and electric street sweepers by 2022.
36. Implement telematics system to optimise driving behaviour to improve fuel efficiency and reduce emissions to air by 2022.
37. Trial an electric waste electric collection vehicle by 2023.

County-wide

This document needs to shape future strategies and grants so that the activities they influence result in positive impacts on climate change and air quality. New local emission reduction targets also need to be set to help achieve national emissions reduction targets for harmful airborne pollutants that are the most prevalent in the County.

Actions

- 38. Consider emissions in future strategy development and grant funding decisions.**
- 39. Develop targets for the reduction of reactive airborne forms of nitrogen and particulate matter.**

Transportation

Transport is the single largest source of emissions to air in Buckinghamshire. In 2018 transport accounted for 1,452.1 kT CO₂ and road vehicle emissions have resulted in exceedances of nitrogen dioxide limits/targets in several areas in the County. Elevated levels of air pollution exist around the motorways (M25, M4, and M40), trunk roads (A40, A404), and other roads that are heavily trafficked.

Road and rail networks are subject to increased risks because of climate change regarding flooding, heat damage, rail buckling, bridge failures, and repair and maintenance costs.

In addition to managing the road network with Highways England, we licence taxis and private hire vehicles, manage footpaths and other rights of way, and have a role in supporting sustainable transport. Considerable work has been done to support walking and cycling, and develop an electric vehicle charging network. 10% of respondents to the engagement survey currently drive an electric vehicle and 60% would consider driving an electric vehicle in the future. 68% of respondents walk instead of driving and over 40% recognised that the council had installed new cycle routes (42%) and electric vehicle charging points (45%). However, over 30% are least likely to cycle instead of drive (30%), use public transport (33%), or car share

(44%) largely due to the inconvenience, cost, or not having enough information. Some respondents have cited other practical (e.g. 'lack of public transport'), physical limitation (e.g. age, medical reasons, cycling dangers), information-related (e.g. scepticism regarding electric vehicles being 'greener'), or Covid-19 reasons as barriers to shifting to more sustainable transport modes. Over 61% of respondents consider public transport improvements and more walking and cycling initiatives to be very important in tackling climate change and poor air quality. Overcoming barriers to reducing emissions from transport (including a modal shift to low/no emission forms of transport) as far as practicable is critical to achieving our climate change and air quality ambitions. We will also support modal shifts for journeys from Buckinghamshire to other parts of England's Economic Heartland.

Building on the success of electrifying trains running on the Paddington to Maidenhead route in the south of the County, we look forward to closely working with organisations that are licensed by the council to operate bus routes in the County and others, such as Train Operating Companies and hauliers, to improve transport impacts on the environment.

Actions

- 40. Reduce emissions from taxis and private hire vehicles.**
- 41. Implement initiatives to reduce emissions from freight pursuant to achieving the objectives of the Freight Strategy.**
- 42. Improve infrastructure for active travel (such as walking and cycling) and electric vehicles.**
- 43. Assess the carbon emissions from proposed road schemes.**
- 44. Trial low emission forms of transport, such as electric buses, bikes and scooters.**
- 45. Investigate the feasibility of introducing Low Emission Zones.**
- 46. Reduce unnecessary travel by encouraging regular home working patterns and supporting initiatives that facilitate remote working.**
- 47. Improve traffic management technology on the highway network where practicable to reduce congestion and support more efficient driving.**

Buildings and Developments

Activities occurring both in and outside of Buckinghamshire impact air quality and greenhouse gas emissions in the County. Major transport hubs (such as airports and railway stations) and major developments significantly influence traffic volumes, and therefore levels of air pollution, on networks linked to them. We need to work with other local authorities and developers to maximise positive and minimise negative environmental impacts.

We will continue to manage development through planning and building control to ensure new development in Buckinghamshire is achieving these aims. Over 80% of respondents to the engagement survey stated that innovative technologies and approaches, and more wind power and solar photovoltaic projects were important to tackle climate change and poor air quality. Local plans and policies relating to climate change (e.g. the [Canopy Cover SPD](#); and the forthcoming Buckinghamshire Biodiversity Accounting SPD) steer growth towards establishing sustainable places – aligning it with climate change and air quality goals. Government planning reforms, such as the [Planning White Paper](#), influence what we do at a local level. The government is reviewing their roadmap to the Future Homes Standards and is looking at new homes being “zero carbon ready”.

Actions

- 48. Work with neighbouring local authorities and England's Economic Heartland to reduce air pollution impacts from cross-border and major transport hub developments.**
- 49. Produce a Technical Advice Note (TAN) on addressing climate change in new developments.**
- 50. Use opportunities coming out of changes to national planning policy to enhance environmentally sustainable aspects of developments.**

Historic Environment

Heritage assets play an important role in addressing climate change and poor air quality and are educational – historic buildings are reused thereby negating the need for new development, and the materials and techniques used for construction are

more environmentally friendly (e.g. less processed, comprised of more natural materials and were sourced more locally than modern equivalents). While the historic environment is particularly vulnerable to environmental change and can facilitate green, blue and sustainable/alternative energy measures, this needs to be weighed up against protecting the significance of heritage sites.

Action

- 51. Explore means to protect heritage assets from, and use them to address, climate change and poor air quality.**

Housing

Domestic properties are the second largest source of GHG emissions in the County and a recent survey by Save the Children suggests that many families are cutting back on heating and electricity due to financial concerns. A household is said to be in fuel poverty if their energy costs are above average and their expenditure on energy leaves them with a residual income below the official poverty line.

70% of respondents to the engagement survey are making their homes more efficient, 50% use a 'green energy' supplier, and 47% will consider installing a renewable electricity generation system (N.B. 12% have already installed one). Some respondents have stated that there are practical (e.g. home ownership, planning), or information-related reasons (e.g. technology reservations) for them not pursuing certain actions.

We want to provide the information that will help people take advantage of the opportunity to improve their environmental impacts and mitigate fuel poverty. We will capitalise on opportunities to reduce emissions from this sector such as promoting the Green Homes Grant scheme.

Actions

- 52. Support registered social housing providers' implementation of sustainable energy and climate change adaptation initiatives in their stock.**

- 53. Promote opportunities for residents to improve their homes to help them mitigate and/or adapt to climate change and poor air quality.**

Waste

The Joint Waste Strategy for Buckinghamshire has guided the delivery of waste collection, treatment, disposal, and minimisation initiatives for the County and a new waste strategy is expected in 2022. It is apparent that many people are already minimising their impacts on the environment by: limiting their use of resources (92%), changing behaviour to produce less waste (87%), or reusing or repairing instead of buying new products (80%) (according to the results of the engagement survey).

Existing waste management practices support the achievement of the net zero carbon emission by 2050 target, including the following:

- Requirements for waste contractors to improve the environment impact of the services they provide (e.g. our contract regarding the transfer, management and treatment of green, food, bulky and wood waste, and management of High Heavens Waste Complex)
- Monitoring carbon emissions associated with the treatment of hazardous medical waste
- Targets to:
 - Reduce municipal waste being sent to landfill (target of less than 5%, achieved 0.2% in 2018-19)
 - Reduce residual waste produced per household on a yearly basis (less than 450 kg per household in 19/20)
 - Increase the percentage of household waste sent for recycling, re-use or composting on a yearly basis (more than 60% in 19/20)

Economy

The Carbon Disclosure Project has worked with the University College London (UCL) Energy Institute to determine the potential costs to global Gross Domestic Product (GDP) of failing to respond to climate change - \$5.4 trillion USD a year by

2070 and \$31 trillion USD a year by 2200. This will lead to a 10% reduction in GDP growth rate by 2050 and a 25% reduction by 2100.

Regulating and reducing emissions from industry and supporting businesses and charities that provide goods and/or services to the green economy are classed as being very important in helping tackle climate change and air quality by 80% and ~50% of respondents to the engagement survey respectively. Buckinghamshire's SMEs have had the opportunity to access grant funding from the [Low Carbon Workspaces](#) programme to reduce their carbon emissions. The [Connected Counties](#) project is making virtual working (working from home) and teleconferencing more practicable by extending superfast broadband infrastructure in the County – which helps eliminate the need for travel and therefore reduces transport emissions. There is sincere interest in ensuring that schemes like these are available in the future, beyond Britain's exit from the EU, and support is available to drive the development and provision of products.

Actions

- 54. Encourage the use of recycled, biodegradable, and/or recyclable materials in products.**
- 55. Work with Buckinghamshire LEP to support the development of the green economy in Buckinghamshire.**
- 56. Promote initiatives to reduce emissions from the private and third sector in Buckinghamshire.**

Environment, Land and Water

Climate change increases the severity and number of extreme weather events (e.g. larger amounts of and more intense rainfall in the winter, and hotter and drier periods in the summer) and therefore presents risks to water quality, water infrastructure, biodiversity and land uses. Respondents to the engagement survey identified that they are already being negatively affected by hotter drier summers (59%), and wetter winters (49%), and there are negative impacts on plants (57%) and animals (51%) from climate change.

There are opportunities to manage plants (flora), animals (fauna), land and water sustainably in Buckinghamshire to maintain and improve natural carbon sinks,

overcome water scarcity issues, mitigate flooding, and protect and enhance biodiversity. 88% of people responding to the engagement survey stated that tackling climate change by maintaining and protecting natural carbon sinks is very important. 75% consider planting and maintaining trees to be very important and 49% of respondents currently undertake these activities. Buckinghamshire is to benefit from being included in a pilot study funded by Defra and the Council will establish a new Local Nature Recovery Strategy (LNRS) by May 2021. The LNRS will account for climate change and air quality impacts.

Areas of Buckinghamshire have experienced flood events and a [Local Flood Risk Management Strategy](#) addresses flood risk and the management of flooding occurrences. The council is the Lead Local Flood Authority and works in partnership with the other the Environment Agency, Water Companies (Thames, Anglian and Affinity), Internal Drainage Board (IDB), Town and Parish Councils and local Flood Action Groups to develop flood management projects and ensure communities are resilient to flooding. Initiatives include a Natural Flood Management pilot study funded by DEFRA and a programme of flood management projects supported and partially funded from DEFRA and the Environment Agency. ~80% of respondents to the engagement survey identified that more flood prevention projects are important in tackling climate change.

Response to the Sustainable Drainage aspects of planning applications continues to be an effective way of managing flood risk from new.

Water companies involved in flood risk management in Buckinghamshire offer free or low cost interventions for people to use at their properties to save water (including Affinity Water, Anglian Water and Thames Water).

Actions

- 57. Work with the Environment Agency and other partners to minimise the risk of flooding and improve community flood resilience.**
- 58. Support the provision of advice and resources to encourage water saving.**

Health and Communications

There is clear concern in Buckinghamshire about the future impacts of climate change with 71% of residents worried about water shortages, 69% concerned about food shortages, and 57% concerned about an increase in disease or ill health (according to the results of the engagement survey). 34% are least likely to off-set their carbon emissions (likely to be down to inconvenience, cost, or not having enough information), but some are undertaking other measures to reduce emissions such as growing food, making ethical choices and 'supporting organisations'.

There is a need to understand more about the health issues that poor air quality and climate change present. Equally important is the essential role that we can play to make information available and accessible so that individuals are better informed about options to improve their impacts on the environment and what we are doing to tackle climate change and air quality. Over 70% of respondents to the engagement survey consider clear and easy to find information about being environmentally-sustainable and the promotion of environmentally-sustainable living to be very important in tackling climate change and poor air quality. We have used the results of public engagement questionnaires to shape the actions in this strategy and will use further consultation exercises to inform our approach to communications in the long-term.

90% of our time is spent indoors and some activities and materials in this environment are sources of airborne pollutants that are damaging to health (including some building materials, cleaning products, and the combustion of natural gas or wood for heating or cooking). The IPCC's Third Assessment Report states that climate change can affect human health directly from severe weather events (e.g. heat stroke from hotter summer weather; or injuries from storms or flooding) or indirectly through changes in the ranges of disease vectors (e.g. mosquitoes), air quality, and water and food availability and quality. We want to enable everyone in Buckinghamshire to know how they can make a difference and the difference they are making.

Actions

- 59. Raise public awareness of climate change, and indoor and outdoor air quality.**

60. Encourage environmentally sustainable living via communications campaigns.

Glossary

Base year - A historic datum (a specific year or an average over multiple years) against which an organisation's emissions are tracked over time

Base year emissions - GHG emissions in the base year.

Base year emissions recalculation - recalculation of GHG emissions in the base year to reflect a change in the structure of the company, or to reflect a change in the accounting methodology used. This ensures data consistency over time, i.e., comparisons of like with like over time.

Biodegradable – capable of being broken down into naturally occurring substances by bacteria and other naturally occurring agents.

Biofuels - Fuel made from plant material, e.g. wood, straw and ethanol from plant matter

Boundaries - GHG accounting and reporting boundaries can have several dimensions, i.e. organizational, operational, geographic, business unit, and target boundaries. The inventory boundary determines which emissions are accounted and reported by the company.

Business as Usual (BAU) - The emissions pathway or scenario if no further mitigation action is taken to reduce emissions.

Carbon sequestration - the uptake of CO₂ and storage of carbon in biological sinks.

Carbon neutral - The emissions pathway that will ensure achievement of net zero carbon emissions pathway by 2050 (or other specific date).

Co-generation unit/Combined heat and power (CHP) - a facility producing both electricity and steam/heat using the same fuel supply.

CO₂ equivalent (CO₂-e) - the universal unit of measurement to indicate the global warming potential (GWP) of each of the six greenhouse gases, expressed in terms of the GWP of one unit of carbon dioxide.

Combustion - or burning, is a high-temperature exothermic redox chemical reaction between a fuel (the reductant) and an oxidant, usually atmospheric oxygen, that produces oxidized, often gaseous products.

Direct emissions – emissions from sources that are owned or controlled by the reporting organisation.

Emissions - the production and discharge of something. In this document it refers to the release of pollutants into the atmosphere (GHGs and air pollutants relevant to national air quality objectives)

Emission factor - A factor allowing GHG emissions to be estimated from a unit of available activity data (e.g. tonnes of fuel consumed, tonnes of product produced) and absolute GHG emissions.

Energy efficiency projects – interventions resulting in less energy being used to produce the same result/work (e.g. insulating walls and roof voids, LED lighting retrofits).

Fossil fuels – non-renewable/finite (not being replenished or being replenished very slowly) resources formed as a result of geologic processes acting on the remains of organic matter. Fossil fuels contain carbon and include coal, petroleum, natural gas, oil shales, bitumen, tar sands, and heavy oils.

Fossil fuel derivatives – products made from the processing of fossil fuels. Plastic is made from fossil fuel derivatives.

Fuel poverty - A household is considered to be fuel poor if they have required fuel costs that are above average, or if they were to spend that amount they would be left with a residual income below the official poverty line.

Fugitive emissions - emissions that are not physically controlled but result from the intentional or unintentional releases of GHGs. They commonly arise from the production, processing transmission storage and use of fuels and other chemicals, often through joints, seals, packing, gaskets, etc.

Geothermal energy - heat that comes from the sub-surface of the earth. It is contained in the rocks and fluids beneath the earth's crust.

Green power - a generic term for renewable energy sources and specific clean energy technologies that emit fewer GHG emissions relative to other sources of energy that supply the electric grid. Includes solar photovoltaic panels, solar thermal energy, geothermal energy, landfill gas, low-impact hydropower, and wind turbines.

Greenhouse gases (GHGs) - GHGs are the six gases listed in the Kyoto Protocol: carbon dioxide (CO₂); methane (CH₄); nitrous oxide (N₂O); hydrofluorocarbons (HFCs); perfluorocarbons (PFCs); and sulphur hexafluoride (SF₆).

GHG capture - collection of GHG emissions from a GHG source for storage in a sink.

GHG credit - GHG offsets can be converted into GHG credits when used to meet an externally imposed target. A GHG credit is a convertible and transferable instrument usually bestowed by a GHG program.

GHG/carbon offset - offsets are discrete GHG reductions used to compensate for (i.e., offset) GHG emissions elsewhere, for example to meet a voluntary or mandatory GHG target or cap.

GHG removal - absorption or sequestration of GHGs from the atmosphere.

GHG/carbon sink - any physical unit or process that stores GHGs; usually refers to forests and underground/deep sea reservoirs of CO₂.

GHG source - any physical unit or process which releases GHG into the atmosphere.

Global Warming Potential (GWP) - a factor describing the radiative forcing impact (degree of harm to the atmosphere) of one unit of a given GHG relative to one unit of CO₂.

Indirect GHG emissions - emissions that are a consequence of the operations of the reporting company, but occur at sources owned or controlled by another company.

Inorganic - not consisting of or deriving from living matter.

Intergovernmental Panel on Climate Change (IPCC) - international body of climate change scientists. The role of the IPCC is to assess the scientific, technical and socio-economic information relevant to the understanding of the risk of human-induced climate change (www.ipcc.ch).

Kyoto Protocol - a protocol to the United Nations Framework Convention on Climate Change (UNFCCC). It requires countries listed in its Annex B to meet reduction targets of GHG emissions relative to their 1990 levels during the period of 2008–12.

Local Enterprise Partnerships (LEP) - business led partnerships between local authorities and local private sector businesses.

Naturally occurring – exist in nature without artificial aid.

Net zero carbon - the amount of total emissions released on an annual basis averages to be zero or negative i.e. the amount of emitted emissions balanced with those removed or offset.

Renewable energy – energy derived from renewable (naturally replenishing) sources (e.g. sun, wind, wave, geothermal).

Recycling - the process of converting discarded materials into new materials and objects.

Recyclable – capable of being recycled.

Scope 1 emissions - emissions resulting from the combustion of fuel (e.g. petrol, diesel or gas) within an area/by an organisation.

Scope 2 emissions - emissions coming from the electricity that is used within the area/by an organisation.

Scope 3 emissions - emissions associated with the goods and services that are produced elsewhere but imported and consumed within the area/by an organisation.

Small and medium sized enterprises (SMEs) - Non-subsidiary, independent firms which employ fewer than 250 employees typically.

Sustainable energy projects – a general term referring to both renewable energy and energy efficiency projects.

Telematics – technology in vehicles which allows information on the movement of a vehicles to be recorded and transferred to other systems, so that it may be analysed

ULEV – Ultra low emission vehicles. A low emission car or van that emits 75g/km CO₂ or less. ULEVs include pure electric vehicles, electric range-extender vehicles, and plug-in hybrids (PHEVs).

UK Climate Change Committee - Independent, statutory body established under the 2008 Climate Change Act, to advise the UK Government on progress and action to reduce GHG emissions.

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Climate Change and Air Quality Strategy – Engagement and Surveys Report

Last updated:

Version: Draft 1.1

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Survey Summary

This section provides an overview of the results from climate change and air quality surveys run by Buckinghamshire Council in 2020. One survey was for residents and the other was for organisations in Buckinghamshire. This was to glean an understanding of views regarding, and actions to address, climate change and poor air quality.

There were 1412 responses to the surveys – 1370 responses to the survey for residents and 42 responses to the survey for organisations.

Respondents indicated high levels of concern regarding climate change and air quality, with 74.96% and 52.19% respectively stating that they were extremely concerned with these issues. More respondents (or their families) had experienced hotter and drier summers (58.47%), negative impacts on plants (57.3%) and animals (51.31%), and wetter winters (46.54%) than any other negative climate change and air quality impacts. Most respondents believe that they (or their families) will be negatively affected by all climate change and air quality impacts in the future.

The most popular additional changes respondents will consider in the future include: driving an electric vehicle (60.95%), installing a renewable electricity generation system in the home (46.86%), making the home more energy efficient (43.5%), and planting and maintaining trees (41.53%). The greatest reasons given for being unlikely to undertake future actions are as follows: 'too expensive' (42.63%), and 'too inconvenient' (27.23%).

Higher percentages of respondents identified the following actions as 'very important':

- Maintain and protect natural carbon sinks (87.15%)
- Regulate and reduce emissions from industry (79.34%)
- Clear and easy to find information about being environmentally sustainable (74.82%)
- Plant and maintain more trees (74.09%)

Responding organisations plan to do the following, in relation to addressing climate change and poor air quality, more than any other activity:

- Reduce consumption of materials (66.67%)
- Use energy efficiency measures (59.52%)
- Encourage staff to make sustainable travel choices to and from work (57.14%)
- Reduce the organisation's emissions from travel (54.76%)

- Use waste reduction measures (54.76%)

The following were identified by the greatest number of organisations as challenges and barriers to improving their organisations' impacts on climate change and air quality:

- The necessary technology is available but too expensive (47.62%)
- Lack of supporting infrastructure (45.24%)
- The cost of making changes is too expensive (excluding technology costs) (40.48%)

Responding organisations think that Buckinghamshire Council can best support them to improve their impacts on climate change and air quality by providing:

- More electric vehicle charging points in the area (69.05%)
- Support for solar photovoltaic energy projects (64.29%)
- Support for energy efficiency projects (64.29%)
- More visible and accessible information on how to tackle climate change (57.14%)

Targeted Engagement Summary

Targeted engagement was carried out with a range of stakeholders to gather their views on the Strategy and its implementation. This section provides an overview of the outcomes of that process.

Transport, Environment and Climate Change (TECC) Select Committee

The TECC Select Committee holds decision makers to account for improving outcomes and services for Buckinghamshire. The Select Committee covers the portfolio areas of Transport, Logistics and Environment and Climate Change.

The Select Committee meeting on 11th March 2021 included an item to review.

The agenda, minutes and a recording of the meeting can be found on the following [page](#).

Community Boards

All Community Boards were approached to offer a short presentation regarding the council's work on climate change and air quality, including the draft strategy, and to be followed by a question and answer session. Some Boards requested that the item go to their relevant sub-group, where often there was more time available on the agenda for the item. These were presented by the Cabinet Member with a supporting officer in attendance.

- Amersham – Green Issues and Environment Sub-group: 11 March 2021
- Aylesbury – Improving the Environment Sub-group: 16 March 2021
- Beaconsfield: 17 March 2021
- Buckingham – Green Spaces sub-group: 9 March 2021
- Chesham: 11 March 2021
- Denham, Gerrards Cross - Climate Change & Environment Sub-group: 23 March 2021
- Haddenham & Waddesdon: 18 March 2021
- North West Chilterns – Environment & Climate Change subgroup: 4 March 2021
- South West Chilterns – COVID 19 Sub-group (covering environment issues): 2 March 2021

- Wendover: 16 March 2021

Summary of Key Areas of Discussions

- There was significant support for nature based approaches to reducing net carbon emissions and adapting to the effects of climate change / supporting nature to adapt.
 - This includes the planting of new trees and woodland, the re-wilding of road verges and other suitable grass areas. It was noted that the sites must be considered on their individual circumstances and some may not be suitable for tree planting. Chalk grasslands an example of where tree planting or changes to the existing environment would harm biodiversity
 - The use of 'blue' infrastructure such as ponds or lakes where suitable to also support biodiversity and provide flood alleviation.
 - Support for the council's ambition to plant over 500,000 trees on its own land. There was interest in understanding more specific detail of the programme including species mix, timetable and locations.
- There were questions regarding how individual households or villages can reduce their emissions, including where they are served by oil heating and/or are in hard to treat buildings due to their construction or heritage / listed status.
 - The additional challenges which listed properties or those in conservation areas can encounter in reducing emissions were raised and the current lack of funding to support these.
 - It was clarified that Government funding for improving energy efficiency of domestic properties is currently focused on fuel poor households in the least efficient buildings (those with EPC ratings of D or below).
 - The benefits of selecting a renewable energy supplier for electricity or gas were discussed, with some of the complexities in understanding the carbon benefits of choosing a green tariff.
 - There was discussion of the potential for a village wide energy schemes to reduce emissions and how these ideas could be progressed.
- The effect of housing growth on emissions was raised and what can be done to minimise emissions from this source.
 - The split between the powers in a Local Plan (i.e., local planning policy) and Building Regulations (set by central government) were

discussed, including the uncertainty regarding changes to planning legislation.

- The need for new homes to be built with EV charging points as standard was raised and the approaches available for delivering this in practice, against reflecting local policy or national building regulation approaches.
- Opportunities for small scale renewable energy generation were raised, what locations and funding routes were available for solar PV to be installed on suitable domestic and community buildings. Questions were also asked about the number of solar PV installations on council buildings and plans for further installations.
- Ways to reduce food waste and emissions from food production were discussed.
- There were questions regarding the carbon emission reduction targets which the Council are adopting (75% by 2030; 90% by 2040) and why 1990 was selected as the baseline year.
- How the council can support EV charging was discussed and the options available regarding different locations and charging speeds. How on-street parking locations can be provided with charging infrastructure was a common question.
 - Issues related to there being insufficient electricity grid capacity in some areas was discussed, and the consequence that connection charges could be very high for connecting electric vehicle charging points.
- The provision of walking and cycling infrastructure was discussed and what methods were successful in encouraging individuals to not use their car for some journeys.
- The role of digital infrastructure in enabling individuals to avoid the need for travelling was discussed, such as through enabling high quality online meetings to be held.

Appendix 1: Survey Development

Surveys were designed by representatives from the Climate Change, Transport Strategy, and Consultation and Engagement teams. Closed and open questions were used in the surveys to glean information from Buckinghamshire residents and organisations regarding:

- Climate change and air quality concern and importance
- Influences affecting views about climate change and air quality
- Climate change and air quality impacts experienced already and expected in the future
- Recognition of Council actions to address climate change and poor air quality
- Actions taken already and actions that will be undertaken in the future to mitigate climate change and poor air quality
- Actions least likely to be undertaken in the future addressing climate change and poor air quality and the reasons why these actions are least likely to be performed in the future
- The importance of actions addressing climate change and poor air quality
- Vehicle ownership
- Their details (e.g. age, ethnicity, type of organisation)

A survey for residents and a separate survey for organisations were published on 25th September 2020 and remained open until 9th October 2020.

Communications

A press release regarding the surveys was issued on [30th September](#) that provided links to the [resident](#) and [organisation surveys](#). Buckinghamshire Community Boards were made aware of the surveys.

Appendix 2: Summary of Survey Responses

The following sections provide an overview of responses to the survey for residents and the survey for organisations.

1.1 Residents Survey

There were 1370 responses to this survey.

1.1.1 Climate Change Concern and Importance

74.96% of respondents stated that they were extremely concerned about climate change (please see table 1).

60% of respondents consider that climate change is more important to them than it was 2 years ago (please see table 2).

Table 1. Responses to the question ‘How concerned are you about climate change?’ (1369 respondents answered this question)

Option	Total	Percent
Not at all concerned	13	0.95%
Not very concerned	30	2.19%
I’m not sure	24	1.75%
Quite concerned	275	20.07%
Extremely concerned	1027	74.96%
Not Answered	1	0.07%

Table 2. Responses to the question ‘Is climate change more or less important to you than it was 2 years ago?’ (1368 respondents answered this question)

Option	Total	Percent
Much more important	822	60.00%
A little more important	263	19.20%
About the same	260	18.98%
A little less important	7	0.51%
Much less important	16	1.17%
Not Answered	2	0.15%

1.1.2 Air Quality Concern and Importance

52.19% of respondents stated that they were extremely concerned about air quality (please see table 3).

45.04% of respondents consider that air quality is more important to them than it was 2 years ago (please see table 4).

Table 3. Responses to the question ‘How concerned are you about air quality?’ (1368 respondents answered this question)

Option	Total	Percent
Not at all concerned	9	0.66%
Not very concerned	56	4.09%
I’m not sure	55	4.01%
Quite concerned	533	38.91%
Extremely concerned	715	52.19%
Not Answered	2	0.15%

Table 4. Responses to the question ‘Is air quality more or less important to you than it was 2 years ago?’ (1368 respondents answered this question)

Option	Total	Percent
Much more important	617	45.04%
A little more important	331	24.16%
About the same	402	29.34%
A little less important	11	0.80%
Much less important	7	0.51%
Not Answered	2	0.15%

1.1.3 Climate Change and Air Quality View Influences

The largest influences on respondents’ views on climate change and air quality were Sir David Attenborough (74.16%) and the direct impacts of these environmental challenges on respondents / respondents’ families (70.07%) (please see table 5).

Table 5. Responses to the question ‘Which of the following influence your views on climate change and air quality? Please select all that apply’ (1350 respondents answered this question)

Option	Total	Percent
Climate change impacts that affect me and my family	960	70.07%
National newspapers	622	45.40%
Local newspapers	115	8.39%
Television	748	54.60%
Extinction Rebellion	452	32.99%
Greta Thunberg	588	42.92%
Sir David Attenborough	1016	74.16%
What people I know have told me	270	19.71%
Websites	551	40.22%
Social media	362	26.42%
Other (Please specify)	287	20.95%
Not Answered	20	1.46%

1.1.4 Historic and Future Impacts

More respondents (or their families) had experienced hotter and drier summers (58.47%), negative impacts on plants (57.3%) and animals (51.31%), and wetter winters (46.54%) than any other negative climate change and air quality impacts (please see table 6). A greater number of respondents believe that they (or their families) will be negatively affected by all climate change and air quality impacts in the future (please see table 7), particularly from: the negative impacts on plants (79.93%) and animals (78.32%), hotter and drier summers (72.19%), water shortages or the increased costs of water (71.17%), and food shortages or the increased cost of food (69.05%).

Table 6. Responses to the question ‘Which of the following have negatively affected you or your family already? Please select all that apply’ (1270 respondents answered this question)

Option	Total	Percent
Flooding	256	18.69%
Hotter, drier summers	801	58.47%
Wetter winters	665	48.54%
Food shortages or increased cost of food	320	23.36%
Water shortages or increased costs of water	286	20.88%
Increased cost of living other than food or water	310	22.63%
Negative impacts on plants	785	57.30%
Negative impacts on animals	703	51.31%
Increase in diseases or ill-health typically associated with warmer climates	258	18.83%
Respiratory system ill-health e.g. asthma	485	35.40%
Other (please specify)	83	6.06%
Not Answered	100	7.30%

Table 7. Responses to the question ‘Which of the following issues are you concerned will negatively affect you and your family in the future? Please select all that apply’ (1344 respondents answered this question)

Option	Total	Percent
Flooding	654	47.74%
Hotter, drier summers	989	72.19%
Wetter winters	896	65.40%
Food shortages or increased cost of food	946	69.05%
Water shortages or increased costs of water	975	71.17%
Increased cost of living other than food or water	700	51.09%
Negative impacts on plants	1095	79.93%
Negative impacts on animals	1073	78.32%
Increase in diseases or ill-health typically associated with warmer climates	787	57.45%
Respiratory system ill-health e.g. asthma	807	58.91%
Other (please specify)	119	8.69%
Not Answered	26	1.90%

1.1.5 Council Actions

LED street lighting was the most recognised Council action related to combating climate change and poor air quality (by 51.97% of respondents) (please see table 8).

Table 8. Responses to the question ‘Before taking this survey, which of the following Council actions were you aware of? Please select all that apply’ (1172 respondents answered this question)

Option	Total	Percent
The motion passed to produce proposals to work alongside national Government with the objective to achieve net carbon zero for Buckinghamshire as a whole by 2050	511	37.30%
Air Quality Management Areas	317	23.14%
LED street lighting	712	51.97%
Solar power panels on school roofs	212	15.47%
Public electric vehicle charging points	621	45.33%
Electric and hybrid Council vehicle	200	14.60%
The Getting to School Strategy	171	12.48%
New cycle routes	578	42.19%
Other please specify)	52	3.80%
Not Answered	198	14.45%

1.1.6 Historic and Future Individual Actions

More respondents (and their families) already do the following, in relation to combating climate change and poor air quality, than any other activity: limiting the use of resources by consuming less (91.61%), changing behaviours to produce less waste (86.93%), and re-using or repairing rather than buying new (80.07%) (please see table 9). The most popular additional changes respondents will consider in the future include: driving an electric vehicle (60.95%), installing a renewable electricity generation system in the home (46.86%), making the home more energy efficiency (43.5%), and planting and maintaining trees (41.53%) (please see table 10).

Actions respondents are least likely to make in the future because of the difficulties involved include: car sharing (44.16%), off-setting carbon emissions (34.67%), installing a renewable electricity generation system in the home (33.58%), and using public transport (33.07%) (please see table 11). The greatest reasons given for being unlikely to undertake actions are as follows: ‘too expensive’ (42.63%), and ‘too inconvenient’ (27.23%) (please see table 12).

Table 9. Responses to the question ‘Which of the following do you and your family do already? Please select all that apply’ (1364 respondents answered this question)

Option	Total	Percent
Car sharing	251	18.32%
Use public transport	471	34.38%
Cycle instead of drive	385	28.10%
Walk instead of drive	928	67.74%
Drive an electric vehicle	139	10.15%
Installed renewable electricity generation system in the home e.g. solar photovoltaic panels	165	12.04%
Made the home more energy efficient e.g. LED lights, reflective radiator panels	955	69.71%
Limiting use of resources by consuming less e.g. turning off taps when water doesn't need to be running	1255	91.61%
Re-using or repairing rather than buying new	1097	80.07%
Changing behaviours to produce less waste e.g. food waste	1191	86.93%
Installing a renewable or electric heating system	86	6.28%
Using a ‘green’ energy supplier	679	49.56%
Adopting environmentally-sustainable practices at work	382	27.88%
Off-setting carbon emissions e.g. paying an organisation for a scheme that absorbs carbon-emissions	127	9.27%
Planting and maintaining trees	667	48.69%
Other (please specify)	140	10.22%
Not Answered	6	0.44%

Table 10. Responses to the question ‘Which additional changes will you consider in the future? Please select all that apply’ (1301 respondents answered this question)

Option	Total	Percent
Car sharing	257	18.76%
Use public transport	360	26.28%
Cycle instead of drive	381	27.81%
Walk instead of drive	444	32.41%
Drive an electric vehicle	835	60.95%
Installed renewable electricity generation system in the home e.g. solar photovoltaic panels	642	46.86%
Made the home more energy efficient e.g. LED lights, reflective radiator panels	596	43.50%
Limiting use of resources by consuming less e.g. turning off taps when water doesn't need to be running	501	36.57%
Re-using or repairing rather than buying new	520	37.96%
Changing behaviours to produce less waste e.g. food waste	510	37.23%
Installing a renewable or electric heating system	526	38.39%
Using a ‘green’ energy supplier	539	39.34%
Adopting environmentally-sustainable practices at work	317	23.14%
Off-setting carbon emissions e.g. paying an organisation for a scheme that absorbs carbon-emissions	318	23.21%
Planting and maintaining trees	569	41.53%
Other (please specify)	74	5.40%
Not Answered	69	5.04%

Table 11. Responses to the question ‘Which actions are you least likely to make in the future because of the difficulties involved? Please select all that apply?’ (1244 respondents answered this question)

Option	Total	Percent
Car sharing	605	44.16%
Use public transport	453	33.07%
Cycle instead of drive	421	30.73%
Walk instead of drive	141	10.29%
Drive an electric vehicle	234	17.08%
Installed renewable electricity generation system in the home e.g. solar photovoltaic panels	460	33.58%
Made the home more energy efficient e.g. LED lights, reflective radiator panels	42	3.07%
Limiting use of resources by consuming less e.g. turning off taps when water doesn't need to be running	11	0.80%
Re-using or repairing rather than buying new	36	2.63%
Changing behaviours to produce less waste e.g. food waste	20	1.46%
Installing a renewable or electric heating system	452	32.99%
Using a ‘green’ energy supplier	86	6.28%
Adopting environmentally-sustainable practices at work	201	14.67%
Off-setting carbon emissions e.g. paying an organisation for a scheme that absorbs carbon-emissions	475	34.67%
Planting and maintaining trees	146	10.66%
Other (please specify)	19	1.39%
Not Answered	126	9.20%

Table 12. Responses to the question ‘Which actions are you least likely to make in the future because of the difficulties involved? Please select all that apply?’ (1026 respondents answered this question)

Option	Total	Percent
I don't believe the changes will have any impact on climate change and air quality	20	1.46%
I don't understand what I need to do	87	6.35%
I don't have enough information about how to make these changes	203	14.82%
The technology isn't available to make the change	132	9.64%
Too time consuming	107	7.81%
Too expensive	584	42.63%
Too inconvenient	373	27.23%
It's not as important as other things in my life	87	6.35%
Other (please specify)	271	19.78%
Not Answered	344	25.11%

1.1.7 Action Importance

Percentages of respondents identifying the following actions as ‘very important’ are as follows:

- Maintain and protect natural carbon sinks (87.15%) (please see table 27)
- Regulate and reduce emissions from industry (79.34%) (please see table 24)
- Clear and easy to find information about being environmentally sustainable (74.82%) (please see table 13)
- Plant and maintain more trees (74.09%) (please see table 25)
- Monitor air pollution (72.34%) (please see table 14)
- Promote environmentally sustainable living (71.39%) (please see table 26)
- Innovative technologies and approaches (68.91%) (please see table 19)
- Public transport improvements (61.97%) (please see table 23)
- More walking and cycling initiatives (60.44%) (please see table 22)
- More solar photovoltaic projects (56.86%) (please see table 16)
- More wind power projects (55.99%) (please see table 18)
- More electric vehicles and local charging points (55.91%) (please see table 15)
- Support for businesses and charities that provide goods and/or services to the green economy (53.21%) (please see table 21)
- More flood prevention projects (48.54%) (please see table 20)
- More biomass/biogas energy projects (42.34%) (please see table 17)

Table 13. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?...Clear and easy to find Information about being environmentally-sustainable’

Option	Total	Percent
Very important	1025	74.82%
Quite important	234	17.08%
I’m not sure	25	1.82%
Quite unimportant	29	2.12%
Very unimportant	45	3.28%
Not Answered	12	0.88%

Table 14. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... Monitor air pollution’

Option	Total	Percent
Very important	991	72.34%
Quite important	273	19.93%
I’m not sure	23	1.68%
Quite unimportant	23	1.68%
Very unimportant	36	2.63%
Not Answered	24	1.75%

Table 15. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... More electric vehicles and local charging points’

Option	Total	Percent
Very important	766	55.91%
Quite important	367	26.79%
I’m not sure	122	8.91%
Quite unimportant	50	3.65%
Very unimportant	49	3.58%
Not Answered	16	1.17%

Table 16. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... More solar photovoltaic projects’

Option	Total	Percent
Very important	779	56.86%
Quite important	319	23.28%
I’m not sure	186	13.58%
Quite unimportant	25	1.82%
Very unimportant	38	2.77%
Not Answered	23	1.68%

Table 17. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... More biomass/biogas energy projects’

Option	Total	Percent
Very important	580	42.34%
Quite important	313	22.85%
I’m not sure	346	25.26%
Quite unimportant	57	4.16%
Very unimportant	45	3.28%
Not Answered	29	2.12%

Table 18. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... More wind power projects’

Option	Total	Percent
Very important	767	55.99%
Quite important	336	24.53%
I’m not sure	157	11.46%
Quite unimportant	42	3.07%
Very unimportant	47	3.43%
Not Answered	21	1.53%

Table 19. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... Innovative technologies and approaches’

Option	Total	Percent
Very important	944	68.91%
Quite important	250	18.25%
I’m not sure	111	8.10%
Quite unimportant	18	1.31%
Very unimportant	29	2.12%
Not Answered	18	1.31%

Table 20. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... More flood prevention projects’

Option	Total	Percent
Very important	665	48.54%
Quite important	403	29.42%
I’m not sure	176	12.85%
Quite unimportant	55	4.01%
Very unimportant	38	2.77%
Not Answered	33	2.41%

Table 21. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... Support for businesses and charities that provide goods and/or services to the green economy’

Option	Total	Percent
Very important	729	53.21%
Quite important	410	29.93%
I’m not sure	118	8.61%
Quite unimportant	54	3.94%
Very unimportant	38	2.77%
Not Answered	21	1.53%

Table 22. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... More walking and cycling initiatives’

Option	Total	Percent
Very important	828	60.44%
Quite important	346	25.26%
I’m not sure	88	6.42%
Quite unimportant	42	3.07%
Very unimportant	40	2.92%
Not Answered	26	1.90%

Table 23. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... Public transport improvements’

Option	Total	Percent
Very important	849	61.97%
Quite important	313	22.85%
I’m not sure	104	7.59%
Quite unimportant	32	2.34%
Very unimportant	45	3.28%
Not Answered	27	1.97%

Table 24. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... Regulate and reduce emissions from industry’

Option	Total	Percent
Very important	1087	79.34%
Quite important	181	13.21%
I’m not sure	33	2.41%
Quite unimportant	24	1.75%
Very unimportant	32	2.34%
Not Answered	13	0.95%

Table 25. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... Plant and maintain more trees’

Option	Total	Percent
Very important	1015	74.09%
Quite important	250	18.25%
I’m not sure	34	2.48%
Quite unimportant	22	1.61%
Very unimportant	33	2.41%
Not Answered	16	1.17%

Table 26. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... Promote environmentally-sustainable living’

Option	Total	Percent
Very important	978	71.39%
Quite important	269	19.64%
I’m not sure	48	3.50%
Quite unimportant	23	1.68%
Very unimportant	37	2.70%
Not Answered	15	1.09%

Table 27. Responses to the question ‘How important do you think the following actions are in tackling climate change and poor air quality?... Maintain and protect natural carbon sinks (such as woodlands)’

Option	Total	Percent
Very important	1194	87.15%
Quite important	107	7.81%
I’m not sure	18	1.31%
Quite unimportant	5	0.36%
Very unimportant	37	2.70%
Not Answered	9	0.66%

1.1.8 Vehicles

Respondents identified the number of vehicles their household owns or leases that use the following types of fuel (in response to the question ‘How many vehicles using the following types of fuel does your household own or lease?’):

- Petrol: 1075 (approximate average of 0.785 petrol vehicles per respondent household)
- Diesel: 764 (approximate average of 0.557 diesel vehicles per respondent household)
- Hybrid: 314 (approximate average of 0.229 hybrid vehicles per respondent household)
- Electric: 291 (approximate average of 0.212 electric vehicles per respondent household)
- Other: 126 (approximate average of 0.092 other vehicles per respondent household)

Respondents also identified the number of bicycles that are owned by their household (in response to the question ‘How many bicycles are owned by your household?’):

- Bikes: 1341 (approximate average of 2.278 bikes per respondent household)

1.1.9 Respondent Demographics

The majority of respondents: were aged 65-84 (28.76%) (please see table 28), and identified themselves as female (61.90%) (please see table 29), white (English / Welsh / Scottish / Northern Irish / British) (87.74%) (please see table 30), and without a disability (80%) (please see table 31).

1335 respondents provided details of their postcodes (in response to the question ‘What are the first four digits of your postcode?’) and 1344 respondents provided the number of people in their household (in response to the question ‘How many people live in your household?’) (average of 2.81 individuals per household)

Table 28. Responses to the question ‘What age range do you fall in?’

Option	Total	Percent
Under-18	3	0.22%
18-24	27	1.97%
25-34	78	5.69%
35-44	236	17.23%
45-54	300	21.90%
55-64	304	22.19%
65-84	394	28.76%
85+	10	0.73%
Prefer not to say	15	1.09%
Not Answered	3	0.22%

Table 29. Responses to the question ‘What is your gender?’

Option	Total	Percent
Male	485	35.40%
Female	848	61.90%
Transgender	1	0.07%
Other (please describe)	4	0.29%
Prefer not to say	26	1.90%
Not Answered	6	0.44%

Table 30. Responses to the question ‘What is your ethnicity?’

Option	Total	Percent
White - English / Welsh / Scottish / Northern Irish / British	1202	87.74%
White - Irish	26	1.90%
White - Gypsy or Irish Traveller	0	0.00%
White - other background	62	4.53%
Mixed - White and Black Caribbean	1	0.07%
Mixed - White and Black African	1	0.07%
Mixed - White and Asian	2	0.15%
Mixed - other background	5	0.36%
Asian/Asian British - Indian	14	1.02%
Asian/Asian British - Pakistani	0	0.00%
Asian/Asian British - Bangladeshi	0	0.00%
Asian/Asian British - Chinese	0	0.00%
Asian/Asian British - other background	1	0.07%
Black/Black British - African	2	0.15%
Black/Black British - Caribbean	0	0.00%
Black/Black British - other background	1	0.07%
Other ethnic group - Arab	0	0.00%
Any other ethnic group	16	1.17%
Not Answered	37	2.70%

Table 31. Responses to the question ‘Do you consider yourself to have a disability or long term health condition?’

Option	Total	Percent
Yes	222	16.20%
No	1096	80.00%
Prefer not to say	38	2.77%
Not Answered	14	1.02%

1.2 Organisations Survey

There were 42 responses to this survey.

1.2.1 Organisations' Current Actions

More organisations already do the following, in relation to addressing climate change and poor air quality, than any other activity (please see table 32):

- Use waste reduction measures (61.9%)
- Encourage staff to make sustainable travel choices to and from work (61.9%)
- Reduce consumption of materials (57.14%)
- Use energy efficiency measures (47.62%)
- Reduce the organisation's emissions from travel (47.62%)

The following were identified by the greatest number of organisation respondents as actions performed currently to reduce work-related travel emissions (please see table 33):

- Encouraging employees to hold virtual meetings (71.43%)
- Encouraging the use of public transport, walking or cycling (61.9%)

A greater number of organisations do the following to encourage staff to reduce their emissions from commuting (please see table 34):

- Encouraging working from home (57.14%)
- Encouraging employees to cycle rather drive to work (40.48%)

Table 32. Responses to the question ‘How does your organisation address climate change and air quality already? Please select all that apply’ (41 respondents answered this question)

Option	Total	Percent
We are reducing the organisation's emissions from travel	20	47.62%
We encourage staff to make sustainable travel choices to and from work	26	61.90%
We use non-toxic materials for manufacturing	4	9.52%
We use rigorous dust control methods	4	9.52%
We use methods to reduce airborne pollutants from our industrial processes	2	4.76%
We use renewable electricity generation systems e.g. solar panels	7	16.67%
We use energy-efficiency measures e.g. LED lights, reflective radiator panels	20	47.62%
We use water efficiency measures e.g. rainwater harvesting systems	8	19.05%
We use waste reduction measures e.g. recycling	26	61.90%
We procure products and services with improved environmental impacts e.g. pens made out of recycled materials	14	33.33%
We reduce our consumption of materials e.g. only printing where necessary	24	57.14%
We have renewable or electric heating systems	9	21.43%
We have Installed a green roof or green wall systems	5	11.90%
We use a ‘green’ energy supply	10	23.81%
We offset carbon emissions e.g. pay for a scheme that absorbs carbon emissions	4	9.52%
We use environmentally-sustainable management systems/practices e.g. low-emission farming, certified environmental management systems (ISO 14001)	11	26.19%
We plant and maintain trees	14	33.33%
We employ staff dedicated to addressing climate change	9	21.43%
We employ staff dedicated to addressing sustainability in other ways e.g. corporate social responsibility	9	21.43%
Our organisation was specifically set up to address climate change	10	23.81%
Our organisation was specifically set up to address poor air quality	3	7.14%
Other (please specify)	7	16.67%
Not Answered	1	2.38%

Table 33. Responses to the question ‘What does your organisation do specifically to reduce work-related travel emissions? Please select all that apply’ (37 respondents answered this question)

Option	Total	Percent
Uses electric vehicles	9	21.43%
Reduces the use of diesel vehicles	5	11.90%
Encourages employees to hold virtual meetings e.g. Zoom, MS Teams, conference calls	30	71.43%
Encourages use of public transport, walking or cycling	26	61.90%
Encourages eco-driving techniques e.g. using higher gears where possible	8	19.05%
Uses additives to improve vehicle efficiency	3	7.14%
Uses cleaner fuels in vehicles	5	11.90%
Other (please specify)	5	11.90%
Not Answered	5	11.90%

Table 34. Responses to the question ‘What does your organisation do specifically to encourage staff to reduce their emissions travelling to and from work? Please select all that apply’ (36 respondents answered this question)

Option	Total	Percent
Encourages working from home	24	57.14%
Encourages employees to use public transport rather than drive to work	11	26.19%
Encourages employees to cycle rather than drive to work	17	40.48%
Encourages employees to walk rather than drive to work	16	38.10%
Encourages car-sharing	14	33.33%
Other (please specify)	4	9.52%
Not Answered	6	14.29%

1.2.2 Organisations’ Future Actions

More organisations plan to do the following, in relation to addressing climate change and poor air quality, than any other activity (please see table 35):

- Reduce consumption of materials (66.67%)
- Use energy efficiency measures (59.52%)
- Encourage staff to make sustainable travel choices to and from work (57.14%)
- Reduce the organisation’s emissions from travel (54.76%)
- Use waste reduction measures (54.76%)

32 respondents identified potential opportunities in the next 5-10 years for their organisation to improve its impacts on climate change or air quality (in response to

the question 'What potential opportunities can you foresee in the next 5-10 years for your organisation to improve its impacts on climate change or air quality?')

The following were identified by the greatest number of respondents as challenges and barriers to improving their organisations' impacts on climate change and air quality (please see table 36):

- The necessary technology is available but too expensive (47.62%)
- Lack of supporting infrastructure (45.24%)
- The cost of making changes is too expensive (excluding technology costs) (40.48%)

A greater number of organisations think that Buckinghamshire Council can best support them to improve their impacts on climate change and air quality by providing (please see table 37):

- More electric vehicle charging points in the area (69.05%)
- Support for solar photovoltaic energy projects (64.29%)
- Support for energy efficiency projects (64.29%)
- More visible and accessible information on how to tackle climate change (57.14%)

34 respondents provided details of what they thought should be prioritised in the Climate Change and Air Quality Strategy (in response to the question 'What do you think should be prioritised in the Climate Change and Air Quality Strategy?'). 22 respondents provided other comments (in response to the question 'Do you have any other comments you would like us to consider?').

Table 35. Responses to the question ‘What does your organisation plan to do to address climate change and air quality in the future? Please select all that apply’ (40 respondents answered this question)

Option	Total	Percent
Reduce the organisation's emissions from travel	23	54.76%
Encourage staff to make sustainable travel choices to and from work	24	57.14%
Use non-toxic materials for manufacturing	6	14.29%
Use rigorous dust control methods	3	7.14%
Use methods to reduce airborne pollutants from our industrial processes	3	7.14%
Use renewable electricity generation systems e.g. solar panels	15	35.71%
Use energy-efficiency measures e.g. LED lights, reflective radiator panels	25	59.52%
Use water efficiency measures e.g. rainwater harvesting systems	11	26.19%
Use waste reduction measures e.g. recycling	23	54.76%
Procure products and services with improved environmental impacts e.g. pens made out of recycled materials	18	42.86%
Reduce our consumption of materials e.g. only printing where necessary	28	66.67%
Have renewable or electric heating systems	13	30.95%
Install a green roof or wall systems	7	16.67%
Use a ‘green’ energy supply	10	23.81%
Offset carbon emissions e.g. pay for a scheme that absorbs carbon emissions	5	11.90%
Use environmentally-sustainable management systems/practices e.g. low-emission farming, certified environmental management systems (ISO 14001)	9	21.43%
Plant and maintain trees	18	42.86%
Employ staff dedicated to addressing climate change	9	21.43%
Employ staff dedicated to addressing sustainability in other ways e.g. corporate social responsibility	11	26.19%
Other (please specify)	7	16.67%
Not Answered	2	4.76%

Table 36. Responses to the question ‘What are the main challenges and barriers for your organisation to improving it's impact on climate change and air quality?’ (41 respondents answered this question)

Option	Total	Percent
Lack of information on how to implement changes	7	16.67%
The necessary technology is not available yet	11	26.19%
The necessary technology is available but too expensive	20	47.62%
Lack of supporting infrastructure e.g. power supply availability for charging points for electric vehicles	19	45.24%
Lack of staff resource	15	35.71%
Lack of time	11	26.19%
The cost of making changes is too expensive (excluding technology costs)	17	40.48%
Our current methods have little to no impact on climate change	4	9.52%
Any changes we make will have little to no impact on climate change	2	4.76%
Lack of interest from fundraisers or sponsors	3	7.14%
Lack of motivation from senior management	1	2.38%
Lack of interest from customers/clients/members	2	4.76%
Lack of commitment from central government	14	33.33%
Lack of commitment from local government	13	30.95%
Other priorities taking precedence	9	21.43%
Recovery from COVID-19 lockdown takes priority over climate change	14	33.33%
Reduced market competitiveness e.g. due to competitor firms not investing in low carbon technology which may be more expensive to operate	3	7.14%
Insufficient legislative measures to encourage low carbon practices	10	23.81%
Other (please specify)	10	23.81%
Not Answered	1	2.38%

Table 37. Responses to the question ‘How do you think Buckinghamshire Council can best support your organisation to improve its impact on climate change and air quality?’ (40 respondents answered this question)

Option	Total	Percent
More visible and accessible information on how to tackle climate change	24	57.14%
Improved monitoring of air pollution	17	40.48%
More electric vehicle charging points in the area	29	69.05%
More alternative fuel supplies in the area e.g. hydrogen	17	40.48%
Support for solar photovoltaic energy projects	27	64.29%
Support for biomass/biogas energy projects	16	38.10%
Support for wind-power projects	16	38.10%
Support for energy efficiency projects	27	64.29%
Support for innovative technology development locally	17	40.48%
More flood prevention measures	14	33.33%
Support for Buckinghamshire businesses and organisations that specifically provide goods or services to the green economy	18	42.86%
Support for walk-to-work and cycle-to-work schemes	20	47.62%
Public transport improvements	23	54.76%
Increased emissions regulation for industry	12	28.57%
More tree planting and enhanced tree maintenance	22	52.38%
Promoting environmentally-sustainable workplace behaviours e.g. turning off equipment when not in use	18	42.86%
Maintaining, protecting and enhancing natural carbon sinks - features that absorb carbon, such as woodland	22	52.38%
Other (please specify)	8	19.05%
Not Answered	2	4.76%

1.2.3 Organisation Vehicles

Respondents identified the number of vehicles their organisation owns or leases that use the following types of fuel (in response to the question ‘How many vehicles using the following types of fuel does your organisation own or lease?’):

- Petrol: 23 (approximate average of 0.548 petrol vehicles per organisation)
- Diesel: 22 (approximate average of 0.524 diesel vehicles per organisation)
- Hybrid: 17 (approximate average of 0.405 hybrid vehicles per organisation)
- Electric: 15 (approximate average of 0.357 electric vehicles per organisation)
- Other: 13 (approximate average of 0.31 other vehicles per organisation)

1.2.4 Organisation Details

33 respondents provided the name of the organisation responding to the survey (in response to the question 'What is the name of your organisation?'), and 27 respondents provided an email address in order to receive updates about the strategy (in response to the question 'If you would like to receive updates about this strategy, please provide your contact email address').

The majority of organisations responding to the survey put themselves in the 'other (please specify)' category (35.71%) in response to the question 'What is the nature of your business or organisation' (please see table 38); and employ 0-9 employees (61.9%) (please see table 39).

Table 38. Responses to the question 'What is the nature of your business or organisation?' (35 respondents answered this question)

Option	Total	Percent
Agriculture	0	0.00%
Broadcast media	1	2.38%
Charitable sector	7	16.67%
Digital media	0	0.00%
Finance	3	7.14%
Healthcare	1	2.38%
Hotels	0	0.00%
Manufacturing	0	0.00%
Public sector	5	11.90%
Restaurant/Café	0	0.00%
Retail	1	2.38%
Social care	0	0.00%
Telecommunications	0	0.00%
Transport / logistics	2	4.76%
Other (please specify)	15	35.71%
Not Answered	7	16.67%

Table 39. Responses to the question 'How many staff do you employ?' (40 respondents answered this question)

Option	Total	Percent
0-9 employees (micro)	26	61.90%
10-49 employees (small)	4	9.52%
50-249 employees (medium)	5	11.90%
250+ employees (large)	5	11.90%
Not Answered	2	4.76%

Appendix 3. Resident Survey Questions

A. Your opinion on climate change and air quality

1. How concerned are you about climate change?

- Not at all concerned
- Not very concerned
- I'm not sure
- Quite concerned
- Extremely concerned

2. Is climate change more or less important to you than it was 2 years ago?

- Much more important
- A little more important
- About the same
- A little less important
- Much less important

3. How concerned are you about air quality?

- Not at all concerned
- Not very concerned
- I'm not sure
- Quite concerned
- Extremely concerned

4. Is air quality more or less important to you than it was 2 years ago?

- Much more important
- A little more important
- About the same
- A little less important
- Much less important

5. Which of the following influence your views on climate change and air quality? Please select all that apply

- Climate change impacts that affect me and my family

- National newspapers
- Local newspapers
- Television
- Extinction Rebellion
- Greta Thunberg
- Sir David Attenborough
- What people I know have told me
- Websites
- Social media
- Other (Please specify)

B. Effects on you and your family

6. Which of the following have negatively affected you or your family already? Please select all that apply.

- Flooding
- Hotter, drier summers
- Wetter winters
- Food shortages or increased cost of food
- Water shortages or increased cost of water
- Increased cost of living other than food and water
- Negative impacts on plants
- Negative impacts on animals
- Increase in diseases or ill-health typically associated with warmer climates
- Respiratory-system ill health e.g. asthma
- Other (please specify)

7. Which of the following issues are you concerned will negatively affect you and your family in the future? Please select all that apply.

- Flooding
- Hotter, drier summers
- Wetter winters
- Food shortages or increased cost of food
- Water shortages or increased cost of water
- Increased cost of living other than food and water
- Negative impacts on plants
- Negative impacts on animals

- Increase in diseases or ill-health typically associated with warmer climates
- Respiratory-system ill health e.g. asthma
- Other (please specify)

C. Council actions

8. Before taking this survey, which of the following Council actions were you aware of? Please select all that apply.

- The motion passed to produce proposals to work alongside national Government with the objective to achieve net carbon zero for Buckinghamshire as a whole by 2050
- Air Quality Management Areas
- LED street lighting
- Solar power panels on school roofs
- Public electric vehicle charging points
- Electric and hybrid council vehicles
- The Getting to School Strategy
- New cycle routes
- Other (please specify)

D. Your actions

9. Which of the following do you and your family do already? Please select all that apply.

- Car sharing
- Use public transport
- Cycle instead of drive
- Walk instead of drive
- Drive an electric vehicle
- Installed renewable electricity generation system in the home e.g. solar photovoltaic panels
- Made the home more energy efficient e.g. LED lights, reflective radiator panels
- Limiting use of resources by consuming less e.g. turning off taps when water doesn't need to be running
- Re-using or repairing rather than buying new
- Changing behaviours to produce less waste e.g. food waste

- Installing a renewable or electric heating system
- Using a 'green' energy supplier
- Adopting environmentally sustainable practices at work
- Off-setting carbon emissions e.g. paying an organisation for a scheme that absorbs carbon emissions)
- Planting and maintaining trees
- Other (please specify)

10. Which additional changes will you consider in the future?

Please select all that apply.

- Car sharing
- Use public transport
- Cycle instead of drive
- Walk instead of drive
- Drive an electric vehicle
- Installed renewable electricity generation system in the home e.g. solar photovoltaic panels
- Made the home more energy efficient e.g. LED lights, reflective radiator panels
- Limiting use of resources by consuming less e.g. turning off taps when water doesn't need to be running
- Re-using or repairing rather than buying new
- Changing behaviours to produce less waste e.g. food waste
- Installing a renewable or electric heating system
- Using a 'green' energy supplier
- Adopting environmentally sustainable practices at work
- Off-setting carbon emissions e.g. paying an organisation for a scheme that absorbs carbon emissions)
- Planting and maintaining trees
- Other (please specify)

11. Which actions are you least likely to make in the future because of the difficulties involved? Please select all that apply.

- Car sharing
- Use public transport
- Cycle instead of drive
- Walk instead of drive
- Drive an electric vehicle

- Installed renewable electricity generation system in the home e.g. solar photovoltaic panels
- Made the home more energy efficient e.g. LED lights, reflective radiator panels
- Limiting use of resources by consuming less e.g. turning off taps when water doesn't need to be running
- Re-using or repairing rather than buying new
- Changing behaviours to produce less waste e.g. food waste
- Installing a renewable or electric heating system
- Using a 'green' energy supplier
- Adopting environmentally sustainable practices at work
- Off-setting carbon emissions e.g. paying an organisation for a scheme that absorbs carbon emissions)
- Planting and maintaining trees
- Other (please specify)

12. Why are you unlikely to make the changes you selected in the previous question? Please select all that apply.

- I don't believe the changes will have any impact on climate change and air quality
- I don't understand what I need to do
- I don't have enough information about how to make these changes
- The technology isn't available to make the change
- Too time consuming
- Too expensive
- Too inconvenient
- It's not as important as other things in my life
- Other (please specify)

E. Priorities

13. How important do you think the following actions are in tackling climate change and poor air quality?

Likert 5-point scale grid options: Very important; Quite important; I'm not sure; Quite unimportant; Very unimportant

- Clear and easy to find Information about being environmentally-sustainable
- Monitor air pollution
- More electric vehicles and local charging points
- More solar photovoltaic projects
- More biomass/biogas energy projects
- More wind power projects
- Innovative technologies and approaches
- More flood prevention projects
- Support for businesses and charities that provide goods and/or services to the green economy
- More walking and cycling initiatives
- Public transport improvements
- Regulate and reduce emissions from industry
- Plant and maintain more trees
- Promote environmentally-sustainable living
- Maintain and protect natural carbon sinks (such as woodlands)

F. About You

The details you provide here will help us understand the views of people living in different circumstances. None of the questions in this section are compulsory, but we would appreciate you answering them.

The information you provide here will only be used for the purposes of developing this strategy, and will be stored securely in line with data protection laws. No personal information will be shared or published.

14. What age range do you fall in?

- Under-18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-84
- 85+
- Prefer not to say

15. What is your gender?

- Male
- Female
- Transgender
- Other (please describe)
- Prefer not to say

16. What is your ethnicity?

- White - English / Welsh / Scottish / Northern Irish / British
- White - Irish
- White - Gypsy or Irish Traveller
- White - other background
- Mixed - White and Black Caribbean
- Mixed - White and Black African
- Mixed - White and Asian
- Mixed - other background
- Asian/Asian British - Indian
- Asian/Asian British - Pakistani
- Asian/Asian British - Bangladeshi

- Asian/Asian British - Chinese
- Asian/Asian British - other background
- Black/Black British - African
- Black/Black British - Caribbean
- Black/Black British - other background
- Other ethnic group - Arab
- Any other ethnic group

17. Do you consider yourself to have a disability or long term health condition?

- Yes
- No
- Prefer not to say

18. What are the first four digits of your postcode?

{Free text entry}

19. How many people live in your household?

{Free numerical entry}

20. How many vehicles using the following types of fuel does your household own or use?

{Free numerical entries for each}

- Petrol
- Diesel
- Hybrid
- Electric
- Other

21. How many bicycles are owned by your household?

{Free numerical entry}

G. Almost done...

You are about to submit your response. After you click 'Submit Response' you will no longer be able to go back and change any of your answers.

By submitting your response you give us permission to analyse and include your response in our results.

The information you have provided will only be used for the purposes of this training evaluation, and will be stored securely in line with data protection laws. No personal information will be shared or published without consent.

If you enter your email address below, it will not be stored with your response. It is only used to generate an automatic receipt email. However, if you have entered your email address within the survey itself, that information will be visible to us, but we will only use it for the purpose stated.

If you provide an email address you will be sent a receipt and a link to a PDF copy of your response.

Email address {Free text entry}

Appendix 4. Organisation Survey Questions

Current measures

1. How does your organisation address climate change and air quality already?

- We are reducing the organisation's emissions from travel
- We encourage staff to make sustainable travel choices to and from work
- We use non-toxic materials for manufacturing
- We use rigorous dust control methods
- We use methods to reduce airborne pollutants from our industrial processes
- We use renewable electricity generation systems e.g. solar panels
- We use energy-efficiency measures e.g. LED lights, reflective radiator panels
- We use water efficiency measures e.g. rainwater harvesting systems
- We use waste reduction measures e.g. recycling
- We procure products and services with improved environmental impacts e.g. pens made out of recycled materials
- We reduce our consumption of materials e.g. only printing where necessary
- We have renewable or electric heating systems
- We have Installed a green roof or green wall systems
- We use a 'green' energy supply
- We offset carbon emissions e.g. pay for a scheme that absorbs carbon emissions
- We use environmentally-sustainable management systems/practices e.g. low-emission farming, certified environmental management systems (ISO 14001)
- We plant and maintain trees
- We employ staff dedicated to addressing climate change
- We employ staff dedicated to addressing sustainability in other ways e.g. corporate social responsibility
- Our organisation was specifically set up to address climate change
- Our organisation was specifically set up to address poor air quality
- Other (please specify)

2. What does your organisation do specifically to reduce work-related travel emissions? Please select all that apply.

- Uses electric vehicles
- Reduces the use of diesel vehicles
- Encourages employees to hold virtual meetings e.g. Zoom, MS Teams, conference calls
- Encourages use of public transport, walking or cycling

- Encourages eco-driving techniques e.g. using higher gears where possible
- Uses additives to improve vehicle efficiency
- Uses cleaner fuels in vehicles
- Other (please specify)

3. What does your organisation do specifically to encourage staff to reduce their emissions travelling to and from work? Please select all that apply

- Encourages working from home
- Encourages employees to use public transport rather than drive to work
- Encourages employees to cycle rather than drive to work
- Encourages employees to walk rather than drive to work
- Encourages car-sharing
- Other (please specify)

Future opportunities and plans

4. What does your organisation plan to do to address climate change and air quality in the future? Please select all that apply

- Reduce the organisation's emissions from travel
- Encourage staff to make sustainable travel choices to and from work
- Use non-toxic materials for manufacturing
- Use rigorous dust control methods
- Use methods to reduce airborne pollutants from our industrial processes
- Use renewable electricity generation systems e.g. solar panels
- Use energy-efficiency measures e.g. LED lights, reflective radiator panels
- Use water efficiency measures e.g. rainwater harvesting systems
- Use waste reduction measures e.g. recycling
- Procure products and services with improved environmental impacts e.g. pens made out of recycled materials
- Reduce our consumption of materials e.g. only printing where necessary
- Have renewable or electric heating systems
- Install a green roof or wall systems
- Use a 'green' energy supply
- Offset carbon emissions e.g. pay for a scheme that absorbs carbon emissions
- Use environmentally-sustainable management systems/practices e.g. low-emission farming, certified environmental management systems (ISO 14001)

- Plant and maintain trees
- Employ staff dedicated to addressing climate change
- Employ staff dedicated to addressing sustainability in other ways e.g. corporate social responsibility
- Other (please specify)

5. What potential opportunities can you foresee in the next 5-10 years for your organisation to improve its impacts on climate change or air quality?

{Free text field}

6. What are the main challenges and barriers for your organisation to improving it's impact on climate change and air quality?

- Lack of information on how to implement changes
- The necessary technology is not available yet
- The necessary technology is available but too expensive
- Lack of supporting infrastructure e.g. power supply availability for charging points for electric vehicles
- Lack of staff resource
- Lack of time
- The cost of making changes is too expensive (excluding technology costs)
- Our current methods have little to no impact on climate change
- Any changes we make will have little to no impact on climate change
- Lack of interest from fundraisers or sponsors
- Lack of motivation from senior management
- Lack of interest from customers/clients/members
- Lack of commitment from central government
- Lack of commitment from local government
- Other priorities taking precedence
- Recovery from COVID-19 lockdown takes priority over climate change
- Reduced market competitiveness e.g. due to competitor firms not investing in low carbon technology which may be more expensive to operate
- Insufficient legislative measures to encourage low carbon practices
- Other (please specify)

7. How do you think Buckinghamshire Council can best support your organisation to improve its impact on climate change and air quality?

- More visible and accessible information on how to tackle climate change
- Improved monitoring of air pollution

- More electric vehicle charging points in the area
- More alternative fuel supplies in the area e.g. hydrogen
- Support for solar photovoltaic energy projects
- Support for biomass/biogas energy projects
- Support for wind-power projects
- Support for energy efficiency projects
- Support for innovative technology development locally
- More flood prevention measures
- Support for Buckinghamshire businesses and organisations that specifically provide goods or services to the green economy
- Support for walk-to-work and cycle-to-work schemes
- Public transport improvements
- Increased emissions regulation for industry
- More tree planting and enhanced tree maintenance
- Promoting environmentally-sustainable workplace behaviours e.g. turning off equipment when not in use
- Maintaining, protecting and enhancing natural carbon sinks - features that absorb carbon, such as woodland
- Other (please specify)

Other priorities and comments

8. What do you think should be prioritised in the Climate Change and Air Quality Strategy?

{Free text field}

9. Do you have any other comments you would like us to consider?

{Free text field}

About your organisation

None of the questions in this section are compulsory, but we would appreciate you answering them. The information you provide here will only be used for the purposes of developing this strategy, and will be stored securely in line with data protection laws. No personal information will be shared or published.

10. What is the name of your organisation?

{Free text field}

11. If you would like to receive updates about this strategy, please provide your contact email address.

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

{Free text field}

12. What is the nature of your business or organisation?

- Agriculture
- Broadcast media
- Charitable sector
- Digital media
- Finance
- Healthcare
- Hotels
- Manufacturing
- Public sector
- Restaurant/Café
- Retail
- Social care
- Telecommunications
- Transport / logistics
- Other (please specify)

13. How many staff do you employ?

- 0-9 employees (micro)
- 10-49 employees (small)
- 50-249 employees (medium)
- 250+ employees (large)

14. How many vehicles using the following types of fuel does your organisation own or lease?

{Free numerical field for each of the following:

- Petrol
- Diesel
- Hybrid

- Electric
- Other

Almost done...

You are about to submit your response. After you click 'Submit Response' you will no longer be able to go back and change any of your answers.

By submitting your response you give us permission to analyse and include your response in our results.

The information you have provided will only be used for the purposes of this training evaluation, and will be stored securely in line with data protection laws. No personal information will be shared or published without consent.

If you enter your email address below, it will not be stored with your response. It is only used to generate an automatic receipt email. However, if you have entered your email address within the survey itself, that information will be visible to us, but we will only use it for the purpose stated.

If you provide an email address you will be sent a receipt and a link to a PDF copy of your response.

Email address

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Appendix 5 – Engagement Presentation Slides



Strategic Approach

- Central to the Strategy is recognising the different roles the Council can play in addressing climate change. These roles are principally driven by our relationship to the emissions source
 - **Direct Control:** such as in our buildings – we can take direct action to reduce emissions (e.g. by installing more solar panels)
 - **Financial / Regulatory Role:** for example using our local planning powers to reduce emissions from new developments.
 - **Enabling Change:** for example by providing electric vehicle charging infrastructure.
 - **Inform and Influence:** for example by raising public awareness of climate change and air quality issues.

Range of Actions

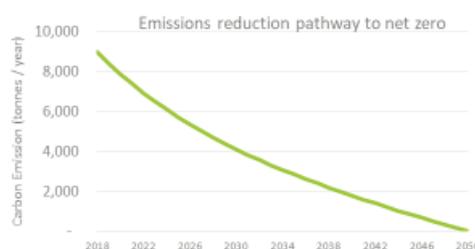
- The strategy contains 60 actions to address climate change covering the council's direct emissions, those of suppliers and partners as well as Buckinghamshire wide emissions.
- Examples include:
 - A large scale tree planting programme across the estate for over 543,000 trees – one for every resident of Buckinghamshire.
 - Help communities address climate change and air quality, including through Community Boards
 - Improve infrastructure for active travel (such as walking and cycling) and electric vehicles.
 - Review the council's fleet and develop proposals to reduce emissions from its operation.
 - Use opportunities coming out of changes to national planning policy to enhance environmentally sustainable aspects of developments.

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Emissions Reduction Targets

- We have set ambitious but achievable carbon reduction targets for 2030 and 2040, on our way to reaching net zero by 2050
- We have had to estimate our 1990 emissions in order to allow these to be compared to the UK's national targets (which are based on 1990 emissions)

	Compared to 1990
2030	At least 75%
2040	At least 90%
2050	100% (net zero)



BUCKINGHAMSHIRE COUNCIL

Tree Planting

- We have committed to planting 543,000 trees in a 10 year long programme – one for every Buckinghamshire resident.
- This will require over 200 hectares of land; 1 hectare can absorb 300-400 tonnes of CO₂ after 30 years.
- This programme will absorb over 60,000 tonnes of CO₂ from the atmosphere and will help us achieve 'net zero' emissions.
- The planting of new forests will provide multiple benefits beyond the carbon they absorb including supporting biodiversity gains, flood alleviation and amenity access for the public.

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Outline Capital Programme

- An outline programme of measures has been developed which will reduce emissions from across the council's activities and are central to how we will reach net zero emissions
- As an outline programme, pre-detailed business case development, we expect the precise costs and carbon savings to vary as these projects are developed.

	Salix (Loan)	Climate Change Fund (£5m)	Grants	Total Value
Building Measures	£0.70m	£0.35m	-	£1.05m
Solar Car Ports	£0.60m	£0.34m	-	£0.94m
Street Lighting	£1.80m	-	-	£1.80m
Fleet	-	£0.60m	£0.20m	£0.80m
Tree Planting	-	£2.50m	£1.80m	£4.30m
Capital Total	£3.10m	£3.79m	£2.00m	£8.89m
Tree planting – revenue costs (e.g. maintenance)		£0.79m		£0.79m
Total Spend		£4.58m		£9.68m

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Links to Full Documents

- **Climate Change & Air Quality Strategy -**
 - [Cabinet Report](#)
 - [Executive Summary](#)
 - [Full Strategy](#)
- **Large Scale Tree Planting on Buckinghamshire Council landholdings**
 - [Cabinet Report](#)



Report to Cabinet

Date:	19 October 2021
Title:	Buckinghamshire Youth Justice Strategic Plan 2021-22
Cabinet Member(s):	Cllr Anita Cranmer, Cabinet Member for Education and Children's Services
Contact officer:	Richard Nash, Corporate Director Children' Services
Ward(s) affected:	None specific
Recommendations:	Cabinet is recommended to endorse the 2021-2022 Youth Justice Strategic Plan and recommend its adoption by Full Council

1. Executive summary

- 1.1 The purpose of this report is to present the Buckinghamshire Youth Justice Strategic Plan 2021-2022. The Youth Justice Plan provides details of progress made against agreed outcomes for Children and Young People. It outlines priorities, alongside potential future challenges for the partnership over the coming year. The Youth Justice Plan highlights the partnership arrangements and budget position for the Youth Offending Service Partnership.

2. Content of report

- 2.1 Buckinghamshire Youth Offending Service is a multi-agency partnership between the Police, Children's Services, Health Services, Probation, Community Safety and both voluntary and private sector providers.
- 2.2 The Youth Offending Service (YOS) plays a key role in keeping our communities, families, children and young people safe through the prevention of offending and reoffending, reduction in the use of custody and through contribution to multi-agency protection and safeguarding.
- 2.3 The Youth Justice Strategic Plan is produced in compliance with the Crime and Disorder Act 1998, Section 40 which stipulates the following:

'It shall be the duty of each local authority, after consultation with the relevant persons and bodies, to formulate and implement for each year a plan (a "youth justice plan") setting out:

- a) How youth justice services in their area are to be provided and funded; and
- b) How the Youth Offending Team (YOT) or teams established by them (whether alone or jointly with one or more other local authorities) are to be composed and funded, how they are to operate, and what functions they are to carry out.'

- 2.4 The plan also incorporates guidance from the Youth Justice Board (YJB) and must be submitted to the Youth Justice Board for England and Wales and published in accordance with the directions of the Secretary of State.
- 2.5 Multi-agency YOT/YOS were established in 2000 following the 1998 Crime and Disorder Act with the intention of reducing the risk of young people offending and re-offending, and to provide counsel and rehabilitation to those who do offend. The act stipulates the composition of the YOT and identifies statutory partners to work alongside the Local Authority.
- 2.6 The Youth Justice Board (YJB) has set three national outcome indicators for all YOTs which form the baseline for performance information included within this year's plan. These are as follows:
 - Reduce the number of First Time Entrants (FTE) to the Youth Justice System
 - Reduce Re-offending
 - Reduce the Use of Custody

Local Context

- 2.7 First Time Entrants: 88 young people entered the youth justice system for the first time in Buckinghamshire between January and December 2019. At a rate of 160 per 100,000 10 to 17-year olds, the Buckinghamshire figure is lower than the National average (207) and Thames Valley (179) but above that seen across the South East (141).
- 2.8 Reoffending: The proportion of young people reoffending within a 12 month follow up period has continued to fluctuate. At 30.2% for October to December 2018, the rate of reoffending in Buckinghamshire is lower than the National average (37.3%), the South East (36.4%) and Thames Valley (30.4%).
- 2.9 Use of Custody: There were 0.04 custodial sentences per 1000 of the 10 to 17 year old population in Buckinghamshire during 2020. This is lower than the National average (0.14), the South East figure (0.05) and slightly higher than the Thames Valley figure (0.03).

- 2.10 Following a significant decrease in both the number of young people remanded to custody and the number of bed nights accrued in 2019-20, there was an increase in both figure for 2020-21. This represents a 15.2% increase in bed nights from 2019-20 and a 14.6% decrease in comparison to 2016-17. This is reflective of the seriousness of offending which is a national trend.
- 2.11 All young people offered a Prevention programme by Buckinghamshire YOS are tracked for 12 months to monitor whether they commit any offences and subsequently become a first-time entrant. Of the 58 young people offered a voluntary programme in 2019-20, 1 (1.7%) went on to commit offences and become a first time entrant within 12 months. The 1 young person was engaged via the Schools Early Intervention programme. This compares positively with the 11 out of 87 young people who went on to offend from the 2017-18 cohort and is in line with the 1 out of 44 young people who became a first time entrant in the 2018-19 cohort (2.3%).

Priorities for the coming year

- 2.12 Despite challenges presented by Covid 19, the Youth Offending Service continued to deliver creative solutions to maintain service delivery. The YOS worked alongside partners to continue to assess the quality of provision being delivered, including adapting the performance framework to focus on Covid related intervention delivery.
- 2.13 There are a number of systemic issues which lead young people into the Criminal Justice System. The YOS are keen to influence change across the organisation to not only prevent young people entering the Criminal Justice System but also to secure more positive outcomes for those that have already entered.
- 2.14 The YOS will continue to underpin all the work they do on the following 3 areas to contribute to systematic change across the wider organisation.
- Continuing to address disproportionality;
 - Addressing exploitation of young people; *this priority will also consider focussing on serious youth violence given the introduction of the new statutory duty* and
 - Embedding an evidence based model of practice
- 2.15 For 2021/22 the YOS will continue to make progress towards the above strategic priorities and alongside covid recovery planning, will progress work streams against the above and work towards securing positive outcomes against our three national indicators

3. Other options considered

3.1 N/A.

4. Legal and Financial implications

4.1 The local authority must carry out its statutory obligations in compliance with the Crime and Disorder Act 1998, Section 40. In addition, the local authority must also carry out its statutory obligations in respect of safeguarding Children and Young People, as set out in the Children Act 2004 and in Working Together to Safeguard Children 2018.

4.2 Overall, the YOS budget for 2021-22 demonstrates a reduction in funding of approx. £42,000 (3%) compared to 2020/21, despite an 8.8% one off uplift in YJB funding. The YOS will continue to work creatively in year to manage budgets in line with YJB grant funding requirements.

4.3 It is important to allocate resources to our top priorities including Safeguarding our Vulnerable. It is vital we secure improvements across Children's Services to achieve positive outcomes for our Children and Young People.

5. Corporate implications

5.1 N/A

6. Local councillors & community boards consultation & views

6.1 N/A

7. Communication, engagement & further consultation

7.1 Communication of the Youth Justice Strategic Plan will be managed through the YOS Partnership Management Board, ensuring a multi-agency approach across partners.

8. Next steps and review

8.1 The Youth Justice Plan should be reviewed and agreed annually. Progress of the plan will be monitored through the YOS Partnership Management Board which reports into the Safer, Stronger Buckinghamshire Partnership Board.

9. Background papers

- Youth Justice Strategic Plan 2021-2022
- Youth Justice EQIA 2021

10. Your questions and views (for key decisions)

- 10.1 If you have any questions about the matters contained in this report please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider please inform the democratic services team. This can be done by telephone [01296 382343] or email [democracy@buckinghamshire.gov.uk]

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Buckinghamshire Youth Justice Strategic Plan

2021 - 2022



Buckinghamshire
Youth Offending Service

SECTION 1	<p>Foreword</p> <p>Executive Summary</p> <p>Buckinghamshire Youth Offending Service (YOS) Priorities</p> <p>2019-2020 National Outcome Indicators:</p> <ul style="list-style-type: none"> - Reducing First Time Entrants - Reducing Repeat Offending - Reducing the Use of Custody 	<p>P3</p> <p>P4</p> <p>P5</p> <p>P6</p> <p>P7</p> <p>P8</p>
SECTION 2	<p>Local Indicators</p> <ul style="list-style-type: none"> - Prevention Programme - Remand Bed Nights - Education and Health Care Plans - Children Looked After - Throughput Data 	<p>P9</p> <p>P10</p> <p>P11</p> <p>P12</p> <p>P13</p>
SECTION 3	<p>Resourcing and Finance Table</p> <p>Structure and Governance</p>	<p>P14</p> <p>P15</p>
SECTION 4	<p>Addressing Overrepresentation</p> <p>Addressing Exploitation</p> <p>Embedding Evidence Based Practice</p> <p>Other Significant Areas of Work</p>	<p>P16</p> <p>P17</p> <p>P18</p> <p>P19</p>
SECTION 5	<p>Partnership Board Members</p> <p>Appendix A – Buckinghamshire Youth Offending Service Budget Plan</p> <p>Appendix B – Buckinghamshire Youth Offending Service Staffing</p> <p>Appendix C – Recovery Plan</p> <p>Appendix D – Glossary of Terms</p>	<p>P20</p> <p>P21</p> <p>P22</p> <p>P23</p> <p>P26</p>

This Youth Justice Plan provides an overview of the work of the Youth Offending Service (YOS) in Buckinghamshire, setting out details of performance during the last twelve months and our priorities for the coming year. The plan aligns to the Community Safety Partnership's 'Safer Buckinghamshire Plan' and its priorities, as part of our aim that Buckinghamshire should continue to be one of the safest places to grow up, raise a family, live, work and do business.

The YOS plays a key role within the Partnership by helping prevent offending and reoffending, reducing the use of custody and contributing to multi agency public protection and safeguarding. The YOS does this by working together with its key partners to deliver high quality and effective services to young people, their families and the victims of offending. These partners include: the police, children's services, health services, probation, community safety and both voluntary and private sector providers.

Since first attending the Partnership Board meeting in March 2019, over the past two years I have been delighted to see such a wide ranging, committed and engaged group of attendees, representing both statutory and voluntary organisations. The Board and YOS adapted quickly to the global pandemic, making use of technology to continue discharging responsibilities effectively, and I was particularly pleased that the engagement of our partners has remained so strong throughout demonstrating their commitment to our shared objectives. The Board has a real focus on supporting, scrutinising and ultimately delivering effective and efficient Youth Justice services across the county. With this level of engagement, I am pleased that we can report outcome indicators in terms of youth offending in Buckinghamshire that continue to 'paint a positive picture', acknowledging some of the data difficulties the pandemic has presented. Our strategic priorities for 2019/20 were themed to contribute to systematic change across the wider organisation and within Criminal Justice as a whole, and these were carried through into 2020/21 and now into 2021/22 as we ensure recovery planning and delivery throughout the pandemic – the overarching priorities therefore remain:

1. Continuing to address over-representation
2. Addressing exploitation of young people
3. Embedding an evidence based model of practice

This plan provides a summary of how we have made progress against the specific goals set under these themes. For 2021/22 the YOS will continue to make progress towards the above strategic priorities, alongside Covid-19 recovery planning and working towards securing positive outcomes against our three national indicators.

I am delighted that Aman Sekhon-Gill has been able to lead the Youth Offending Service for Buckinghamshire over the past few years, and in particular through 2020/21 as we have worked through the conditions and implications of the pandemic. Whilst Aman will be departing her role shortly, I look forward to working with a new post holder to continue to take forward the structures and processes now embedded. I know that the YOS, with the support of our Partnership Board, continues to strive for high quality services to support young people, families and victims irrespective of the challenges of the health crisis. As always, the Partnership Board is extremely grateful for the skill and dedication of those working in this arena. On behalf of the Partnership Board, I am pleased to present this updated Youth Justice Strategic Plan.

Superintendent Michael Loebenberg BSc(Hons) MSc, LPA Commander for Aylesbury Vale, Thames Valley Police

<p>Covid-19 Response</p>	<p>The need to respond to the pandemic has led to working in creative ways with children whilst continuing to deliver a mixture of virtual and physical interventions. As services reopen, the focus will be to continue to deliver high quality services to children and retain some of the learning from the pandemic.</p>
<p>Outcome Indicators <i>NB – data for 1 and 2 is provided by the Ministry of Justice (MOJ) who are unable to provide more recent figures due to the impact of Covid-19.</i></p>	<ol style="list-style-type: none"> 1) First Time Entrants: 88 young people entered the youth justice system for the first time in Buckinghamshire between January and December 2019. At a rate of 160 per 100,000 10 to 17 year olds, the Buckinghamshire figure is lower than the National average (207) and Thames Valley (179) but above that seen across the South East (141). 2) Reoffending: The proportion of young people reoffending within a 12 month follow up period has continued to fluctuate. At 30.2% for October to December 2018, the rate of reoffending in Buckinghamshire is lower than the National average (37.3%), the South East (36.4%) and Thames Valley (30.4%). 3) Use of Custody: There were 0.04 custodial sentences per 1000 of the 10 to 17 year old population in Buckinghamshire during 2020. This is lower than the National average (0.14), the South East figure (0.05) and slightly higher than the Thames Valley figure (0.03).
<p>Innovative Practice</p>	<p>The YOS continues to use data to seek additional funding for projects to tackle issues which can lead to involvement in criminal justice at an earlier stage. This included mobilising the BAME project for children transitioning from primary to secondary schools and supporting them through trained community volunteers. In addition delivery of Restorative Justice training was quickly mobilised to be virtual in response to the pandemic, which expanded reach and enabled the YOS to continue to influence partners to use restorative approaches.</p>
<p>Funding</p>	<p>Overall, the YOS budget for 2021-22 demonstrates a reduction in funding of approx. £42,000 (3.%) compared to 2020/21. In addition the national recruitment issues for the National Probation Service has remained a risk area and led to a gap in provision which, although managed within the service, has created additional pressure for the team. Staffing remained stable, and as per previous years, the YOS ensured monies were saved by way of not appointing agency cover for maternity leave and distributing the workload amongst existing staff. Creative solutions to funding continue to be sought in year.</p>

Our Priorities for the Coming Year

In 2020/21, the YOS set overarching strategic priorities aiming to influence systemic change across the wider organisation and within different sectors of the Criminal Justice community locally. It recognised the journey of a child into the criminal justice system starts in their formative years, meaning that to have meaningful and sustainable impact there is a need to influence systemic change. The YOS were, and continue to be, keen to influence change within partner agencies to not only prevent young people entering the Criminal Justice System but also to secure more positive outcomes for those that have already entered. The ongoing pandemic has meant although the YOS were able to deliver against the over-arching targets, specific targets remained focused on delivery of services throughout Covid-19.

Moving forward the YOS will continue to focus on Covid-19 recovery planning and evidencing delivery against overarching priorities that have been fundamental to influencing change for children and families. These over-arching priorities are:

1. Continuing to address over-representation
2. Addressing exploitation of young people - *this priority will also consider focussing on serious youth violence given the introduction of the new statutory duty*
3. Embedding an evidence based model of practice

For 2021/22 the YOS will continue to make progress towards the above strategic priorities, alongside Covid-19 recovery planning and working towards securing positive outcomes against our three national indicators:

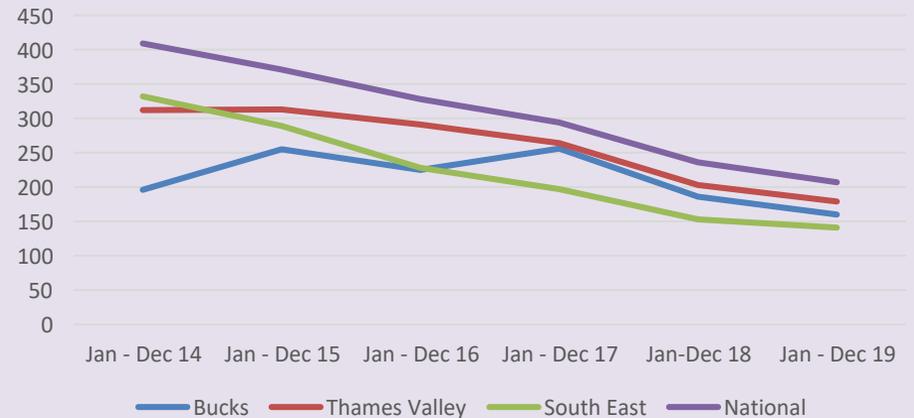
- Reducing First Time Entrants
- Reducing Repeat Offending
- Reducing the Use of Custody

First Time Entrants

The latest available data shows that 88 young people entered the youth justice system for the first time in Buckinghamshire between January and December 2019. This is a 12% decrease on the 100 first time entrants between January and December 2018 and a 13.7% reduction on the 102 young people entering the system between January and December 2014.

At a rate of 160 per 100,000 10 to 17 year olds, the Buckinghamshire figure for 2019 is lower than the National average (207) and Thames Valley (179) but above that seen across the South East (141).

Trends in First Time Entrants per 100,000 10 to 17 Year Population January 2014 - December 2019



Risks to YOS Effectiveness

- The focus on prevention from the YOS is demonstrating a strong foundation of improved services, however resources are time limited (i.e. year on year funding). Should funding not continue - and if it cannot be secured from another source - the YOS will not have the resources within its own budget to continue this work.

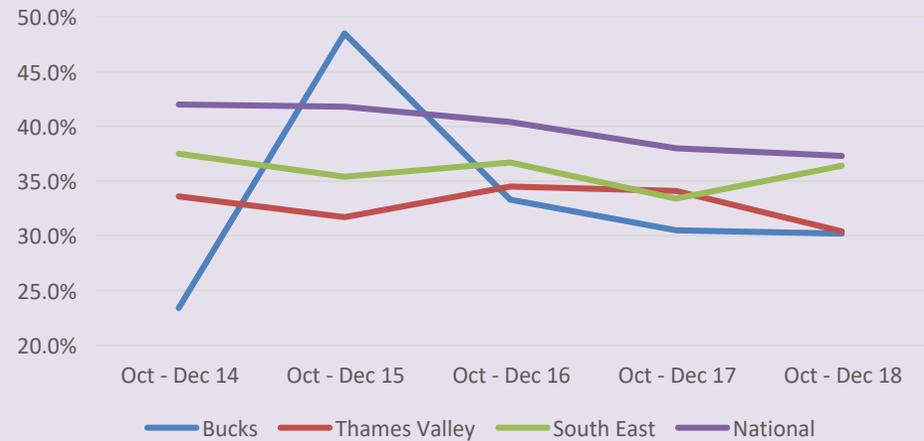
Reducing Repeat Offending

The proportion of young people reoffending within a 12 month follow up period has continued to fluctuate. At 30.2% for October to December 2018, the rate of reoffending in Buckinghamshire is lower than the National average (37.3%), the South East (36.4%) and Thames Valley (30.4%).

There were 13 reoffenders within this most recent cohort in comparison with 11 reoffenders in October to December 2014, representing a 18.2% increase in the number of young people reoffending.

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Proportion of Young People Reoffending Comparative Cohorts 2014 - 2018



Risks to YOS Effectiveness

- The number of young people involved in repeat offending remains low which is positive; however, the nature and complexity of offending continues to require a more intensive approach to managing risks and protecting the public from harm. This often means that children are seen more frequently and statutory contacts can be up to 3 times a week at a minimum. Should caseload numbers increase, this complexity will continue to cause additional pressure on frontline staff who are responsible for the delivery of services.

Reducing The Use of Custody

There were 0.04 custodial sentences per 1000 of the 10 to 17 year old population in Buckinghamshire during 2020. This is lower than the National average (0.14), the South East figure (0.05) and slightly higher than the Thames Valley figure (0.03). This represents 2 young people receiving custodial sentences in comparison with 5 in 2016.

Resettlement training for all practitioners will be delivered by the Youth Custody Service in 2021/22 and an audit will take place to assess current practice. This will identify the appropriate actions required to support the aims of constructive resettlement.

Trends in Custodial Sentences per 1000 10 to 17 Year Population 2016 - 2020



Risks to YOS Effectiveness

- Serious Youth Violence continues to be a challenge on both a national and local basis, which substantiates the need to ensure the partnership tackle signs of trauma in children at an earlier stage, recognising that unresolved trauma (alongside other factors) can cause children to commit serious offences which cross the custody threshold. The Serious Violence Duty is a key part of the Government’s programme of work to prevent and reduce serious violence, taking a multi-agency approach to understanding the causes and consequences of serious violence, focusing on prevention and early intervention, and being informed by evidence. The YOS will be an integral part of supporting the implementation of this duty in Buckinghamshire.

Local Indicators

Effectiveness of Prevention Programmes

All young people offered a Prevention programme by Buckinghamshire YOS are tracked for 12 months to monitor whether they commit any offences and subsequently become a first time entrant.

Of the 58 young people offered a voluntary programme in 2019-20, 1 (1.7%) went on to commit offences and become a first time entrant within 12 months. The 1 young person was engaged via the Schools Early Intervention programme. This compares positively with the 11 out of 87 young people who went on to offend from the 2017-18 cohort and is in line with the 1 out of 44 young people who became a first time entrant in the 2018-19 cohort (2.3%).

Young People Offered Prevention Programmes Going On to Become First Time Entrants



What Does This Mean?

- The realignment of prevention workers within schools has supported improved engagement with voluntary programmes at an earlier stage in comparison to previous years. The positive impact of this is reflected in the high and sustained numbers of young people who have not gone on to enter the youth justice system following their involvement in this project. The key aim for realigning resources from the YOS within schools was to improve engagement at an earlier stage and it is therefore positive to see the intended impact become reality.

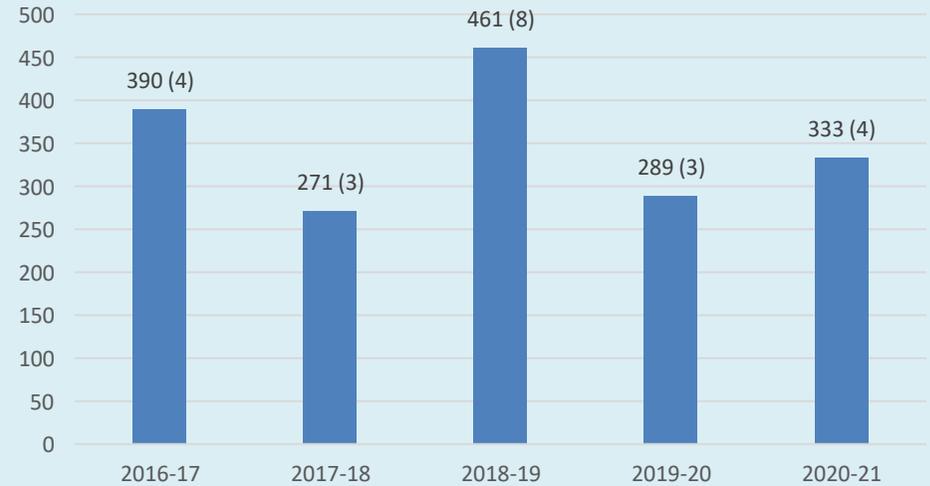
Local Indicators

Remand Bed Nights

Following a significant decrease in both the number of young people remanded to custody and the number of bed nights accrued in 2019-20, there was an increase in both figures for 2020-21. This represents a 15.2% increase in bed nights from 2019-20 and a 14.6% decrease in comparison to 2016-17.

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No. of Remand Bed Nights (No. of Young People)



What Does This Mean?

- Whilst only 4 young people were remanded during the 2020-21 period, the seriousness of the offences has led to long periods in custody and a significant number of bed nights.
- This has significant financial implications, as all remand bed nights are paid for by the Local Authority with the Youth Custody Service providing a grant to support costs.

Local Indicators

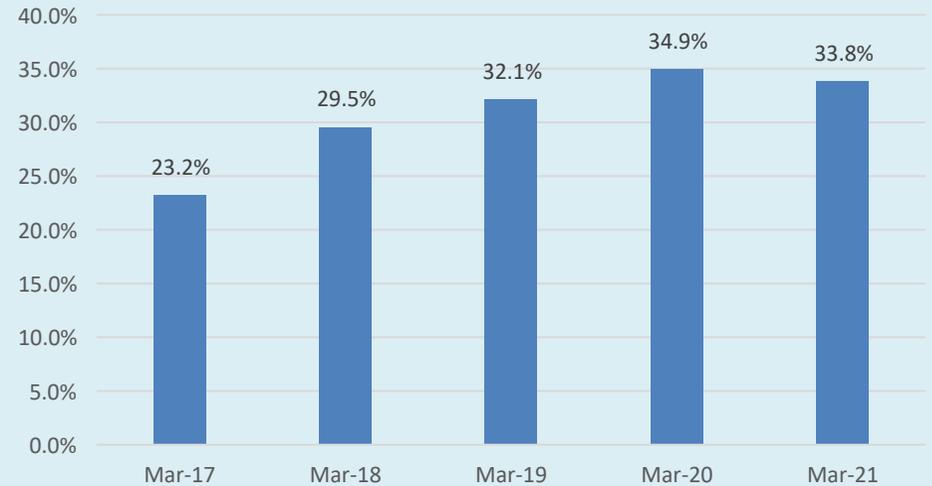
Education, Health and Care Plans

The following chart provides a snapshot from 4 comparative periods of the percentage of young people on the YOS caseload with an Education Health and Care Plan (EHCP).

There has been a small decrease in the overall percentage of young people open to the YOS with an EHCP in the latest snapshot, following a gradual increase over the last 4 years. In March 2021 there were 26 young people in this category, which is a 13.3% decrease from 30 in March 2020 and an increase of 13% from 23 in March 2017.

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Snapshot of YOS Caseload with EHCP



What Does This Mean?

- This data shows that around a third of all young people working with the YOS have an Education, Health and Care Plan. This will continue to be monitored alongside education colleagues to ensure there is an understanding of the educational needs of those within the Criminal Justice System.
- The existing audit framework will be used to engage partners in reviewing cases where young people have an EHCP and are known to the YOS, with the learning applied from this as appropriate.
- Further work will also need to be explored at an earlier stage to support preventing these young people from entering the Criminal Justice System, recognising that those with an EHCP are vulnerable to offending.

Local Indicators

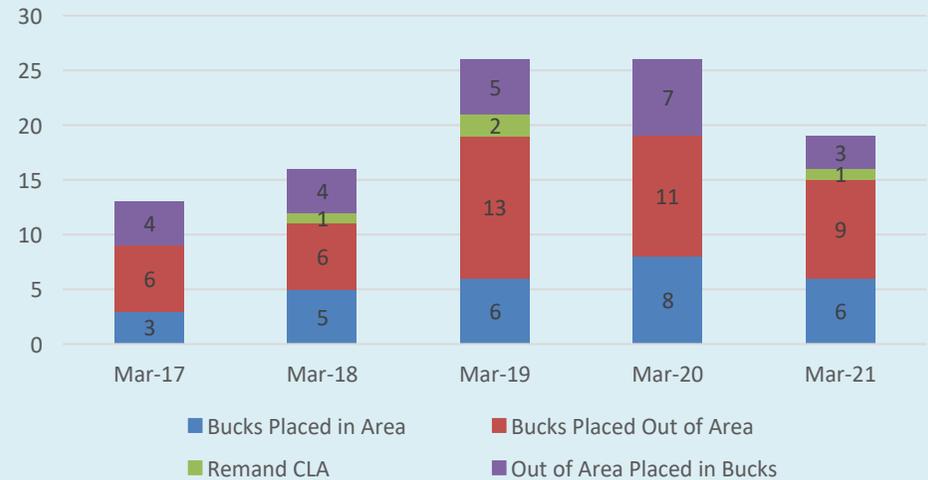
Children Looked After

The following chart shows a snapshot of the YOS caseload by Children Looked After (CLA) over 5 comparative periods, broken down by their CLA status.

Between March 2017 and March 2021 there has been an increase in the number of young people on the YOS caseload who are Looked After. In actual numbers, this is an increase from 13 young people in March 2017 to 19 in March 2021 (46.2% increase) but a decrease from the 26 individuals in March 2020.

More detailed analysis of the March 2021 cohort shows that 15 of the 19 CLA offended first, prior to becoming Looked After (78.9%). However, of the 15 young people who offended first, 13 were known to Social Care prior to committing their first offence. Therefore, 17 out of 19 (89.5%) were known to Social Care prior to committing their first offence.

Snapshot of YOS Caseload by CLA



What Does This Mean?

- CLA known to Youth Offending Teams is a national trend and it is recognised that those within the looked after cohort are at risk of offending. This data shows that a large proportion of the children who eventually enter the Criminal Justice System are known to Social Care services beforehand. There is a clear need to consider how adolescents and those who have experienced trauma in their lives are being worked with to support an alternative path out of criminal justice at an earlier stage. Some of this is being explored through training, contextual audit work and reflective workshops to support Social Care colleagues in their understanding of adolescent behaviours.

The table shows that between 2019-20 and 2020-21 there has been a:

- decrease in the number of Buckinghamshire young people who have offended (18.5% reduction);
- a more significant decrease in the number of offences being committed (25.6% reduction);
- a decrease in the average number of offences per offender (0.2 decrease); and
- a decrease in the number of disposals (26.3% reduction).

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	2019-20	2020-21	Level of change
No. of Young People who Offend	162	132	18.5% decrease
No. of Offences Committed	418	311	25.6% decrease
Average No. of Offences Per Offender	2.6	2.4	0.2 decrease
Number of Disposals	194	143	26.3% decrease

What Does This Mean?

- The significant decrease in both the number of young people offending and the number of offences being committed can be attributed to a number of factors, including the strength of adopting a trauma informed approach and the impact of Covid-19 lockdowns on opportunities to offend.
- Frontline staff focus on building a strong foundation with their children and thus can influence change by building trusting relationships which has been evidenced through feedback gained from young people.

Buckinghamshire YOS 2021-22 Budget

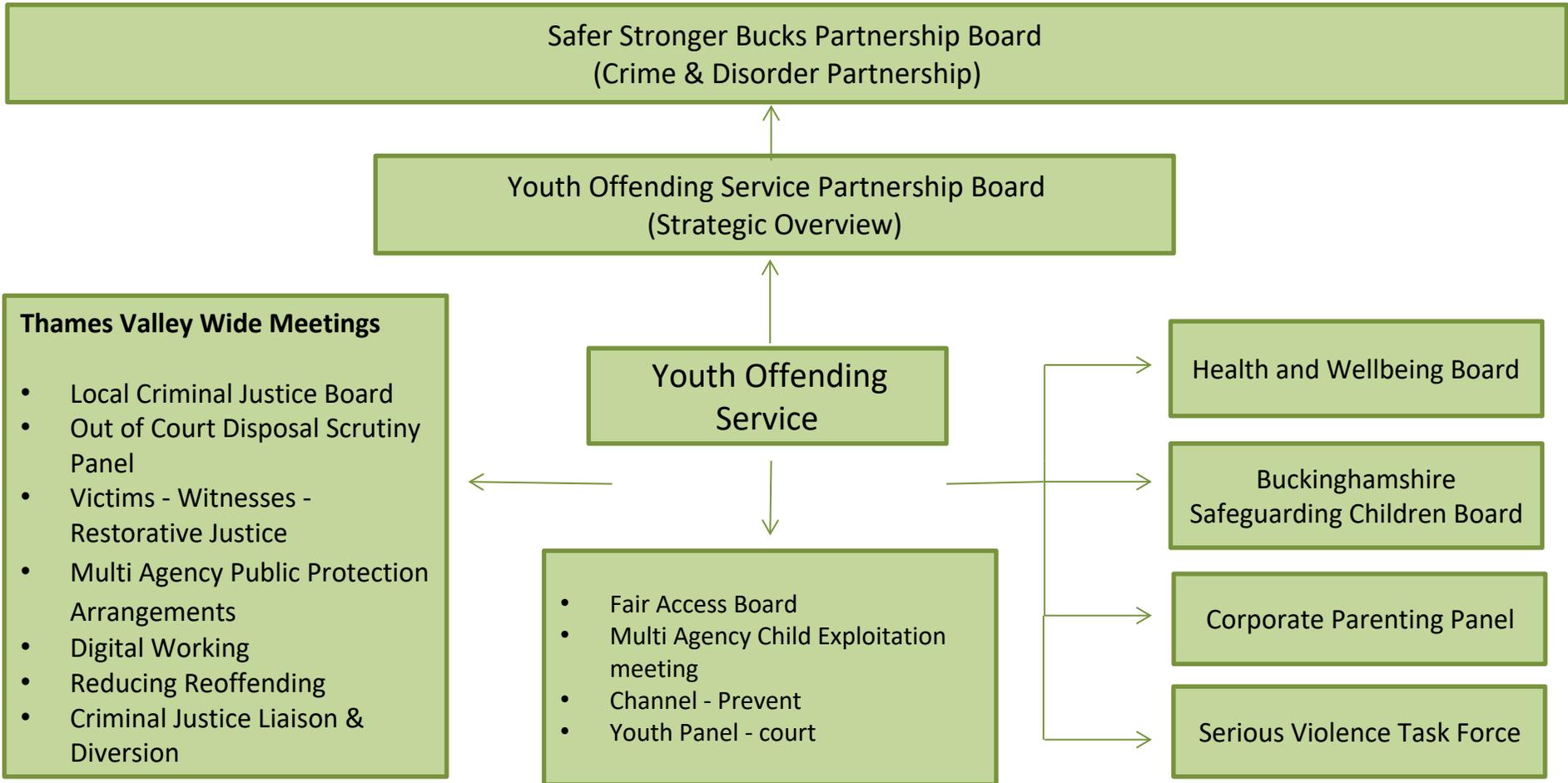
Partner Contributions 2021-2022	Staffing Costs (£)	Posts In Kind	Other Delegated Funds (£)	Total (£)
Buckinghamshire Council	619,041		89,365	708,406
Thames Valley Police		119,511		119,511
Clinical Commissioning Group		76,285		76,285
National Probation Service		48,019	468	48,487
Police Crime Commissioner	131,819		3,867	135,686
Youth Justice Board Grant	398,404		17,056	415,460
TOTAL	1,149,264	243,185	110,756	1,503,835

Budget Summary

- Overall, the YOS budget for 2021-22 has reduced in funding of approximately £42,000 (3%) compared to 2020/21, despite an 8.8% one-off uplift in YJB funding.
- 2020-21 included carry forward funding from the Police Crime Commissioner and one-off income for probation support activities.
- 2020-21 also included ¾ of the Sparks to Life BAME project income with the final ¼ in 2021-22.
- There was no post in kind adjustment in 2020-21 or in the budget for 2021-22, with the exception of the recent lack of NPS resource available to second over to YOS.
- Covid-19 resulted in much lower travel costs in 2020-21 but, with plans to accelerate programmes, we have budgeted for similar levels of travel spend to 2019-20.
- We continue to look at the staffing structure for both optimal service delivery and cost control.

The Partnership Board is the strategic partnership body within Buckinghamshire that oversees the local delivery of responsibilities under the Crime and Disorder Act 1998 for youth justice services and the Youth Offending Service .

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What Have We Done?

- Secured ongoing funding to deliver a community based coaching project for children of a Black, Asian and minority ethnic background. Training has been delivered to 12 community volunteers to facilitate this and 4 schools have been identified to take part.
- Delivered Culture, Diversity, Knowledge and Understanding training to frontline youth justice practitioners.
- Provided good practice guidance to practitioners on assessing identity based on an internal management audit of assessments.
- Developed data reporting for the YOS Partnership Board to ensure there is bi-monthly oversight.

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What Has the Impact Been?

- 5 young people have been engaged by a community volunteer to support with transition to secondary school and to achieve individual goals.
- Following on from the training, recruitment processes are being reviewed to support the service in becoming more representative of the community it works with.
- More comprehensive assessments of identity leading to more targeted and effective intervention plans.
- Strategic partners have oversight and scrutiny of over-representation within the YOS caseload.

What Will We Do Next?

- Evaluate overall impact of over-representation work through collating one Quality Report to present to YOS board.
- Expand the community coaching project to include siblings of YOS clients in addition to supporting young people in Year 8.
- Facilitate a session on Culture, Diversity, Knowledge and Understanding for key strategic partners with a view to developing an action plan for each service area to positively address over-representation.
- Re-audit identity within assessments to ensure good practice guidance is fully embedded.

What Have We Done?

- Reviewed YOS champion roles within the Missing and Exploitation Hub
- Reviewed strategic leadership of the Missing and Exploitation hub and re-located under YOS Head of Service.
- Completed an audit which focused on contextual safeguarding work.
- Delivered reflective workshops to staff on casework which focused on importance of trauma informed language.
- Completed training for Magistrates on exploitation.
- Revised Exploitation Protocol with practice guidance for staff when considering case work.

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What Has the Impact Been?

- Increased awareness in Crown Prosecution Service and courts, recognising the importance of seeing exploited children as victims.
- Increased awareness across Children's Social Care on how to work with children who are at risk of or are being exploited.
- Corporate ownership of issues which link to exploitation: audit activity will now also include contextual work across Children's Social Care to support improved outcomes.



What Will We Do Next?

- Increase knowledge and strength of YOS prevention youth workers on exploitation, so universal services can be supported to understand risk factors.
- Implement parenting support through funding secured with third sector provider to create community champions.
- Pilot sessions from those with lived experience to support learning across the organisation.
- Actively participate in Serious Violence Task Force meetings in light of revised duty on YOS.

What Have We Done?

- Continued to deliver essential front-line services in a trauma-informed way despite the challenges of the Covid-19 pandemic.
- Responded to the Covid-19 pandemic by working both virtually and face to face with young people dependent on individual need.
- Development of virtual Restorative Justice training to support other professionals to work in a restorative way.
- Reviewed policies to ensure these are trauma-informed, including the staff supervision policy.

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What Has the Impact Been?

- Young people have continued to receive a service that seeks to ensure the best possible outcomes for them.
- Positive engagement with young people has been sustained, with feedback reflecting their appreciation of flexibility in virtual and face to face appointments.
- Other agencies involved in Restorative Justice training report greater confidence in resolving conflict utilising these skills.
- The Service continues to embed trauma-informed practice across all elements of service delivery.



What Will We Do Next?

- Deliver refresher training on Trauma-Informed Practice in partnership with CAMHS.
- Explore the low level of Liaison and Diversion referrals across Buckinghamshire to ensure appropriate young people are receiving support.
- Support those attending Restorative Justice training in completing case studies to evaluate the impact on their day to day work.

Feedback from Young People

What have we done?

The YOS aims to complete a LifePath evaluation with every young person at the end of their intervention. They are asked to identify the key points on their journey through the youth justice system (e.g. being arrested, going to court, taking part in a YOS assessment) and feeding back on their experiences. 40 young people took part in this activity between January and December 2020.

What did we find out?

Some of the key themes included:

- Young people felt they could trust their YOS worker and felt listened to / supported
- They felt they could contribute to their plan and found sessions useful / enjoyable
- Some had negative experiences of the Police
- Some had concerns about being able to understand the language used at Court

“Nothing the YOS can improve on. Very approachable. Never felt I couldn’t share anything. Caring and non-judgemental”

“Made me realise impact of doing anything else”

“I got a lot of help and encouragement to stay on the right path”

How have we responded?

- Feedback has been shared with all partners including the Police and the Court who have shared this within their own agencies to identify further actions.
- A bespoke evaluation seeking young people’s views on the Police was completed by 45 individuals open to the YOS. The findings have led to work exploring how Early Intervention links in schools can be used to improve relationships between young people and the Police.
- Having proven the effectiveness of gathering feedback via the LifePath model, this will be trialed with parents and carers to broaden evaluation activity with service users.

Michael Loebenberg – Superintendent – LPA Commander – Thames Valley Police – Chair

- Richard Nash – Service Director - Children’s Social Care, Buckinghamshire Council
- Errol Albert – Head of Safeguarding - Children’s Services, Buckinghamshire Council / Amanda Andrews – Head of First Response - Children’s Services, Buckinghamshire Council (rotate to represent Social Care)
- Aman Sekhon-Gill – Head of Service - Youth Offending Service
- Ollie Foxell – Operational Manager – Youth Offending Service
- Becky Beer – Performance Review & Information Manager - Youth Offending Service
- Darren Frost – Youth Justice Unit - Thames Valley Police
- Jim Holmes – Youth Justice Unit – Thames Valley Police
- Cath Marriott - Policy Development Partnerships & Performance – Office of the Police and Crime Commissioner
- Debbie Johnson – Senior Operational Support Manager - National Probation Service
- Gaelle Nzaba – Senior Probation Officer – National Probation Service
- Jas Pejatta – Joint Head of Operations North / Katie Hunter – SPO TV - Community Rehabilitation Company (on rotation)
- Caroline Shorten-Conn – Magistrate - Youth Court Magistrates
- Chloe Purcell – Director of SAFE!
- Maria Edmonds – Education Strategy Manager - Buckinghamshire Council
- Simon James – Service Director, Education - Buckinghamshire Council
- Yvette Thomas – Equality and School Improvement Manager, Buckinghamshire Council
- Emily Davis – Programmes Director – Action4Youth
- Sandra Aaronson – Team Manager - Barnardo’s
- Chris Geen – Manager - Community Safety, Buckinghamshire Council
- Gideon Springer - Community Safety & Engagement Manager, Buckinghamshire Council
- Gareth Morgan – Head of Early Help, Buckinghamshire Council
- Sabrina Miller-Cummings - Service Manager - Switch Bucks, Young People Substance Misuse Service
- Matt Lister – Consultant Forensic Psychologist – CAMHS
- Joseph Franks – Service Manager – Liaison and Diversion
- Marie Mickiewicz – Specialist Commissioning Manager - Commissioning, Buckinghamshire Council
- Gillian Attree - Designated Nurse Safeguarding Children and Looked After Children

Total grant to be used exclusively for the delivery of youth justice services and for the purposes of the following outcomes:

Reduction in youth reoffending, reduction in the numbers of first time entrants to the youth justice system, reduction in the use of youth custody, effective public protection and effective safeguarding.

Expenditure Category	Description	£
Staffing	<ul style="list-style-type: none"> • Delivery of effective assessment, intervention planning and supervision for young people at risk of offending or reoffending in Buckinghamshire. • Delivery of services to the victims of youth offending. • Development of key areas of practice such as SEND, Liaison and Diversion and Restorative Justice. • Analysis of performance information to inform practice development across all areas. • Delivery and development of Community Reparation and Unpaid Work. 	398,404
Overheads	<ul style="list-style-type: none"> • Expenses incurred by staff in carrying out core duties. • Development and training of staff in effective practice. 	3,041
Equipment	<ul style="list-style-type: none"> • Provision of Core+ to support effective case management, timely submission of statutory data. and the use of connectivity to ensure mandatory documentation is shared securely with the Youth Custody Service. 	14,014
Total		£415,459

TYPE OF ROLE	NO. OF STAFF	GENDER	ETHNICITY
Strategic Manager	1	F	Asian
Operational Manager	1	M	White
Team Manager	3	F – 2 M – 1	White - 3
Performance and Information	2	F – 2	White - 2
Early Intervention and RJ Co-ordinator	1	F	White
YOS Officer	10	F – 10	White – 8
			Mixed – 1
			Asian - 1
Early Intervention Officer	1	F	White
RJ Support Worker	1	F	White
Education Officer	1	M	White
Youth Worker	3	M – 3	White – 1
			Black - 2
Police Officer (seconded)	2	F – 2	White - 2
Linked Specialists: Addaction Worker (1) SALT Worker (1) Specialist Nurse (1) CAMHS Mental Health Worker (1)	4	F – 3 M - 1	White - 2 Asian - 2
Business Support (3) Reparation - Unpaid Work Officer (1)	4	F – 2 M – 2	White – 2
			Mixed – 1
			Asian - 1
Volunteers	16	F – 13 M – 3	White – 14
			Black – 1
			Asian - 1

Summary

Covid-19 led to significant challenges in delivery of services to both partners and children and families, however Buckinghamshire YOS was able to adapt to these and quickly adopted a virtual delivery model with appropriate quality checks to ensure workers were supported and risk was being managed as well as possible given the circumstances. Despite initially moving to a completely virtual service, the YOS over a period of time moved to a mix of virtual and physical contact with children and families. As of April 2021, all children have been seen physically and continue to be seen as per their statutory contacts. During the pandemic, updates were provided to the YOS Partnership Board to assure members that the YOS had effectively adjusted to new working practices, as well as ensuring the Board maintained oversight of quality.

Page 183 Despite moving to a mix of face to face and virtual intervention delivery, young people are still not being seen within the YOS building. It was agreed to keep offices open for a limited number of staff only for staff wellbeing purposes. The next significant challenge for the service will be the move to seeing young people within the office environment whilst trying to continue to reduce the spread of the virus.

In addition, it is recognised that the full impact of Covid-19 on young people's mental health, wellbeing and stability is yet to be felt, meaning this could lead to an increase in those who enter the criminal justice system.

Staff have continued to work flexibly in a hybrid model which has been positive, and it has been anticipated that this way of working will continue.

Lessons Learned Since March 2020 and Response to HMIP Learning

A number of interventions included “walk and talk” sessions for young people which proved hugely successful in maintaining engagement. This was made possible due to the trusting relationships the YOS practitioners have with their children, meaning children felt safe and comfortable to be seen with their workers. This will be retained moving forward.

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Staff welcomed flexible working and working from home, however given the nature of the work, they also welcomed the offices being opened which enabled them to deal with what can be considered vicarious trauma through their work in an environment that was not their home. In addition, many reported the significance of being able to have some sense of “normality” in supporting their own mental health and wellbeing.

Appropriate Adult provision proved difficult as a number of volunteers fell into the “vulnerable” category, meaning options were often limited. The YOS recognised the need to improve this and relaunched recruitment of Appropriate Adults with a view to increasing diversity across the volunteer cohort.

Review of the 2020 Recovery Plan

Staff wellbeing was a significant focus of the recovery plan in 2020 and continues to be a focus in 2021/22. Covid-19 has had long lasting impact on staff, their own families and their working practices, and thus requires commitment of longer term investment in their wellbeing. Staff can continue to access:

- Flexible working hours, including evening hours to support family commitments
- Regular supervisory group touchdowns
- Daily touchdowns with all staff
- Varied resources offered by HR regarding staff wellbeing, including access to online CBT, Mindfulness and various therapies

Staff feedback will be regularly sought to continue to improve the services they receive as employees.

It is expected all children will now be seen face to face over and above sole virtual contact. Staff have been informed that where in exceptional circumstances a child can only be seen virtually, Head of Service approval is required.

The YOS Partnership Board will continue to meet every 2 months as it has done during the pandemic and will be provided with any updates that are significant to service delivery in light of the pandemic.

BAME	Black Asian and Minority Ethnic
BC	Buckinghamshire Council
CAMHS	Child and Adolescent Mental Health Services
CCG	Clinical Commissioning Group
CLA	Child Looked After
EHCP	Education, Health and Care Plan
FAB	Fair Access Board
BSCP	Buckinghamshire Safeguarding Children Partnership
MACE	Multi Agency Child Exploitation meeting
MAPPA	Multi Agency Public Protection Arrangements
PCC	Police Crime Commissioner
STEM	Strategic Exploitation and Missing meeting
YJB	Youth Justice Board



Equality Impact Assessment (EqIA) Screening Template

April 2020

Proposal/Brief Title: Buckinghamshire Youth Justice Strategic Plan

Date: 01/10/2010

Type of strategy, policy, project or service:

Please tick one of the following:

Statutory requirement to produce a Youth Justice Plan under Section 40 of the Crime and Disorder Act 1998.

This report was created by

Name Aman Sekhon-Gill

Job Title Head of Youth Offending Service

Email address Aman.sekhon-gill@buckinghamshire.gov.uk

Briefly describe the aims and objectives of the proposal below:

The Youth Justice Plan provides details of progress made against agreed outcomes for Children and Young People. It outlines priorities, alongside potential future challenges for the partnership over the coming year. The Youth Justice Plan highlights the partnership arrangements and budget position for the Youth Offending Service Partnership.

What outcomes do we want to achieve?

1) Screening Questions

1.1 Does this proposal plan to withdraw a service, activity or presence? No

No services are being withdrawn

1.2 Does this proposal plan to reduce a service, activity or presence? No

No reduction in capacity / activity

1.3 Does this proposal plan to introduce, review or change a policy, strategy or procedure? No

There are no changes to existing policies, strategies or procedures within which the Youth Offending Service operate as these are outlined by Crime and Disorder Act 1998 and governed by the Youth Justice Board.

1.4 Does this proposal affect service users and/or customers, or the wider community? Yes

This is however in a positive way, the work of the YOS is to support a multi-agency approach in reducing repeat offending, reducing numbers of first time entrants in the criminal justice system and reducing the use of custody.

1.5 Does this proposal affect employees? No



Equality Impact Assessment (EqIA) Screening Template

April 2020

Employees will continue to deliver services

1.6 Will employees require training to deliver this proposal? No

Staff are already trained, inducted and supported to work with young people and their families. Where however there are training needs identified as part of the plan these will be implemented.

1.7 Has any engagement /consultation been carried out? Yes

The plan is created in conjunction with multi agency partners who have a statutory role in delivery of youth justice services and form part of the Youth Offending Service Partnership board. Engagement with staff is also considered in the production of this plan.

Are there any concerns at this stage which indicate that this proposal could have negative or unclear impacts on any of the group (s) below? (*protected characteristics). Please include any additional comments.

- A) Age* Yes**
- B) Disability* Yes**
- C) Gender Reassignment* No
- D) Pregnancy & maternity* No
- E) Race & Ethnicity* Yes**
- F) Religion & Belief* No
- G) Sex* Yes**
- H) Sexual Orientation* No
- I) Marriage & Civil Partnership* No
- J) Carers Yes**
- K) Rural isolation No
- L) Single parent families Yes**
- M) Poverty (social & economic deprivation) Yes**
- N) Military families / veterans No
- O) Gender identity No

Additional comments (please indicate which of the protected groups you are commenting on):

**It is considered that the plan will have an impact on the groups indicated above but it is intended that the impact will be a positive one for those groups. They have been listed here to ensure full transparency.

Disproportionate effects are likely to occur due to young people offending which the plan aims to reduce. Whilst the plan focuses on young people who offend, the drivers for such offending and at risk issues can include disability, poverty, gender and ethnicity. The offences themselves may also have an indirect effect on carers and other groups and this is the reason for inclusion above. It is further considered that the interventions, actions and measures identified in the plan will address the core issues leading to a positive impact on the groups above.

As a result of this screening, is an EqIA required?

(If you have answered yes to any of the screening questions or any of the group (above), a full EqIA should be undertaken)



Equality Impact Assessment (EqIA) Screening Template

April 2020

No

Briefly explain your answer:

A full EqIA is not needed at this time as the effects are positive rather than negative or unclear and in addition disproportionate impacts have been taken into account as part of the document –part of the purpose of which is to promote and address these disproportionate effects in the areas of youth offending, looked after children and youth justice and the relevant issues and actions are already included as part of the plan.

An EqIA should be considered at an operational level and should be reviewed regularly.

EqIA Screening Sign off

Officer completing this Screening Template: (Please insert Name) Date: (Please insert Date)

Equality Lead: (Please insert name) Date: (Please insert Date)

Shadow Buckinghamshire Corporate Board sign off (Please insert name) Date: (Please insert Date)

Please continue to the next page to complete a full EqIA.

EqIA – Full Equality Impact Assessment

Step 1: Introduction

Policy or Service to be assessed:

Service and lead officer:

Officers involved in the EqIA:

What are you impact assessing?

- Existing
- New/proposed
- Changing/Update revision

Other, please list:

-
-

Step 2: Scoping – what are you assessing?

What is the title of your service/strategy/policy/project?

What is the aim of your service/strategy/policy/project?



Equality Impact Assessment (EqIA) Screening Template

April 2020

Who does/will it have an impact on? E.g. public, visitors, staff, members, partners?

Will there be an impact on any other functions, services or policies? If so, please provide more detail

Are there any potential barriers to implementing changes to your service/strategy/policy/project?

Step 3: Information gathering – what do you need to know about your customers and making a judgement about impacts

What data do you already have about your service users, or the people your policy or strategy will have an impact on, that is broken down by equality strand?

Age/Disability:

Gender re-assignment:

Race:

Religion or belief:

Sex:

Sexual orientation:

Pregnancy and maternity:

Marriage & Civil Partnership:

Do you need any further information broken down by equality strand to inform this EqIA?

- Yes
- No

If yes, list here with actions to help you gather data for the improvement plan in Step 5

Is there any potential for direct or indirect discrimination?

- Yes
- No

If yes, please provide more detail on how you will monitor/overcome this

Conclusion:



Equality Impact Assessment (EqIA) Screening Template

April 2020

Step 4: Improvement plan – what are you going to change?

Issue	Action	Performance target (what difference will it make)	Lead Officer	Achieved
Please insert txt	Please insert txt	Please insert txt	Please insert txt	Please insert txt
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EqIA approved by:

Date:

Next review date:

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Report to Cabinet

Date:	19 th October 2021
Title:	Bus Service Improvement Plan
Relevant councillor(s):	Councillor Steve Broadbent, Cabinet Member for Transport
Author and/or contact officer:	Suzanne Winkels, Head of Transport Strategy, suzanne.winkels@buckinghamshire.gov.uk ; Andrew Clarke, Head of Public Transport, andrew.clarke@buckinghamshire.gov.uk
Ward(s) affected:	None specific

Recommendations:

1. That Cabinet agrees the draft Bus Service Improvement Plan (BSIP) as set out in Appendix 1, to support long term funding for bus services.
2. That Cabinet approves the submission of the BSIP to the Department for Transport (DfT) and published on the Buckinghamshire Council website by DfT's 31 October 2021 deadline.
3. That Cabinet gives delegated authority to the Director of Transport Services to make minor amendments to the plan, following consultation with the Cabinet Member for Transport, if required for accuracy or updating.
4. That Cabinet notes the Council's agreed commitment to entering into an Enhanced Partnership with bus operators and this needs to be finalised no later than 31 March 2022, and this will be the mechanism for prioritising and delivering measures in the BSIP.

Reason for decision:

- a. Buckinghamshire Council committed to entering into an Enhanced Partnership with bus operators on 30 June 2021. The priorities in the Bus Service Improvement Plan

(BSIP) will be addressed and delivered through the Enhanced Partnership. The Enhanced Partnership is required to be finalised by April 2022 in order to receive future discretionary bus funding from the Government, including future iterations of the Bus Service Operators Grant.

- b. So that the BSIP can be published by the Government's deadline of 31 October 2021.
- c. The BSIP sets out the strategy and priorities for public transport in Buckinghamshire.

This paper describes the development of the BSIP and the engagement processes used to ensure that views from the general public, councillors and bus operators are included in the plan. It also includes the objectives and a summary of key priorities in Appendix A for buses in Buckinghamshire as a result of this consultation process. The BSIP will be a live document, to be updated on an annual basis following publication.

1. Executive Summary

- 1.1 The Government published its new National Bus Strategy, 'Bus Back Better' in March 2021¹. This sets out how the government plans to spend the £3bn they committed to improve bus services outside London prior to the COVID-19 pandemic.
- 1.2 The aims of the National Bus Strategy are to make buses more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper and gives a greater role for the Local Authorities in the planning and provision of services.
- 1.3 The Government is seeking more consistency including integrated services, ticketing, bus priority, high quality information, better frequencies, and service reliability.
- 1.4 The Strategy commits all Local Transport Authorities (LTAs) (except Mayoral Combined Authorities) to the following actions, some of which have already taken place:
 - a) **On 30 June 2021**, the Council committed to establishing Enhanced Partnerships with operators under the Bus Services Act². As of 1 July 2021, only LTAs and operators who meet these requirements can continue to receive the COVID-19 Bus Services Support Grant (CBSSG), or any new sources of funding.
 - b) **By 31 October 2021**, all LTAs should publish a local BSIP, in partnership with operators, which is included in this paper.

¹ 'Bus back better: national bus strategy for England', DfT: <https://www.gov.uk/government/publications/bus-back-better>

² Buckinghamshire Council's Notice of Intent to Prepare an Enhanced Partnership Plan and Schemes: <https://www.buckscc.gov.uk/services/transport-and-roads/buses-and-trains/national-bus-strategy/>

- c) **By 31 March 2022**, have an Enhanced Partnership in place, *or* be following the statutory process to decide whether to implement a franchising scheme. Only services operated under an Enhanced Partnership or franchising scheme will be eligible for new funding streams to follow the Strategy.
 - d) **Annually** update the BSIP thereafter and provide monitoring at an officer level.
- 1.5 The Strategy sets a consistent framework for bus service planning and delivery across England outside London. It recognises the important role that bus services play in local areas but acknowledges that for decades, buses have been overlooked by policymakers and have not benefited from long-term funding commitments like roads and railways. The Strategy recognises the impacts of the COVID-19 pandemic.
- 1.6 The Strategy acknowledges that bus services can be confusing for passengers, split between different companies who do not accept each other's tickets. Traffic congestion has impacted the reliability and attractiveness of services, and public subsidy has fallen. The industry faces new structural challenges which it cannot meet alone. Usage in many areas continues to fall, and services are too infrequent or do not cover rural areas or indeed parts of urban areas.
- 1.7 Details of how the bus market in Buckinghamshire (and England as a whole) has changed in recent years were provided as part of our report for the Cabinet meeting on 29 June 2021.
- 1.8 The Government feels that the current, deregulated funding model is not meeting the needs of passengers, with little incentive for integrated ticketing, or for operators to run services that are not profitable outside of peak hours. Some services which could be run commercially prior to COVID-19 are now struggling to do so without financial support.

2. Main content of report

Background information

- 2.1 The National Bus Strategy identifies two alternative approaches to delivering bus service improvements: Franchising and Enhanced Partnerships. Adopting one of these service models will be a prerequisite for pursuing discretionary funding streams for buses from April 2022 onwards, with an interim stated commitment to pursuing one of these necessary from July 2021 onwards. Both options require resources which would be bid for through the BSIP.
- 2.2 Buckinghamshire Council opted to enter into an Enhanced Partnership with Bus Operators in June 2021. The Franchising option was not considered appropriate in

Buckinghamshire for several reasons, including: the need for additional resource to determine routes and manage (multiple) franchise areas; limited scope for commercial operators to propose additional routes and passengers would see limited benefits under a Franchised model.

2.3 An Enhanced Partnership is a statutory arrangement under the 2017 Bus Services Act which can specify, for example, bus priority, timetables and multi-operator ticketing, . This is a more formal extension of the joint working that has existed in Buckinghamshire for a number of years, which led to a number of successful initiatives including introduction of the High Wycombe ‘SMARTzone’ multi-operator ticketing scheme and coordinated timetables on two bus corridors via Bus Qualifying Agreements.

2.4 Each LTA is required to produce a **Bus Service Improvement Plan (BSIP)**. The Government has recently published detailed guidance on preparing BSIPs, as well as an update existing guidance on Enhanced Partnerships (see Background Papers). The BSIP represents the Bus Strategy for Buckinghamshire and is required by DfT to include:

- The whole of the LTA’s entire bus service network
- Objectives aligned to the National Bus Strategy
- Set out how we will achieve the objectives in the Strategy
- Be updated annually and reflected in the authority’s Local Transport Plan
- Be a tool for influencing the share of the £3bn of transformation funding each LTA receives
- Set targets for journey times and reliability improvements
- Identify where bus priority measures are needed
- Set out pressures on the road network, air quality issues and carbon reduction targets which improved bus services could address
- Set targets for passenger growth and customer satisfaction
- Set out plans and costs for fares, ticketing and modal integration
- Over time LTAs will be expected to work across transport modes towards enabling a multi-modal ticketing scheme
- Consider the impact of bus stops and shelters on passenger safety, security and accessibility
- Consider the needs of schools, health, social care, employment and other services

- Committing to a Bus Passenger Charter that sets out what passengers can expect from bus operators delivering local bus services across their area.
- 2.5 The BSIP must recognise the importance of bus priority measures, especially in more congested areas. To benefit from new funding, LTAs will be expected to implement ambitious bus priority schemes and draw up ambitious BSIPs. Statutory traffic management guidance will be updated to make promoting bus reliability an integral part of highway authorities' Network Management Duty.
- 2.6 However, it should be recognised that the guidance of BSIP is focused on more densely populated urban areas.
- 2.7 The Government is committed to fundamentally reforming the main funding stream for bus services. The current Bus Service Operators Grant (BSOG) is a fossil fuel subsidy. The new funding regime will take a holistic approach targeted at the delivery of the policies in the Strategy as well as increasing patronage, and efficiency, improving the environment and securing modal shift from the private car.
- 2.8 Note that dedicated school-only services are not in scope for Enhanced Partnerships or BSIPs, as these do not operate as public bus services.

BSIP Development

- 2.9 The Buckinghamshire BSIP has been developed in line with and follows the structure set out in DfT guidance (see Background Papers). The BSIP development has been significantly constrained by the timescales set out by Government. Despite this, the BSIP has been developed in partnership with bus operators, consultation with the public, internal teams and guided by a specially established Member Task and Finish Group, as outlined below.
- 2.10 To support the development of the BSIP Buckinghamshire Council appointed specialist consultants TAS Partnership.
- 2.11 Please note that there are some outstanding items in the BSIP draft which require further negotiation with bus operators:
 - Agreement on priorities
 - Headline targets for service reliability
 - Headline targets for passenger numbers
 - Key Performance Indicators (based on the above) for reporting against in later 6-monthly progress reports to government, and future editions of the BSIP (see 'Corporate Implications', below)

Bus Operator Engagement

- 2.12 Bus operators are our partners and we need to have their support for the measures being proposed as they will be jointly responsible for the delivery of the BSIP through the Enhanced Partnership. We have met individually with every bus operator in Buckinghamshire to identify their challenges, opportunities and priorities to improve the future of bus services in Buckinghamshire.
- 2.13 Buckinghamshire has a strong network of urban and inter-urban bus services that are operated by a range of large and smaller bus operators including:
- Arriva
 - Carousel
 - First Bus
 - Langston & Tasker
 - Red Group (Red Eagle, Redline, Red Rose)
 - Stagecoach East
 - Star Travel
 - Thames Valley
 - Transport for London (TfL)
 - Z & S Travel

Task and Finish group

- 2.14 A Task and Finish group has been established that is chaired by the Cabinet Member for Transport and is comprised of elected Members representing the broad geographical area of the county. They have helped monitor progress of the development of the BSIP and identified member priorities for improving bus services in Buckinghamshire. A total of five meetings have taken place as follows:
- 27 July - interactive workshop to establish Councillors' priorities
 - 24 August - recap of priorities and how these aligned to operator priorities.
 - 6 September - presentations from bus operators, to establish and discuss their priorities in relation to those from the general public and Councillors.
 - 22 September – Brief update on drafting progress and discussions with bus operators
 - 29 September – Final review of the BSIP draft document prior to Cabinet

Public survey

- 2.15 One of the DfT's requirements for the BSIP is to include priorities from members of the public as part of the overall scheme prioritisation process. To address this, we

published a survey through “your Voice” between August and 3 September 2021³ aimed at all members of the public, including bus users. This was advertised online and at key bus stops, as well as communicated through Buckinghamshire’s Community Board network.

- 2.16 Questions in the survey were structured around the government’s priorities as set out in the National Bus Strategy, while also allowing respondents to identify their own specific needs.
- 2.17 We received over 1800 responses to the survey, which have helped to inform the prioritisation of measures taken forward in the BSIP. A summary table showing how public opinion aligns with policy, Councillors and bus operators is included in the BSIP document. Further in-depth analysis of long-form written responses will contribute to development of the Enhanced Partnership agreement with bus operators later this year. This will help inform and prioritise specific measures to improve the bus user experience.

Community Board / Parish Engagement

- 2.18 We have encouraged Community Boards and town and parish councils and the High Wycombe Town Committee to respond to the public survey to ensure their local concerns and priorities are taken into consideration in the BSIP. Due to the timing of the BSIP deadlines and having to undertake consultation over the summer, we have not been able to schedule any discussions at local Community Board meetings. Instead, through the localities team, we advised that we are happy to take feedback from Community Boards to ensure that their concerns are included if they wish to add anything over and above the survey. A number of responses have already been received in this regard.

BSIP Objectives and Priorities

- 2.19 The key objectives of the BSIP are outlined below and encompass the priorities identified through consultation and engagement. Please note that these are draft and have yet to be agreed with bus operators or the Task and Finish Group.

A. **Putting transport users first:** Ensure that transport users are at the heart of the BSIP to raise their confidence in using the service. This would be achieved through enhancing safety and security for all transport users by: ensuring high

³ Bus Strategy and Service Improvement Survey: <https://yourvoicebucks.citizenspace.com/integrated-transport/busstrategy2021/>

levels of cleanliness and improved lighting at bus stops ; improving accessibility; additional driver training to focus on the needs of more vulnerable users; and user feedback surveys to ensure their views are being addressed.

- B. **Improve reliability of bus services:** Provide a transport network that is reliable, has advantage over cars, is free flowing and always operating efficiently. This would be achieved through bus priority measures, Priority Public Transport Corridors, and agreed service levels and reliability targets with operators.
 - C. **Make bus services easier and more attractive to use:** Ensure that public transport services are easy to use, have easily accessible information sources for timetables, and easy-to-understand, competitive fares and ticketing. This will be achieved through keeping fares attractive to passengers, and support travel between different destinations across multiple operators and other public transport modes. We would also ensure that concessionary fares for students, young persons, disabled passengers and older travellers are attractive and easy to access.
 - D. **Support our climate change strategy and decarbonisation:** One bus can replace the need for several car journeys and help to support the environment by reducing the number of vehicles on the road. The BSIP will support decarbonisation through encouraging bus use, and improve upon existing bus emissions levels through higher standards for buses.
 - E. **Encourage network and patronage growth:** To increase network coverage and increase patronage. This supports wider objectives to provide better connectivity across the County and beyond and provide mobility for all. The first step will be to restore confidence in public transport and return to pre-COVID occupancy levels.
- 2.20 These have been agreed with operators and are being translated into priorities and targets to be included in the BSIP. A meeting with operators to agree these took place on 21st September 2021.
- 2.21 To achieve these objectives, we are developing a number of measures which are outlined in Appendix A. These will be agreed with operators, with further detail on each improvement area to be included in the BSIP.
- 2.22 In lower-density, rural areas, less well-served by conventional buses, the Government will support new forms of provision, such as demand responsive transport (DRT) in smaller vehicles. Buckinghamshire has recently been awarded a grant from the DfT Rural Mobility Fund (see Background Papers) to deliver two DRT schemes in Aylesbury and High Wycombe, which, if successful would be used to pave the way for the wider roll-out of similar schemes. The role of volunteer run community transport as part of addressing connectivity in rural areas, which have already been successful in Winslow and Princes Risborough, will be considered.

Remaining timetable for delivery

- 2.23 **By the end of October 2021**, each LTA should finalise and publish their BSIPs.
- 2.24 **From April 2022**, LTAs will need to have an Enhanced Partnership in place or be following the statutory process to decide whether to implement a franchising scheme.
- 2.25 **Annually**, LTAs will need to update and publish new versions of their BSIPs. It is assumed that this will be one year after the first BSIP, i.e. October 2022 onwards. Other monitoring requirements are unclear at this stage. It will also provide us with the opportunity to re-visit the BSIP if required.

3. Other options considered

- 3.1 The other options available to Buckinghamshire were either to either adopt a full Franchise service model, or to not pursue Enhanced Partnerships. These alternatives were dismissed at the Cabinet meeting on 29 June 2021. This was due to the lack of flexibility of the Franchising model, and the requirement for Enhanced Partnerships to enable Buckinghamshire Council to pursue any future discretionary bus funding, respectively. As we are now committed to pursuing an Enhanced Partnership, a BSIP is required to be published by 31 October 2021 to set out the objectives and priorities of this partnership for both LTAs and bus operators.

4. Legal and Financial Implications

- 4.1 In February 2021 the Government announced long-term funding of £3bn for buses in England outside London, which will be invested in new and increased services (including support to the bus sector to recover from the pandemic). The BSIP is the means by which we bid for part of this funding to improve bus services in Buckinghamshire.
- 4.2 £450m of the proposed £3bn funding to improve bus services in England is expected to be made available later this year, with the remainder being distributed at the next Spending Review in late 2021. DfT also clarified later on in the BSIP development process a requirement to provide cost estimates for any proposed schemes as part of the BSIP (initial guidance received in August 2021). We have engaged the support of Jacobs consultants to develop these estimates, which will be used as part of the DfT's funding formula for distributing funding. However, details of this formula were not provided during the BSIP drafting period.

- 4.3 Any cost implications for bus operators are being developed by the operators themselves. At the time this report was submitted, this information was being generated.
- 4.4 Our estimates and those provided by operators will be used in the development of the DfT's formula for distributing funding, no details of this are available at present. No additional council funding is envisioned to be required at this stage.
- 4.5 DfT have provided us (and other LTAs) with £100k funding to cover delivery of the BSIP. This has been used to cover consultancy costs with TAS Partnership, who have been assisting with bus operator engagement and the BSIP drafting process since July 2021, Jacobs for scheme cost estimates, and providing additional resource in the Passenger Transport Team.
- 4.6 There are no legal implications associated with developing the BSIP. However, the Enhanced Partnership which will be developed from it is a legally binding agreement that is separate from the BSIP. The specifications of the Enhanced Partnership do not need to be finalised prior to publication of the BSIP.
- 4.7 It is likely that additional staff resource will be needed to manage the ongoing demands of the partnership arrangement and monitoring processes, as well as producing future editions of the BSIP. We currently anticipate that one Range 8 role should be implemented for a period of 5 years to cover these requirements. This will be included in the bid so that there are no additional costs to the Council.

5. Corporate implications

- 5.1 The Strategy puts forward an ambitious timetable which places the onus on LTAs to deliver. Once the BSIP is published, critical work will need to commence as a priority in order to meet these challenging timescales. This is especially challenging as Buckinghamshire Council's Passenger Transport Team has very limited capacity.
- 5.2 Many of Buckinghamshire's bus services provide connectivity to areas outside of the Council area such as: Milton Keynes, Slough, Oxfordshire, Central Bedfordshire, West Northamptonshire, and Hertfordshire. Bus operators will also be entering into partnerships with these other Local Authorities.
- 5.3 Although the DfT has issued guidance on developing BSIPs, this was provided relatively late in the process, exacerbating the time pressure placed on producing this plan in a short timescale.
- 5.4 The Strategy also makes clear that Councils need to develop their BSIPs in close partnership with operators and engage openly with the general public on their

priorities for bus service improvements. These points have been addressed through discussions with operators, and the publication of the online survey respectively.

- 5.5 The Buckinghamshire LTA will need to report against key performance indicators (KPIs) outlined in the BSIP. As mentioned above, the specifications for these were still being negotiated at the time of writing this report. This is to take place on a 6-monthly basis following publication of the BSIP. The first of these reports will necessarily be scheduled for May 2022, to cover progress up to the end of April 2022. Further reporting would then take place as part of future editions of the BSIP.

6. Local councillors & community boards consultation & views

- 6.1 The consultation and engagement with local members and community boards is outlined above.
- 6.2 A Task and Finish group was established, chaired by the Cabinet Member for Transport and is comprised of elected Members representing the broad geographical area of the county.
- 6.3 A report was presented to the Communities Leadership Team in June 2021 and we have encouraged Community Boards and town and parish councils and the High Wycombe Town Committee to respond to the public survey to ensure their local concerns and priorities are taken into consideration in the BSIP.
- 6.4 Due to the timing of the BSIP deadlines and having to undertake consultation over the summer, we have not been able to schedule any discussions at local Community Board meetings. Instead, through the localities team, advised that we are happy to take feedback from Community Boards to ensure that their concerns are included if they wish to add anything over and above the survey.

7. Communication, engagement & further consultation

- 7.1 We have developed the BSIP based on the priorities identified through engagement as outlined earlier in this document that has included:
- Bus operators
 - Public Survey
 - Community Boards and Town and Parish Councils and High Wycombe Town Committee.
 - Task and Finish Group of elected members that represent a wide geographic and demographic spread across the County.

7.2 The BSIP will offer a basis for further communication and engagement with the general public and community boards. After October 2021, this will be a working document, forming the basis for future engagement on bus priorities for Buckinghamshire as a whole. It is expected that feedback from the public will enable later versions of the BSIP to improve with local insights, from both the public and bus operators.

8. Next steps and review

- 8.1 Feedback from CMT and the Councillor BSIP Task and Finish Group have been incorporated into the final BSIP document.
- 8.2 Approval of the final BSIP is being sought by Cabinet to enable publication of the BSIP by **31 October 2021** in line with Government deadlines.
- 8.3 The formal Enhanced Partnership Agreement between the Council and bus operators will also need Cabinet approval by **31 March 2022**.
- 8.4 A report on progress against BSIP KPIs will then be published, covering the first 6 months of the BSIP – this would take place in **May 2022**
- 8.5 The BSIP is then a live document which would be updated annually.

9. Background papers

- 9.1 Bus Back Better: national bus strategy for England:
<https://www.gov.uk/government/publications/bus-back-better>
- 9.2 National bus strategy: bus service improvement plans – guidance to local authorities and bus operators: <https://www.gov.uk/government/publications/bus-service-improvement-plan>
- 9.3 The Bus Services Act 2017: Enhanced Partnerships:
<https://www.gov.uk/government/publications/bus-services-act-2017-enhanced-partnership-creation>
- 9.4 DfT Rural Mobility Fund website:
<https://www.gov.uk/government/publications/rural-mobility-fund>
- 9.5 Note that several other policy papers have influenced the development of the BSIP. Further references can be found in the BSIP document appended with this report.

10. Your questions and views

- 10.1 If you have any questions about the Bus Back Better Strategy, Enhanced Partnerships, or Bus Service Improvement Plans, please get in touch with the Transport Strategy team (transportstrategy@buckinghamshire.gov.uk), Head of Transport Strategy; Suzanne Winkels (suzanne.winkels@buckinghamshire.gov.uk); Andrew.Clarke@buckinghamshire.gov.uk; or Rupert Zierler (Rupert.zierler@buckinghamshire.gov.uk)

Appendix A Summary of Bus Service Improvement Plan Key Measures (section 6 of BSIP, as required by DfT)

Category	Sub-category	Does this BSIP detail related policies? Yes/No	Explanation
More frequent and reliable services	Review service frequency	Yes	<ul style="list-style-type: none"> • Current service levels and Timetables are near pre-COVID service levels but not bus patronage – this needs to be taken into account • Urban network – minimum 15-minute service on key corridors during daytime and 30-minute evening frequency • Links to new housing developments • More demand-responsive evening services.
	Increase bus priority measures	Yes	<p>Priority Public Transport Corridors</p> <ul style="list-style-type: none"> • Aylesbury, A41 • High Wycombe, A40 • A4, A355 and A404 corridors. <p>Town centre improvements:</p> <ul style="list-style-type: none"> • Aylesbury gyratory • High Wycombe Town Centre • Frogmoor (near High Wycombe) <p>Bus Priority at junctions</p> <ul style="list-style-type: none"> • High Wycombe railway station • Wycombe bus station exit • Exiting Wycombe coachway onto Handy Cross roundabout • Right turn from Marlow Hill into Coachway • Marlow Hill gyratory • A404 / Whielden Lane • Maxwell Road / A355
	Increase demand	Yes	<ul style="list-style-type: none"> • Successful Rural Mobility Fund (RMF) bids – two DRT schemes to start this year – maximise use and promote as an alternative for evening services



Category	Sub-category	Does this BSIP detail related policies? Yes/No	Explanation
	responsive services		<ul style="list-style-type: none"> Abbey Barn Park and Penn Wood developments trial – section 106 funded
	Consideration of bus rapid transport networks	No	<ul style="list-style-type: none"> Will not be considered at the present time. This may be possible later with larger new housing developments and funding availability
Improvements to planning / integration with other modes	Integrate services with other transport modes	Yes	<ul style="list-style-type: none"> Improved links to key rail stations, including East West Rail in future Co-locating bus stops and major bus stations with cycle parking and e-scooter pick-up points Better links to Heathrow & Luton Airports Better connections with Stagecoach X5 at Buckingham
	Simplify services	Yes	<ul style="list-style-type: none"> Reduce head-to-head competition and co-ordinate service provision Branding – identifying with specific routes Route map branding, i.e. similar to TfL-style bus stop maps All services through the same location to serve the same bus stop Investigate implementation of express buses Better coordination on Aylesbury-Tring corridor
	Review socially necessary services	Yes	<ul style="list-style-type: none"> Replace some subsidised services with DRT Maintain our socially-necessary subsidised service network Work with partners to develop alternative community-led bus schemes Increase evening and Sunday provision Where possible use school contract resources to help improve service frequency
	Invest in Superbus	Yes	<ul style="list-style-type: none"> Investigate pathways to a core interurban network, to eventually have minimum frequency, vehicle, branding and infrastructure standards Suggest parallel interurban express bus- and local bus provision, i.e. same

Category	Sub-category	Does this BSIP detail related policies? Yes/No	Explanation
	networks		<p>end destinations but different intermediate stops</p> <ul style="list-style-type: none"> • Aim for journey times to be more competitive with cars.
Improvements to fares and ticketing	Lower fares	Yes	<ul style="list-style-type: none"> • Extended Youth Discount Scheme • Alignment of Youth Discount Scheme with improved 16-21 ticketing offer from operators, potentially to follow Carousel's flat fare model • Coordination with Bucks New University • Jobseekers allowance discount scheme • Re-establish Heathrow Airport workers discount scheme
	Simplify fares	Yes	<ul style="list-style-type: none"> • Ensure common ticket types and technology across operators, potentially tap-on-tap-off multi-operator fare capping • Ensure alignment of ticket types, e.g. single, return, day, weekly etc. • Introduce carnet products • Discuss tighter ticketing integration with rail operators • Ensure all operators can read QR codes and accept payment by contactless bank card
	Integrate ticketing between operators and transport	Yes	<ul style="list-style-type: none"> • Use of Intalink Explorer as a county-wide day ticket • Extended High Wycombe SMARTzone with outer zone to minimum cover 1/1A route • Create new Aylesbury SMARTzone, with inner and outer zones. • Joint ticket zone in Slough & Maidenhead area in conjunction with Slough & RBWM Councils. • Expand upon Plus Rail ticket concept.



Category	Sub-category	Does this BSIP detail related policies? Yes/No	Explanation
Higher-specification buses	Invest in improved bus specifications	Yes	<ul style="list-style-type: none"> • Introduce maximum vehicle age • Next-stop audiovisual systems (i.e. similar to TfL iBus system), where not already available • On-board USB / wireless charging
	Invest in accessible and inclusive bus services	Yes	<ul style="list-style-type: none"> • Improve well-used bus stops, e.g. add hardstanding to allow step-free access where not already available • New guidelines for housing developments to include bus stops in an earlier stage of design • Review bus access and infrastructure in commercial areas, e.g. Cressex Business Park, Stokenchurch Business Park
	Protect personal safety of bus passengers	Yes	<ul style="list-style-type: none"> • CCTV on all buses • CCTV and lighting at key bus stops • Improve lighting • Improve cleanliness • Bus stops located in locations which are overlooked • Minimum customer service training for drivers • Encourage diverse range of bus drivers • Increased consideration of needs of vulnerable groups
	Improve buses for tourists	Yes	<ul style="list-style-type: none"> • New and improved links to local tourist attractions • Bus map to list destinations • Discounted entry for bus users • Integration with existing Waddesdon shuttle bus • Improved access to other attractions such as Hughenden Manor, Stowe, Silverstone, Pinewood Studios
			Yes



Category	Sub-category	Does this BSIP detail related policies? Yes/No	Explanation
	Invest in decarbonisation		<p>infrequent rural services.</p> <ul style="list-style-type: none"> • Increase bus patronage as a proportion of all trips • Move toward zero-emission buses once technology is more capable of handling local steep terrain • Support Community Transport services investing in EVs (e.g. through developer funding)
Improvements to passenger engagement	Passenger charter	Yes	<ul style="list-style-type: none"> • Set up a passenger charter with KPIs for key areas of operation and vehicle and infrastructure standards. • Set up and hold regular public forums
	Strengthen network identity	Yes	<ul style="list-style-type: none"> • Refresh route branding on urban and interurban networks • Sensible branding for cross-boundary services with other LTAs
	Improve bus information	Yes	<ul style="list-style-type: none"> • Operators to provide each other's information, • Buckinghamshire Council-published maps • Building on NextBus app – joint app which shows all available bus services, not just operator's own • RTPI systems – additional coverage • Kindle-style e-paper systems for providing updates on services (to replace posters)
Other	Other	Yes	<ul style="list-style-type: none"> • Fixed service change dates in timetable, i.e. summer, winter, term-time, holiday changes • Work with large employers in Buckinghamshire through Buckinghamshire Local Enterprise Partnership (BLEP) to ensure that modal shift of employees and / or customers / visitors can be maximised



[DRAFT] Buckinghamshire Council Bus Service Improvement Plan

Author: Suzanne Winkels, Andrew Clarke, Rupert Zierler

Date: **[CABINET DRAFT 7 OCTOBER 2021]**

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1. Overview

This Bus Service Improvement Plan (BSIP) covers the Buckinghamshire Local Transport Authority (LTA) area. It has been developed in partnership with operators and sets out the vision, objectives and measures to improve local bus services in Buckinghamshire.

Buckinghamshire has a network of urban and inter-urban bus services that provide vital connectivity and accessibility. These are provided by a number of bus operators with two main bus operators covering 75% of the passenger network and the rest complemented by smaller operators and interurban routes. These include:

- Arriva
- Carousel
- First Berkshire
- Langston & Tasker
- Red Group (Red Eagle, Redline, Red Rose)
- Stagecoach East
- Star Travel
- Thames Valley
- Transport for London (TfL)
- Z & S Travel

In rural areas the network is also supplemented by community-led transport and operators by:

- Risborough Area Community Bus
- Winslow and District Community Bus

In March 2021 the Government published 'Bus Back Better'¹, which is the first national bus strategy for England. The strategy sets out that by the end of June 2021 that local Authorities commit to entering into Enhanced Partnerships with local bus operators and produce a Bus Service Improvement Plan by 31st October.

Buckinghamshire Council has made a commitment to enter into an Enhanced Partnership with local bus operators and this partnership will be the means to delivering bus service improvements in Buckinghamshire. The existing relationship between the Council and operators is positive and has led to innovation and service improvements, such as the High Wycombe multi-operator ticket zone.

¹ Bus back better, DfT: <https://www.gov.uk/government/publications/bus-back-better>

1.1. BSIP Vision and Objectives

This BSIP focuses on improving bus services in Buckinghamshire. The vision is to:

Establish buses as a key travel mode of travel in Buckinghamshire providing connectivity and accessibility to all with safe, reliable, and regular services.

Our focus is on bus users; improving the user experience; making services more desirable through safety and security; and building on the County's legacy as the home of the Paralympics to be accessible to all.

This vision will be supported through the delivery of measures to achieve key objectives which are aligned to achieving Buckinghamshire Corporate and Local Transport Plan 4 Objectives and the Government's National Bus Strategy priorities. The relationship between the objectives is shown in figure 1 below.

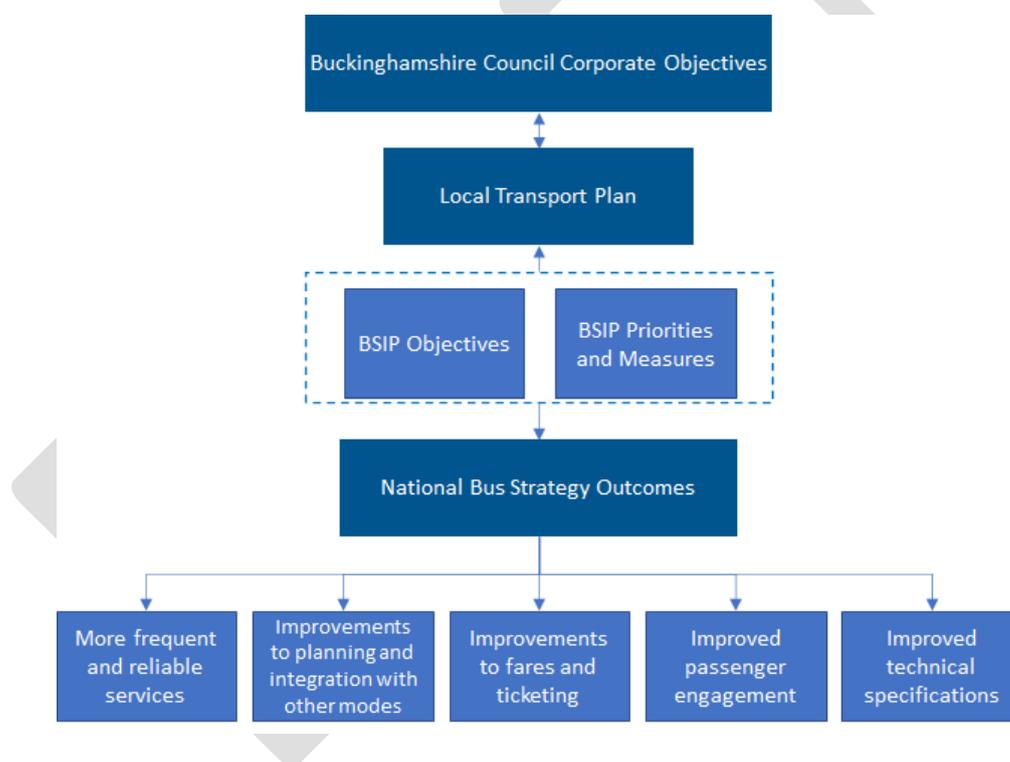


Figure 1 - Alignment of BSIP objectives in achieving local and national priorities.

The objectives are summarised as follows:

- A. Putting transport users first
- B. Improve reliability of bus services
- C. Make bus services easier and more attractive to use
- D. Support our climate change strategy and decarbonisation
- E. Encourage network and patronage growth

To achieve these, the BSIP focuses on the following priorities as outlined in the Government priorities and the relationship between the Objectives and Government Priorities is shown in Table 1, below:

Table 1 - Government BSIP priorities

DfT objectives	Buckinghamshire objectives	Improvement measures
More frequent and reliable services	(E) Encourage network and patronage growth (B) Improve reliability of bus services	Review service frequency
		Increase bus priority measures
		Deliver demand responsive services
		Long Term - Consideration of bus rapid transport networks
Improvements to planning / integration with other modes	(E) Encourage network and patronage growth (C) Make bus services easier and more attractive to use	Integrate services with other transport modes
		Better Integration between operators and reduce competition to increase service frequencies
		Simplify services
		Review socially necessary services
		Invest in Superbus networks
Improvements to fares and ticketing	(C) Make bus services easier and more attractive to use (A) Putting transport users first	Integrate ticketing between operators
		Fare parity between operators
		Create an Aylesbury Fare Zone
		Simplify fares
Higher-specification buses	(B) Improve reliability of bus services (A) Putting transport users first (D) Support our climate change strategy and decarbonisation	Invest in improved bus specifications
		Invest in accessible and inclusive bus services
		Protect personal safety of bus passengers
		Improve user on-board experience
		Invest in bus improvements to support climate change and decarbonisation
Improvements to passenger engagement	(C) Make bus services easier and more attractive to use (A) Putting transport users first	Passenger charter
		Strengthen network identity
		Improve bus information so that it is accessible by a number of means both physically and electronically.

The aims of this BSIP and all future versions will be reviewed annually. An update on performance against the objectives, targets and Key Performance Indicators (KPIs) outlined in sections 3 and 5 this document will be published every six months. More details on reporting are provided in section 5.

1.2. Area covered by this Plan

The Buckinghamshire LTA area is shown in **Error! Reference source not found.**. This highlights routes operated by bus operators consulted during the creation of this BSIP. This area is the same as the Buckinghamshire Council unitary authority boundary.

Buckinghamshire is a largely rural county with a network of market towns which is reflected in the bus network which is made up of urban and inter-urban bus services that provide vital connectivity and accessibility to employment areas within Buckinghamshire and cities and key areas outside of Buckinghamshire. Routes are provided by several different bus operators. Two main bus operators (Arriva and Carousel) cover 75% of the passenger network, with the rest covered by a large variety of other public operators.

Figure 2 shows the towns in Buckinghamshire and the two key urban areas within Buckinghamshire are Aylesbury and High Wycombe. These account for around 40% of the population² which also account for the largest concentration of bus services.

² Based on Office for National Statistics mid-year population estimates, 2019:
<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland>

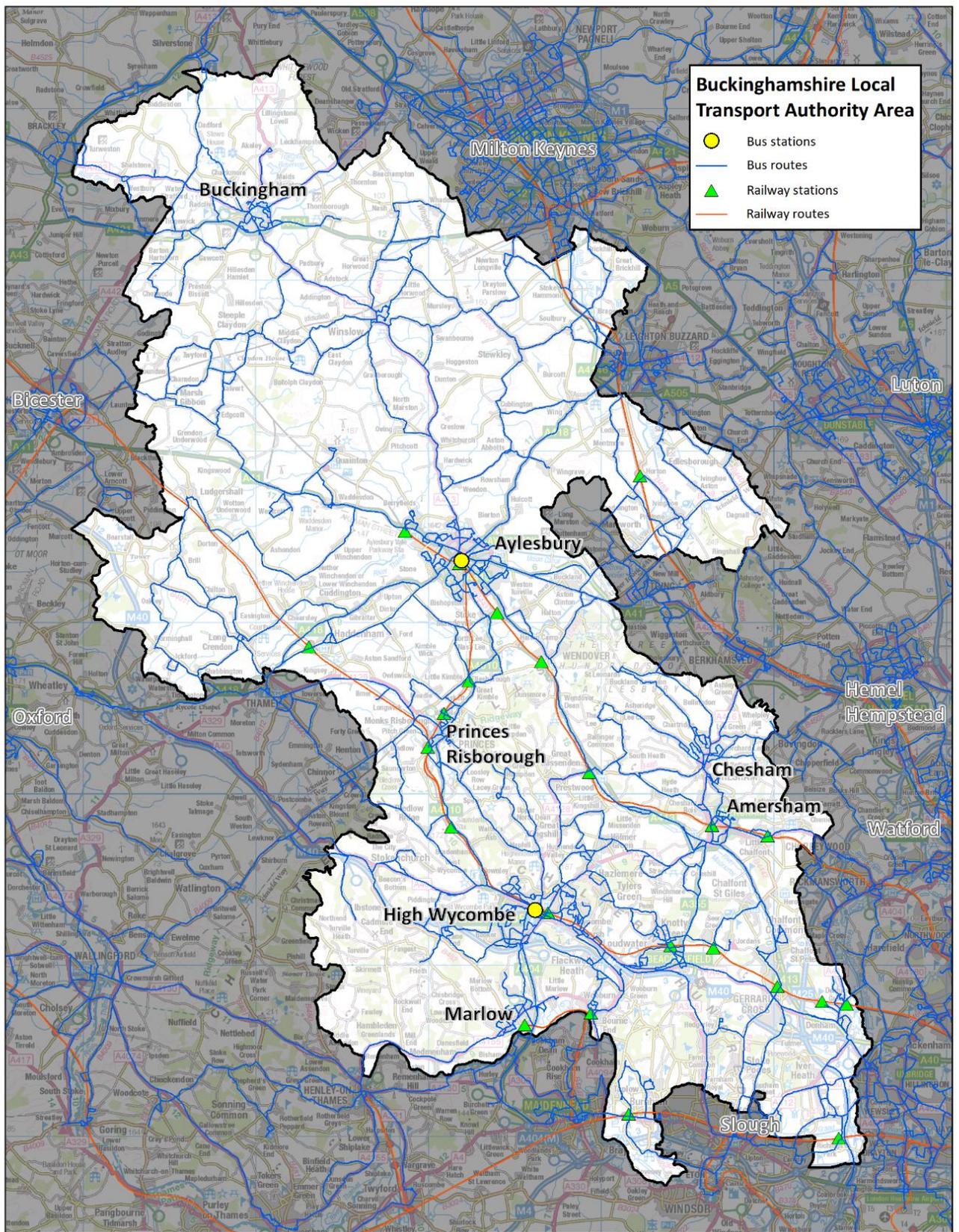


Figure 2 - Buckinghamshire LTA map, showing bus routes and key towns.

1.3. National policy context

The Buckinghamshire Bus Service Improvement Plan is developed to be aligned with and support achieving local and national policy, as outlined below.

1.3.1. National Bus Strategy

The Government published 'Bus Back Better' in March 2021. This sets out plans for spending priorities for £3bn committed to improve bus services outside London.

Bus use has dropped significantly during the pandemic and is currently around 70% of pre-COVID levels nationally³. While ridership is slowly recovering, it is unlikely that the bus market both in Buckinghamshire and nationally will recover to its former position without increased financial support, and a package of measures designed to encourage greater bus use. The National Bus Strategy aims to address a similar set of circumstances across England.

The Strategy sets a consistent framework for bus service planning and delivery across England outside London. It recognises the important role that bus services play in local areas but acknowledges that for decades, buses have been overlooked by policymakers and have not benefited from long-term funding commitments like roads and railways.

The Strategy acknowledges that bus services can be confusing for passengers. Unlike some local LTA areas, services are split between several different companies who do not accept each other's tickets. Traffic congestion has impacted the reliability and attractiveness of services, and public subsidy has fallen. The industry faces new structural challenges which it cannot meet alone. It also recognises that usage in many areas continues to fall, and services are too infrequent or do not cover rural areas or indeed parts of urban areas.

³ Based on DfT COVID-19 transport use statistics, 15 September 2021 update:
<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

1.3.2. DfT Transport Decarbonisation Plan

The Government published 'Decarbonising transport: a better, greener Britain'⁴ in July 2021. This plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.

The plan highlights that 3% of 2019 domestic Greenhouse Gas emissions was emitted from buses and coaches (3.1 MtCO₂e emissions in 2019). In conjunction with other transport modes, the plan highlights key proposals for decarbonisation of buses. These include the roll-out of zero emission buses and coaches to be delivered through the National Bus Strategy, the first all-electric town or city, and consultation on a phase-out date for the sale of new non-zero emission buses.

The BSIP recognises the important role in achieving decarbonisation and includes measures to improve quality of buses in Buckinghamshire and in future work with operators to identify routes that could be operated by electric buses.

1.3.3. Equality Act and inclusive transport

National legislation is starting to address the requirements of inclusive travel. The Equality Act⁵ sets the basic framework of protection against direct and indirect discrimination, harassment and victimisation on transport services. The publication of the Inclusive Transport Strategy⁶ by the DfT in July 2018 also addresses requirements for providing inclusive travel services. We have expanded this beyond just the rights of disabled passengers on transport (as defined by DfT), which we already take into account when considering improvement measures, but also those users who have a heightened sense of safety and security and feel more vulnerable.

⁴ DfT Transport Decarbonisation Plan: <https://www.gov.uk/government/publications/transport-decarbonisation-plan>

⁵ Equality Act 2010: <https://www.gov.uk/guidance/equality-act-2010-guidance>

⁶ DfT Inclusive Transport Strategy: <https://www.gov.uk/government/publications/inclusive-transport-strategy>

1.3.4. Accessibility Action Plan

In 2017, the DfT consulted on an **Accessibility Action Plan**⁷, designed to ensure that disabled people could use all types of transport. The outputs of the consultation were later included in the Inclusive Transport Strategy. The draft action plan called for:

- Greater consistency in the way transport services and facilities are delivered
- Ensuring that accessibility features currently required by regulations are consistently monitored and compliance is enforced
- Reviewing and monitoring access to parking to improve disabled access to parking
- Improving the amount, reliability and available information on passenger facilities, particularly accessible toilets, at stations and on trains
- Highlighting the need for better awareness training for transport staff of the requirements of people with visible and hidden disabilities or impairments, and promoting best practice disability training guidance
- Identifying and taking steps to address the challenges facing people with disabilities when seeking spontaneous travel and that it is important that disabled people are able to travel as freely and easily as everyone else.

1.3.5. Inclusive Transport Strategy – July 2018

Following the consultation on the Accessibility Action Plan, in July 2018 the DfT published their '**Inclusive Transport Strategy**'⁸, outlining their strategy for creating an inclusive transport system for disabled travelers. The key themes of the Inclusive Transport Strategy were guidance relating to promotion of passenger rights and enforcement, better staff training, improved information, and inclusive physical infrastructure. The strategy highlights the need not only to think about how to make infrastructure inclusive, but also how to make information provision inclusive and easier to understand. This is important in Buckinghamshire as the birthplace of the Paralympics and ensured that all buses are accessible, have improved information at bus stops, and ensured that new street designs and new developments are built for inclusivity.

⁷ DfT Accessibility Action Plan consultation: <https://www.gov.uk/government/consultations/draft-transport-accessibility-action-plan#history>

⁸ DfT Inclusive Transport Strategy: <https://www.gov.uk/government/publications/inclusive-transport-strategy>

1.4. Alignment with local transport plans and strategies

The objectives and priorities for this BSIP have been developed to support Buckinghamshire Council's existing policy and objectives.

1.4.1. Buckinghamshire Council Corporate Plan

The Buckinghamshire Council Corporate Plan⁹ has three main aims:

- Strengthening our Communities
- Protecting the Vulnerable
- Improving our Environment

The BSIP helps to support the delivery of all of these objectives by providing a safe and secure form of access to key destinations, providing alternatives to private car use, to access: services, employment opportunities, shopping, leisure, interchange, medical and support services. Buses are also much more environmentally friendly in terms of carbon emissions; one bus can carry as many people as 50 cars, whilst emitting only a fraction of the greenhouse gases emitted by that many private vehicles.

1.4.2. Local Plans

Buckinghamshire Council are in the process of developing a Local Plan for the whole unitary authority area. There are currently two adopted local plans:

- Vale of Aylesbury Local Plan (VALP)¹⁰
- Wycombe Local Plan¹¹

⁹ Buckinghamshire Council Corporate Plan: <https://www.buckinghamshire.gov.uk/your-council/corporate-plans-and-priorities/corporate-plan/corporate-plan-2020-2023/>

¹⁰ Vale of Aylesbury Local Plan: <https://www.aylesburyvaledc.gov.uk/section/vale-aylesbury-local-plan-valp-2013-2033>

¹¹ Wycombe Local Plan website: <https://www.wycombe.gov.uk/pages/Planning-and-building-control/Planning-policy/Wycombe-Development-Plan.aspx>

VALP and the Wycombe Local Plan each set out how each area will accommodate national housing growth demand and encourage further investment and employment. This includes ensuring new developments have the appropriate bus infrastructure and connections to services and key locations, minimising their impacts on the transport network. The passenger transport team's work with developers to ensure that they secure new and extend bus services so that every new development is connected by a bus service.

1.4.3. Buckinghamshire Local Transport Plan 4 (LTP4)

Buckinghamshire Council's Local Transport Plan 4¹² includes policies on passenger transport which support and are supported by the BSIP. Key objectives that link to the BSIP include:

- Policy 2: Travelling in Buckinghamshire and beyond: improving our connectivity
- Policy 6: Airports: Better links and mitigation
- Policy 7: Reliable road travel: providing people and businesses the certainty of journey times they need.
- Policy 10: Improving our environment
- Policy 16: Total Transport: the bus network Buckinghamshire needs

1.4.4. Area Transport Strategies

Buckinghamshire Council has adopted transport strategies for Aylesbury¹³ and Buckingham¹⁴, and will soon be consulting on a strategy for High Wycombe. These all include measures for bus improvements.

Aylesbury Transport Strategy

This sets out the improvements needed to support proposed growth in the town between 2016 and 2033. A wide range of measures to improve bus network, including:

- Improve the local bus network, including links to new housing developments
- Implement bus priority measures as part of Primary Passenger Transport Corridors (PPTCs) along key routes leading into/out of Aylesbury

¹² Local Transport Plan 4, Buckinghamshire County Council, 2016:

<https://www.buckscc.gov.uk/services/council-and-democracy/our-plans/local-transport-plan-4/>

¹³ Aylesbury Transport Strategy (2017): <https://www.buckscc.gov.uk/services/council-and-democracy/policy-register/aylesbury-transport-strategy/>

¹⁴ Buckingham Transport Strategy (2017): <https://www.buckscc.gov.uk/services/transport-and-roads/transport-plans-and-policies/aylesbury-and-buckingham-transport-strategies/>

- Improvements to Aylesbury bus station (which stakeholders had identified as being no longer fit for purpose)
- Improve transport links to the railway stations
- Future option of a Park & Ride service

Buckingham Transport Strategy

The Buckingham Transport Strategy sets out the improvements needed to support proposed growth in the town between 2016 and 2033. Measures to improve buses include:

- Improve the town centre bus stand, such as expansion or relocation to improve how buses serve the town
- Provide bus coverage to new/existing housing developments
- Improved bus connections to Winslow to support access to future East West Rail station.

High Wycombe Transport Strategy

The emerging High Wycombe Transport Strategy¹⁵ includes a range of measures to improve bus services including:

- Improving the local bus network within High Wycombe
- Implementation of bus priority measures including PPTC on major routes leading into the town
- Improvements to the Town Centre bus station
- Improve transport links to the railway stations
- DRT services in the surrounding rural area
- Potential to extending the Park & Ride service
- Improved interchange with coach services to Oxford, London and airports
- Potential local mobility hubs to improve connectivity and interchange between different modes of transport including bus.

Many of the measures included in these strategies are already being delivered and demonstrate the Council's commitment to improving bus services.

¹⁵ Not yet published.

1.4.5. Masterplans

Aylesbury Garden Town Master Plan

Aylesbury has been awarded Garden Town status and the Aylesbury Garden Town Master Plan¹⁶ sets out a vision for housing, transport and social spaces to 2050, and includes a number of targets that the BSIP helps to support:

- By 2050 at least 50% of trips originating in the Garden Town will be made by sustainable modes
- The Garden Town will contribute to greenhouse gas emission reduction targets

As part of this, the Aylesbury Station Quarter project¹⁷ is exploring how to create 'a new public transport gateway to the town providing better accessibility between the bus and rail stations and the town centre.

High Wycombe Master Plan

The High Wycombe Town Centre Masterplan¹⁸ set out to transform public spaces, strengthen the economy, and 'bring the town together' by making the area more pedestrian-friendly. Many of the measures in the Master Plan have been implemented and have improved access to the town centre bus station.

1.4.6. Buckinghamshire Sustainable Modes of Travel to School Strategy (SMoTS) and Home to School Transport

The Buckinghamshire Council SMoTS¹⁹ is the Council's strategy to increase the use of sustainable modes of travel, including buses to schools, colleges and other education centres. It also encourages pupils' independent travel by public buses to school, reducing reliant on parent-led transport.

¹⁶ Aylesbury Garden Town Masterplan: <https://www.aylesburygardentown.co.uk/masterplan>

¹⁷ Aylesbury Station Quarter project website: <https://www.aylesburygardentown.co.uk/the-masterplan-and-projects/town-centre/station-quarter/>

¹⁸ High Wycombe Town Centre Masterplan: <https://www.buckscc.gov.uk/services/transport-and-roads/road-projects-and-improvement-schemes/high-wycombe-town-centre-masterplan/high-wycombe-scheme-overview/>

¹⁹ Buckinghamshire Council Getting to School Strategy: <https://www.buckscc.gov.uk/services/transport-and-roads/transport-plans-and-policies/getting-to-school-strategy-smots/>

1.4.7. Buckinghamshire Climate Change and Air Quality Strategy

The Climate Change and Air Quality Strategy (CCAQ)²⁰ was published by Buckinghamshire Council in February 2021 and is currently going through the formal adoption process. The CCAQ includes the following actions that are relevant to and support the BSIP:

- Improve traffic management technology on the highway network where practicable to reduce congestion and support more efficient driving (*i.e. for bus priority measures*)
- Trial low emission forms of transport, such as electric buses, bikes and scooters.

Buckinghamshire Council did not apply for the recent round of funding from the Zero Emission Bus Regional Areas (ZEBRA) scheme as the predominance of longer-range interurban routes and hilly topography are impractical for electric buses at present. Additionally, the areas with the worst air quality in Buckinghamshire are not on bus routes so would not meet the funding criteria. However, we are looking at opportunities for the future to work with operators to run trials of electric buses once the technology becomes more reliable

1.4.8. Recovery and Growth and Country Deal Proposal

The Buckinghamshire Growth Board are currently in the process of seeking to agree a County Deal for Buckinghamshire with Central Government. The proposals aim to build upon the ambitions outlined in the Recovery and Growth proposal²¹ and provide Buckinghamshire with the tools to locally drive economic recovery and growth. Enhancing public transport services is key to delivering this, enabling businesses greater access to skilled workers and training opportunities.

Our proposition combines our economic assets and governance strengths with a combination of direct project investment, broader investment funds, and specific freedoms and flexibilities that would enable us to deliver services more efficiently and effectively. It aims to:

- Increase our overall contribution to HM Treasury

²⁰ Draft Buckinghamshire Climate Change and Air Quality Strategy: <https://www.buckscc.gov.uk/services/environment/sustainability/climate-change/>

²¹ Buckinghamshire Recovery and Growth Proposal: <https://www.buckscc.gov.uk/services/business-and-benefits/recovery-and-growth/>

- Invest in our places
- Mobilise our high-tech sector assets
- Create an accelerated skills delivery system
- Enhanced physical and digital connectivity
- Deliver public service efficiency improvements, including a first-class integrated health and social care campus

Alignment with partner- and neighbouring authorities

We have also been working in partnership with our Sub-national Transport Body (STB) England's Economic Heartland (EEH) to support their ongoing Regional Bus Study. This intends to build upon their existing Transport Strategy²², published in February 2021, identifying where they are able to support bus service improvements, particularly where these cross LTA boundaries. Improving bus services would align with the following points from the EEH 'plan of action' (and several related policies) proposed in their Transport Strategy:

- Focus on decarbonisation of the transport system
- Champion increased investment in active travel and shared transport solutions to improve local connectivity

There are a significant number of cross-boundary services between Buckinghamshire and nine neighbouring LTA areas. Through our work with EEH, we have liaised with all LTAs as part of the development of this BSIP.

Our neighbouring local authorities are:

- Oxfordshire (county)
- West Northamptonshire (unitary)
- Milton Keynes (unitary)
- Central Bedfordshire (unitary)
- Hertfordshire (county)
- Greater London (incorporating the London Borough of Hillingdon)
- Slough (unitary)
- Royal Borough of Windsor and Maidenhead (unitary)
- Wokingham (unitary)

²² 'Connecting People, Transforming Journeys' – EEH Transport Strategy:
<https://www.englandseconomicheartland.com/transport/our-strategy/>

An assessment has been made of the transport strategies (including Local Transport Plans or equivalent documents) belonging to these neighbouring local authorities, specifically their policies, objectives and proposals which have a direct or indirect bearing on buses. The assessment has considered how well-aligned are the neighbouring authorities' objectives with our proposed BSIP objectives and targets (see section 3).

DRAFT

2. Current offer to bus passengers

2.1. Analysis of existing local bus services compared to BSIP outcomes

This section outlines the current characteristics of bus services in Buckinghamshire in terms of bus service types, patronage, ticketing, integration with the wider transport network, and vehicle specifications.

2.1.1. Current offer

Buckinghamshire has a wide array of operators, small and large, based both within Buckinghamshire and neighbouring LTAs. The key operators are listed in Table 2. A full list of bus services operated by these firms in Buckinghamshire is provided as an Appendix (Table 25).

Table 2 - Commercial bus service operators in Buckinghamshire

Bus service operator	Description
Arriva	Operate local routes within Aylesbury and High Wycombe. Interurban services radiate from- and between these towns as well as providing cross boundary links to Reading, Oxford, Milton Keynes and Watford.
Carousel Buses (Go Ahead Group)	Based in High Wycombe, with interurban routes towards Thame, Amersham, Watford, Hemel Hempstead and Uxbridge.
First Berkshire	'Core' Buckinghamshire routes are links from Slough to High Wycombe, Uxbridge and Maidenhead, additional Slough local services serve the boundary areas.
Langston & Tasker	Provide tendered services in the Buckingham area.
Red Group (Redline Buses, Red Rose Travel, Red Eagle)	Provide the core of Aylesbury's local network and some interurban links as well as tendered services in and around the county
Stagecoach East	Oxford – Bedford service X5 calls at Buckingham
Star Travel	Provides a local urban service in Aylesbury and some tendered routes.

Thames Valley (Reading Buses)	Provide tendered services in Slough and Windsor / Maidenhead area which cross into Buckinghamshire
Transport for London (TfL)	Uxbridge-Ruislip service 331 passes through South East Buckinghamshire
Z & S Transport	Provide tendered services in the Aylesbury area

There are also two Community Transport operators who provide registered local bus services in the Winslow and Princes Risborough areas.

Patronage

Table 3 outlines the patronage and mileage statistics from the Department for Transport's (DfT's) Annual Bus Statistics²³ between 2015/16 and 2019/20. As COVID-19 affected the end of the 2019/20 financial year a comparison is only fare as far as 2018/19, this saw a 18% reducing in overall patronage and 20% reduction in Concessionary patronage since 2015/16. However, this should be seen in context of the 35% reduction in supported mileage which contributed towards a 12% reduction in overall mileage.

Table 3 - Journeys on buses in Buckinghamshire

Year	Total Journeys (millions)	Journeys per Head*	Concession Journeys (millions)	Percentage of journeys using concessionary passes	Total miles operated (millions)	Total supported** miles operated (millions)	% Supported miles operated
2015/16	10.86	20.55	3.54	32.6%	12.98	2.85	21.9%
2016/17	10.70	20.01	3.62	33.8%	16.25	2.48	15.3%
2017/18	9.98	18.62	3.72	37.3%	12.40	2.11	17.0%
2018/19	8.92	16.51	3.25	36.4%	11.44	1.84	16.1%
2019/20	7.80	14.33	2.97	38.1%	11.80	2.15	18.2%

* Trips per head of population in Buckinghamshire

²³ DfT Bus statistics: <https://www.gov.uk/government/collections/bus-statistics>

** 'Supported' refers to tendered services subsidised by Buckinghamshire or neighbouring authorities, i.e. supported miles are the number of miles operated by these tendered services

COVID Comparison

Operators provided some data on usage for October 2019 and May 2021 to give a pre-COVID and post-lockdown picture. Overall patronage had reduced by approximately 53%. The charts below breakdown bus service usage by passenger type (Figure 3), ticket type (Figure 4) and area of validity (Figure 5) for multi-journey tickets as well as showing the difference between pre-COVID and post-lockdown levels of use (Figure 4, Figure 6). The growth in multi-Operator ticketing use is due to the High Wycombe SMARTzone being launched after October 2019.

We have seen a reduction in journeys across all groups with the exception of families and group tickets (Figure 4). Our targets for patronage therefore need to take into account that we are starting from a lower passenger base.

The proportion of journeys made on concessionary passes has reduced between October 2019 and May 2021 (Figure 5), but there has been a proportional increase in journeys made using weekly season tickets (Figure 6). All ticket types have seen real terms decrease in use. The longer-term tickets and concessions seeing the greatest reduction. PlusBus tickets are often an add-on to rail season tickets, hence the near elimination of them.

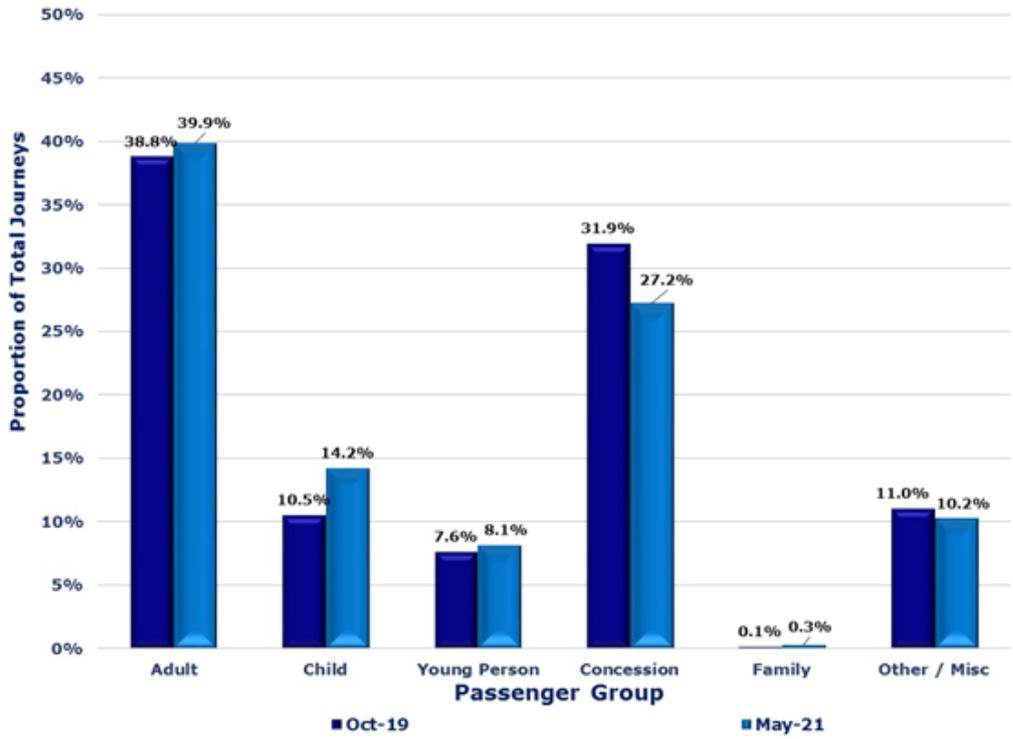


Figure 3 – Proportion of journeys by passenger group

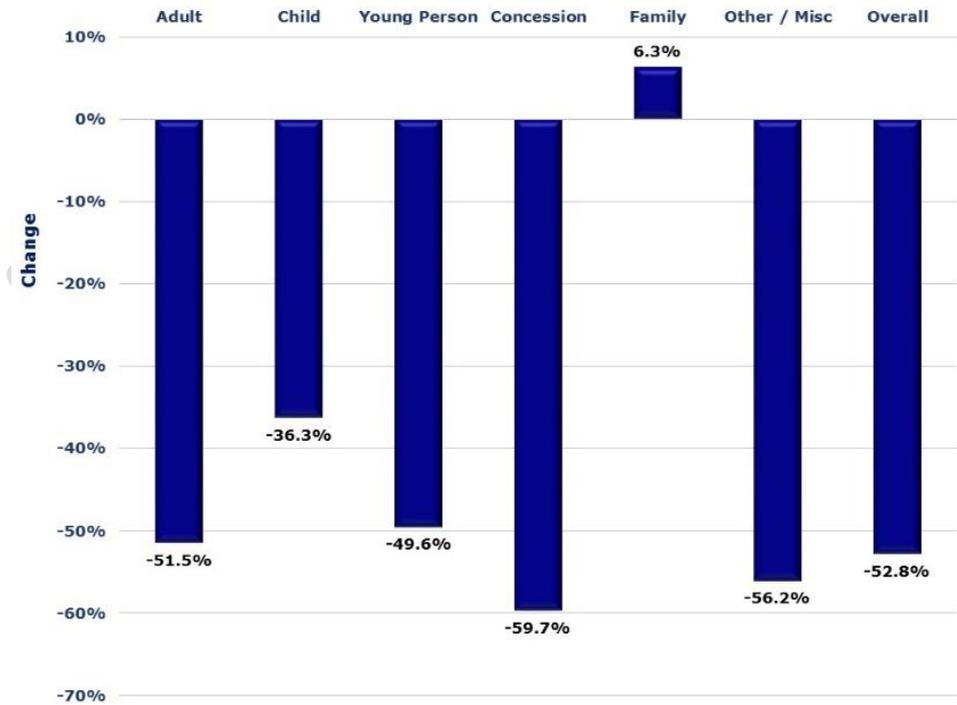


Figure 4 - Change in journeys by passenger group between October 2019 and May 2021

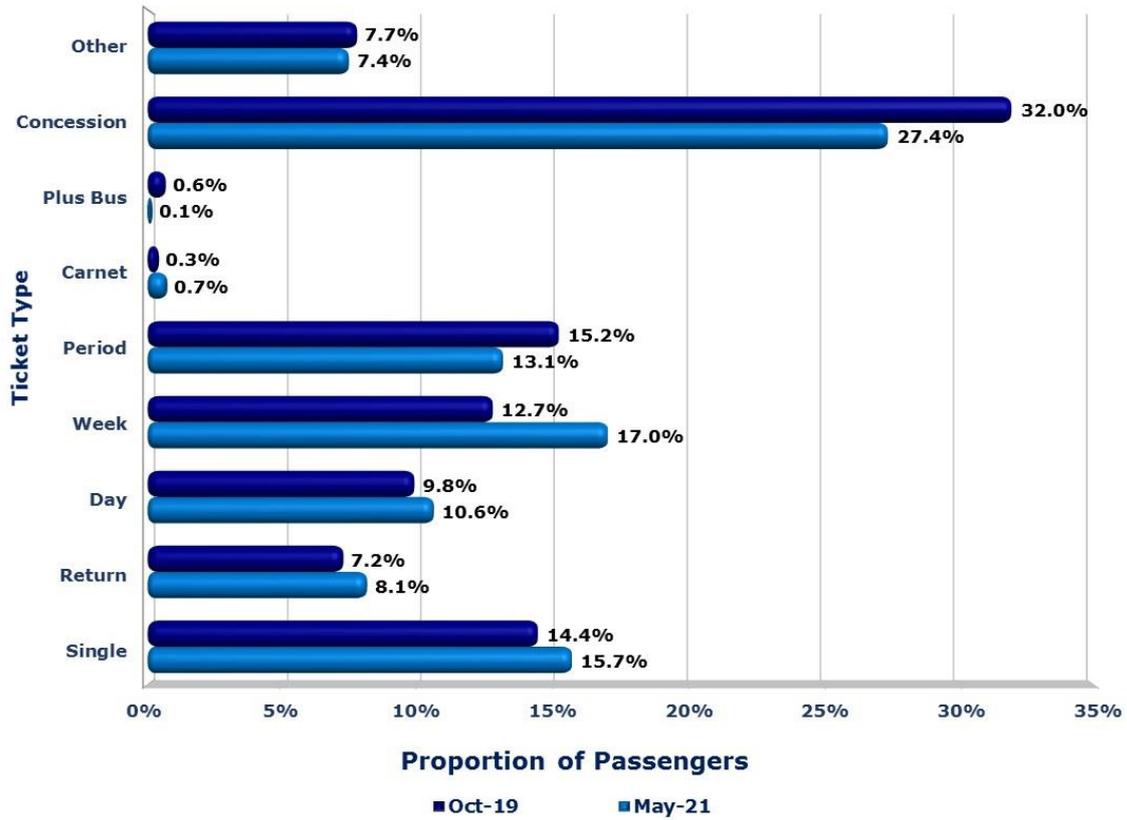


Figure 5 - Proportion of journeys by ticket type

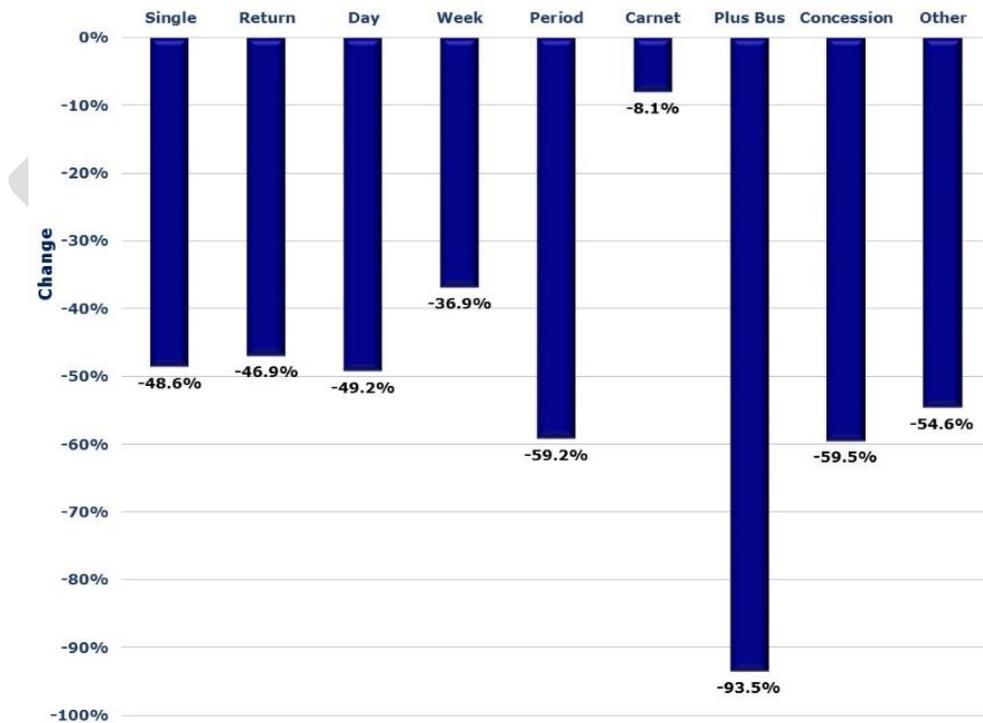


Figure 6 - Change in journeys by ticket type between October 2019 and May 2021

Figure 7 shows that there has been little overall change in the types of multi-journey tickets purchased since the start of the COVID-19 pandemic. However, there has been a small increase in multi-operator ticket purchases since the introduction of the Wycombe SMARTzone. This is a promising indication that cross-ticketing between operators could be welcomed more widely, as proportions increased even during a period with reduced bus use.

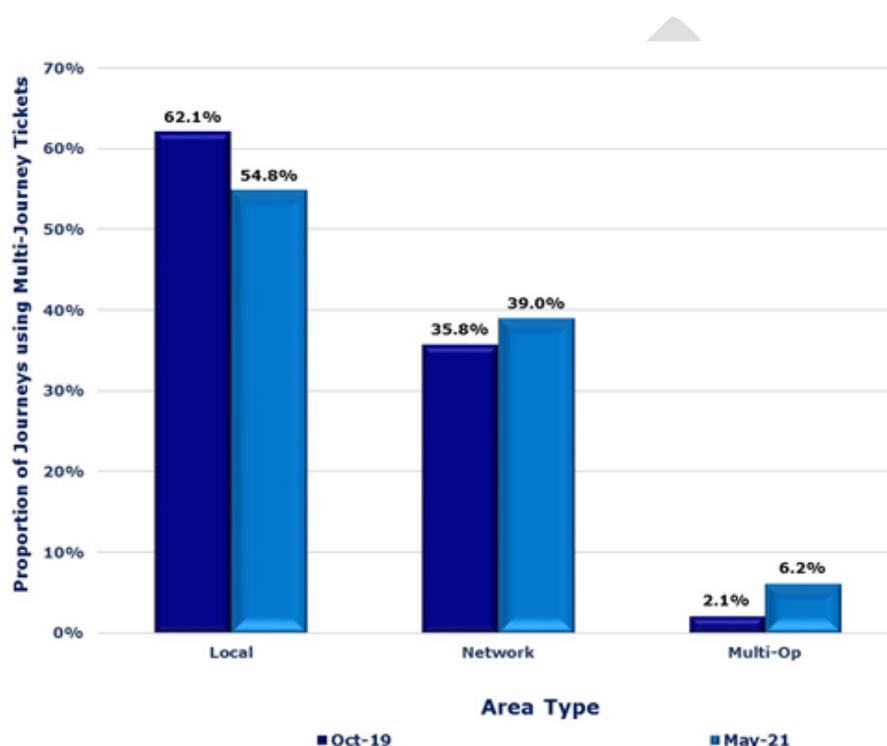


Figure 7 - Proportion of local, network-wide (i.e. single-operator) and multi-operator multi-journey tickets, before and after the COVID-19 pandemic.

Table 4 shows the change in multi-journey ticket types purchased before and after the COVID-19 pandemic. The growth in multi-operator ticket purchases further reinforces the case for more widespread adoption of shared ticketing options.

Table 4 - Change in use of multi-journey ticket types

Area Type	Description	Change October 2019 – May 2021
Local Area	Valid on a specific route or in a specific area e.g. Aylesbury	-55.3%
Network Wide	Valid on the whole of an operator's network	-44.9%
Multi-operator Ticket	Valid for use on more than one operator's services	+47.0%

Figure 8 and Table 5 show the changes in use of methods used to purchase tickets. Whilst on-line and Apps saw an increase in market share of sales, only the latter saw real terms increase in sales. On-board ticket sales halved in real terms over the same period.

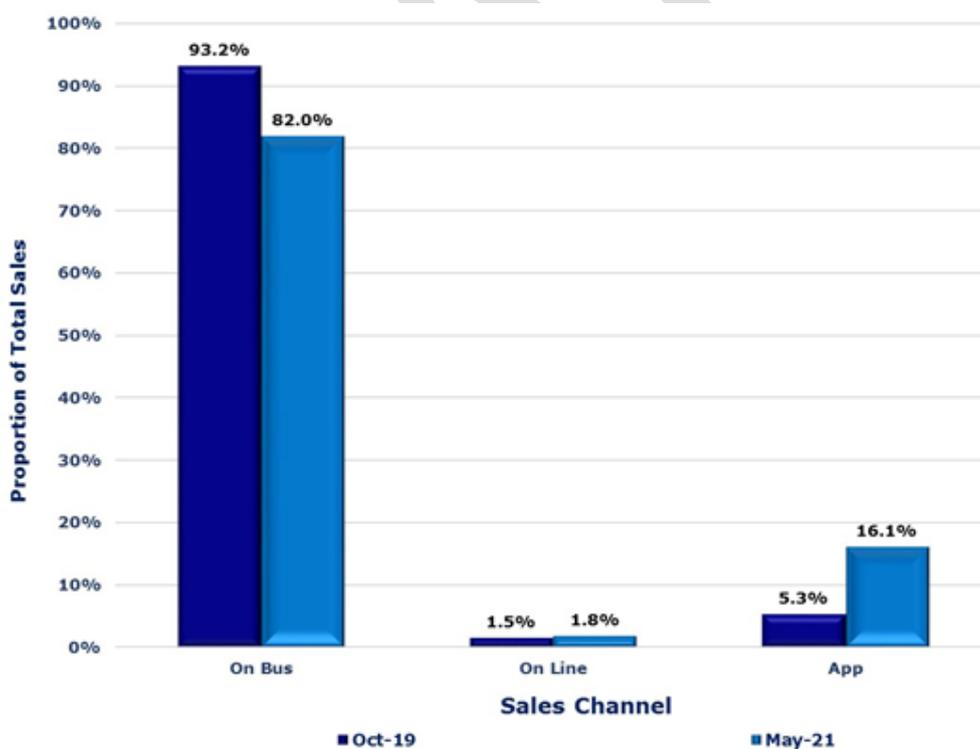


Figure 8 - Proportion of sales by methods used to purchase tickets

Table 5 - Change in sales by channel

Sales Channel	Change 2019 - 2021
On Bus	-50.6%
On-line	-31.3%
App	+71.3%

All commercial operators in Buckinghamshire offer contactless payments. Only the community transport operators don't currently offer this. However, a high proportion of their passengers currently use the Concessionary Bus Pass.

Usage by Service Type

Using the data supplied by operators for October 2019, we split services into five categories, as shown in Table 6. Classification of individual bus routes in Buckinghamshire can be found as an appendix (Table 25, page 80):

Table 6 - Bus service types

Service type	Description
Core urban	Local services (i.e., routes operating within the same town or general locality) operating at least half hourly on weekdays
Core interurban	Interurban services (i.e., routes between at least two major towns) operating at least every hour throughout weekday
Secondary urban	Local services operating less than half hourly or only inter-peak.
Secondary interurban and rural	Interurban or rural services operating less than hourly or only inter-peak
Partial	Routes where most of the service operates outside Buckinghamshire or is funded by a neighbouring authority.

There are a significant number of cross-boundary services which operate in Buckinghamshire. Figure 9 outlines the proportion of passengers by service type who boarded a bus within Buckinghamshire. All 'core urban' and 'secondary urban' services start and end within Buckinghamshire's borders, and so have not been included here.

The cross-boundary nature of inter-urban routes in Buckinghamshire is shown by the fact that over a third of passengers on the core network board outside of the county.

Due to the very small proportion in the 'Partial' category, this has been excluded from further analysis. This suggests that bus routes from neighbouring local authority areas are more strongly focused on providing services within their own borders, compared with Buckinghamshire-centric routes which appear to provide better connections with neighbours.

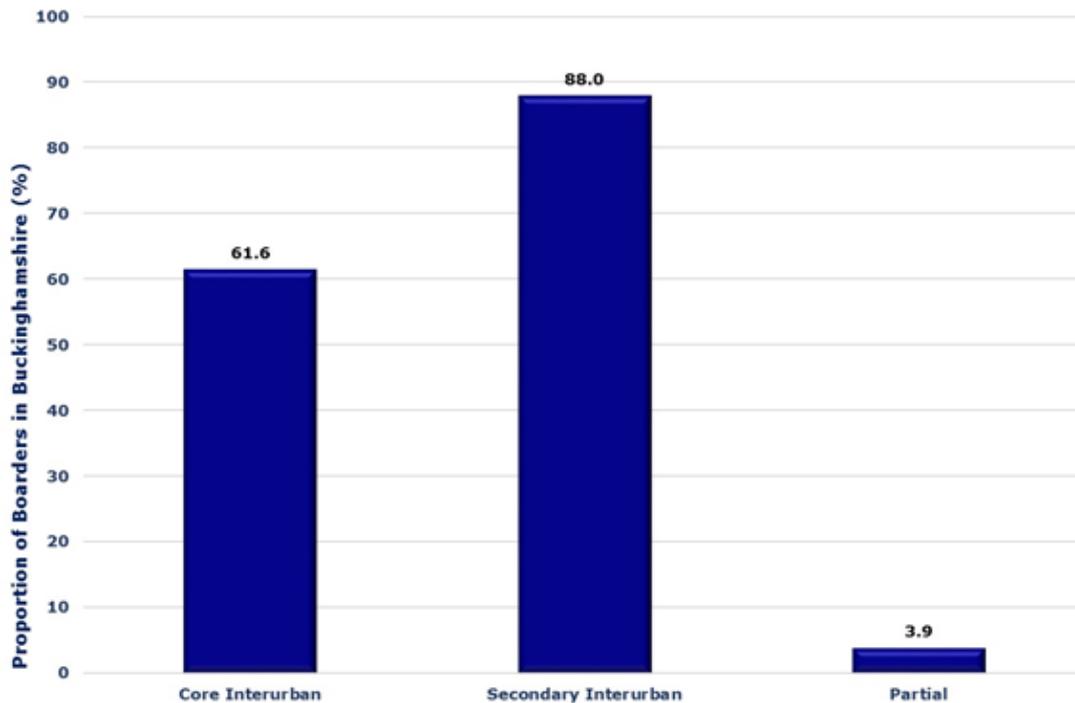


Figure 9 - Proportion of bus boarders within Buckinghamshire

Figure 10 and Figure 11 show for Core Urban and Core Interurban services, respectively, the average passengers per service per hour for different periods of the day and days of the week. Urban services have a larger afternoon peak during the week, compared to the morning peak. At weekends, the intra-peak period (09:30 – 14:59) has the largest loading. Meanwhile, interurban services have a stronger morning peak (07:00-09:29) than afternoon peak (15:00-17:59) during the week. Saturday has the strongest loading in the afternoon peak period. Ticket purchases on Sunday are evenly spread from mid-morning into the evening.

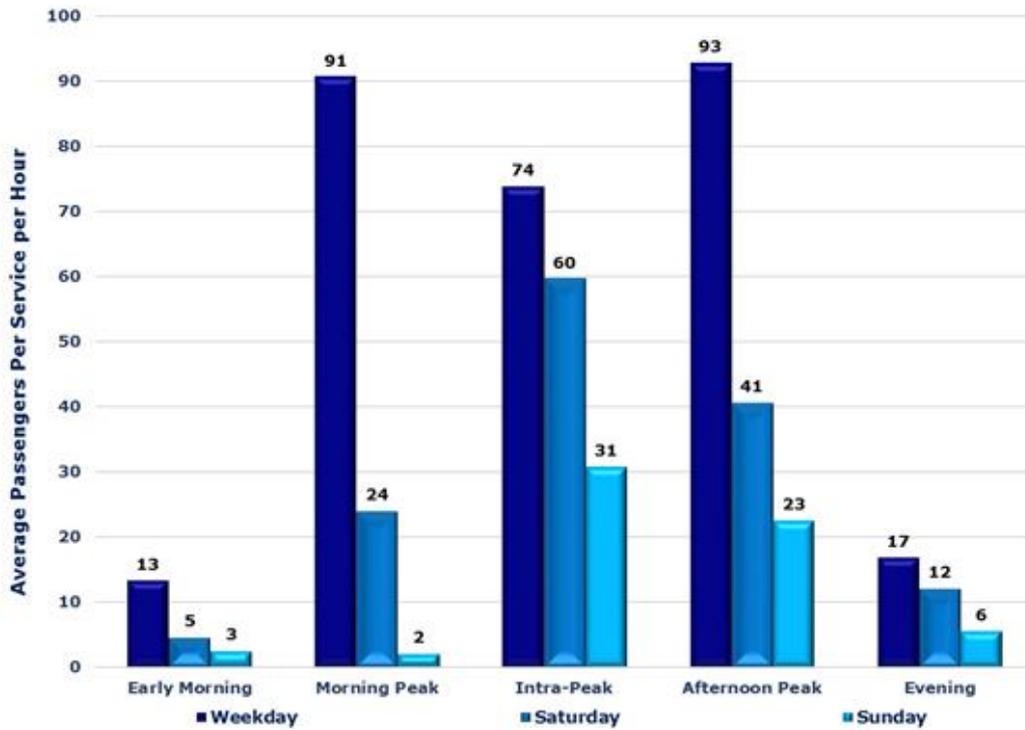


Figure 10 - Number of journeys by time period on core urban bus services

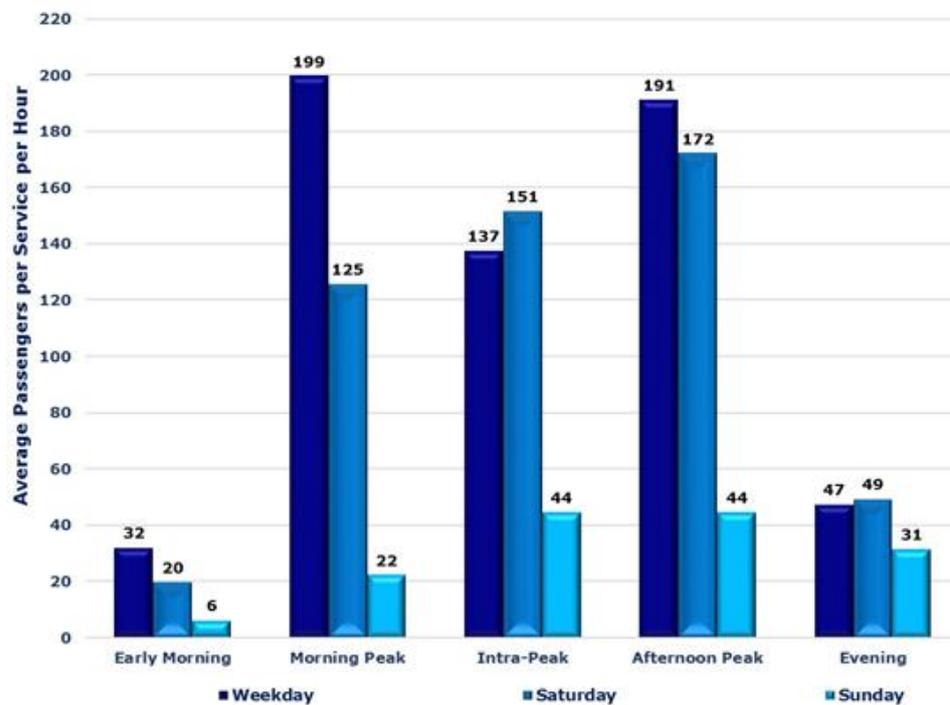


Figure 11 - Number of journeys by time period on core interurban bus services

The following three charts focus on the proportion of journeys recorded by passenger group (Figure 12), ticket type (Figure 13) and area of validity (Figure 14) for multi-journey products.

A larger proportion of journeys made on secondary services (both urban and interurban) make use of concessions, compared to core services. Operator pricing policy is reflected by interurban services having stronger sales of single and return tickets compared to urban services, whilst core services have stronger usage of day tickets.

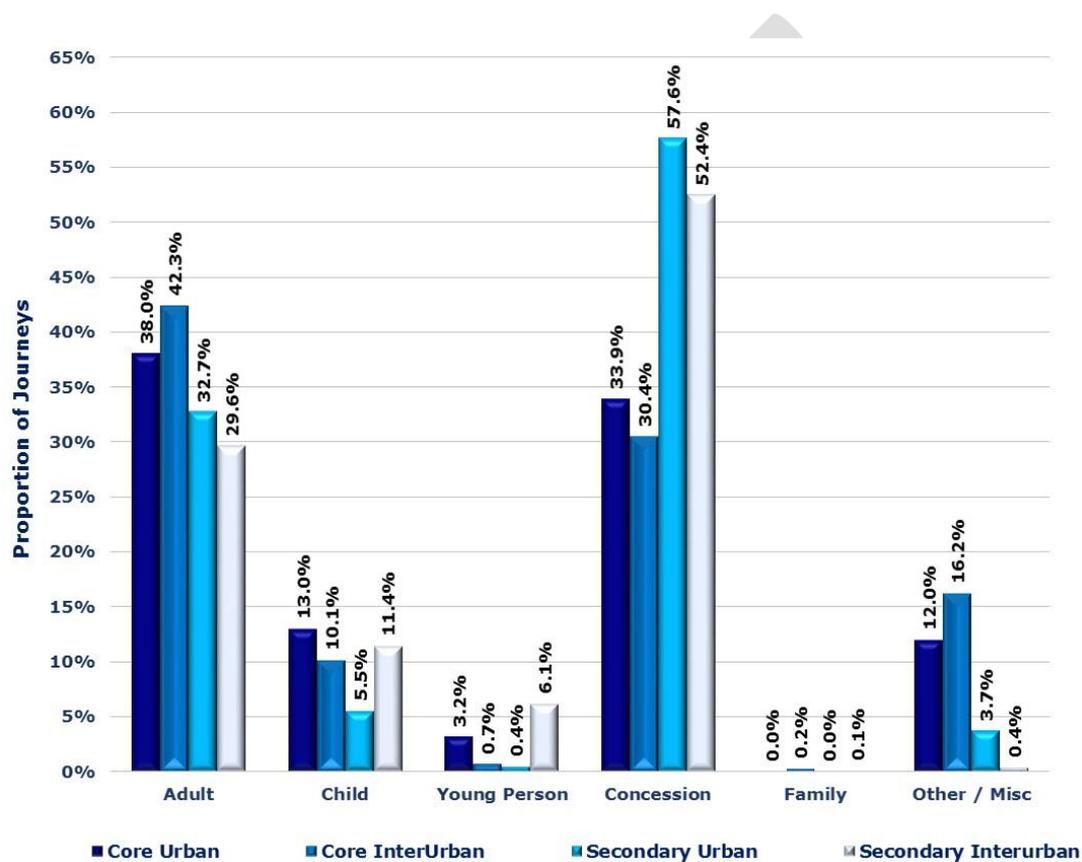


Figure 12 - Proportion of journeys made by passenger group

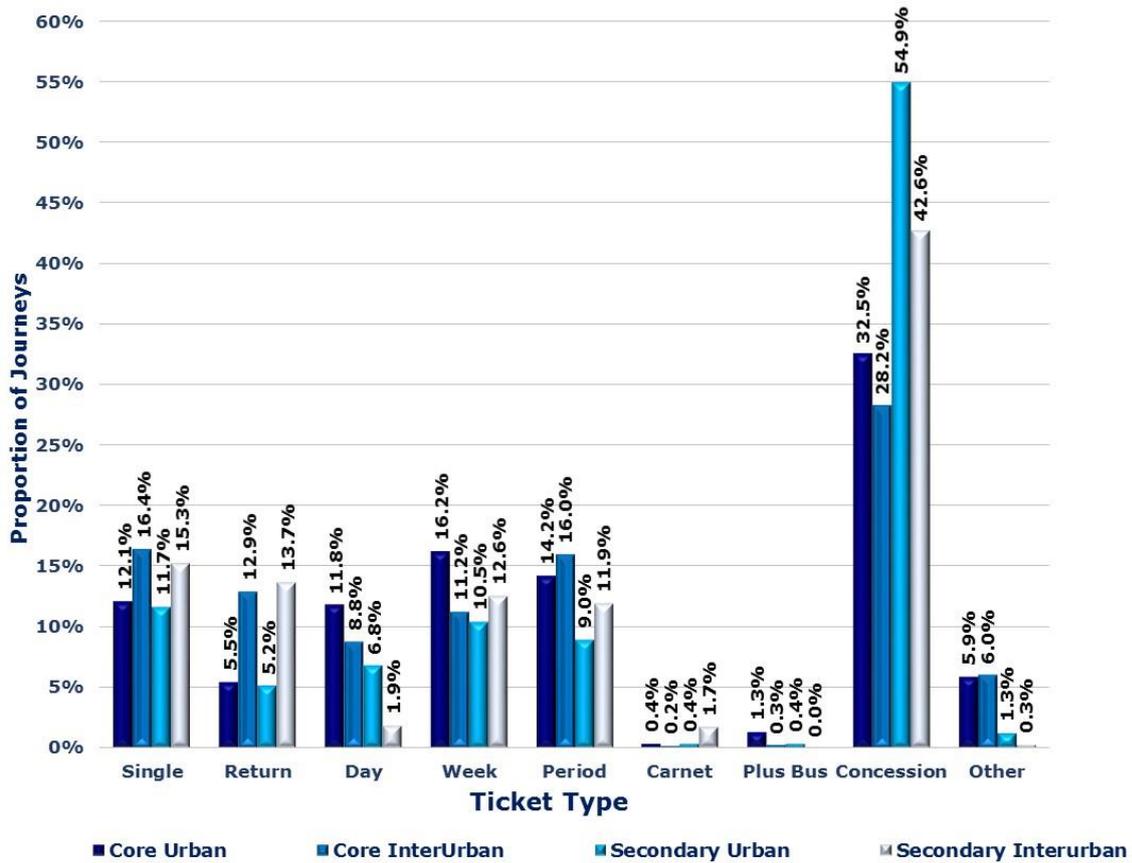


Figure 13 - Proportion of journeys by ticket type

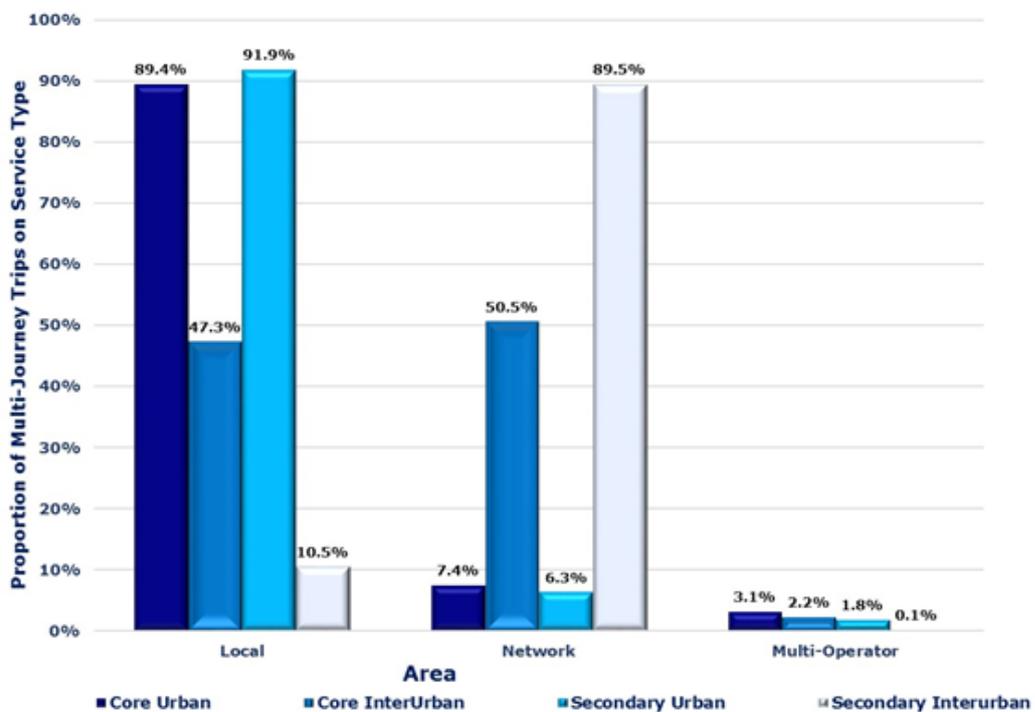


Figure 14 - Proportion of journeys made on multi-journey ticket products, by area of validity

Some key recommendations can be drawn from the observations above:

- i. COVID-19 has seen a reduction in passenger numbers throughout. Any effort to improve bus services in Buckinghamshire should first seek to restore patronage levels to pre-COVID levels.
- ii. In addition, COVID-19 has precipitated a number of changes in how people approach bus ticket purchases, seeing increasing numbers of app-based purchases in particular. Any future improvements to ticketing should be app-focused, whilst still recognising the needs of those without access to smartphones.
- iii. Similarly, we have seen a sharp uptake of new multi-operator ticketing, despite reductions in bus travel. This shows the potential for multi-operator tickets to increase the attractiveness of bus services, and these should be a key focus going forward.
- iv. Passengers on secondary urban- and rural routes are more likely to be concessionary fare users, which are typically used by more vulnerable groups. These buses should cater to vulnerable groups to a greater extent and recognise that they are used to access key services.

Bus route integration

A range of bus and coach services operate across Buckinghamshire. Most bus services call at all stops along a defined route, whereas coach services cover longer distances and call at limited stops.

Longer-distance coach services operate through High Wycombe Coachway to Oxford, London Heathrow and Gatwick Airports, and the centre of Buckingham (with an additional stop on London Road serving the Lace Hill development) to Oxford, Milton Keynes and Bedford.

Some bus services operate over longer distances between towns within Buckinghamshire or across the border in neighbouring authority areas, but they will typically call at most or all marked stops.

The large towns of Aylesbury and High Wycombe have bus stations located in the respective town centres. Most town centre services will operate through these bus stations which also provide other facilities for waiting passengers including seating, shelter and real time information. Smaller, more informal interchanges are located at or close to railway stations and at within settlements although the ability to interchange will vary depending on the frequency of services.

Other interchanges are located on the edges of towns, most notably High Wycombe Coachway and Park and Ride facility which provides local bus service connections into High Wycombe town centre, via the Cressex business park and Wycombe Hospital, as well as inter-urban coach services towards London Heathrow Airport, London Gatwick Airport and Oxford.

Integration with rail

Several Railways and stations that serve Buckinghamshire as follows:

- Chiltern Main Line operated by Chiltern Railways, running services between London Marylebone and the West Midlands via High Wycombe, Princes Risborough, and a number of smaller stations in between. Aylesbury is a small terminus station at the end of two lines also operating out of London Marylebone.
- The London Underground network extends out to Amersham and Chesham in the south-east of Buckinghamshire, sharing some of the route with Chiltern Railways services towards Aylesbury.
- Great Western Railway operate services in the south of Buckinghamshire between London Paddington and the west of England with a branch line to Marlow via Bourne End. Services to Taplow and Iver are also served by TfL Rail.
- London North Western Railway operate services on the eastern side of Buckinghamshire along the West Coast Main Line via Cheddington.
- In the future, the East West Rail route between Oxford, Bicester and Bletchley is likely to be served by a bespoke operator and will serve stations at Winslow and potentially connect with Aylesbury.

Where bus connections are available within easy reach of rail services, these are well-used. However, some stations lack direct interchanges with key bus services, reducing their attractiveness for onward travel. Parking facilities at railway stations in Buckinghamshire are large, primarily to accommodate commuters into London which deter interchange. However, pricing structures do make bus interchange favourable.

For the most part, our interurban bus services provide the only direct public transport option. However, some bus routes run along rail corridors but provide a greater number of intermediate stops serving villages in between and act as feeder services to rail stations. An example is the Aylesbury-High Wycombe corridor.

A handful of bus routes are replacements for former railway branch lines, such as the Redline 320 service from Princes Risborough to Chinnor in Oxfordshire.

Current Fare Structures and Discounts

There are a number of different fare structures in Buckinghamshire and each operator has developed their own offer. It is intended to address this issue and introduce multi operator ticketing schemes and simpler fare structures through this Plan.

Youth discount scheme

All bus operators in Buckinghamshire offer reduced fares for children and students. Some examples are provided below:

- **Arriva** offer daily, weekly, monthly and annual Student Saver tickets for their bus routes. Students are entitled to a student discount on production of a valid student card i.e. an NUS, ISIC, or College ID card.
- **Carousel Buses** offer daily, weekly, monthly and other time period zone tickets. There are a number of special discounts for Buckinghamshire College Group students.
- **Redline, Red Rose and Red Eagle** offer daily, weekly, monthly and other time period zone tickets. They also offer a range of termly and annual student passes

Several colleges in Buckinghamshire operate their own discounted travel schemes. Buckinghamshire College Group offer means-tested capped discretionary funding and loan bursaries to eligible students which can assist with course related costs and travel. Berkshire College of Agriculture, which is located close to the Buckinghamshire and attracts pupils from across the county, offer travel bursaries and discretionary bursary funds which cover some or all of student costs.

Buckinghamshire Council, one of the biggest employers in the County, offers all staff discounted travel on buses and Chiltern Railway's trains.

The Enhanced Partnership will continue to engage with colleges, further education bodies and business through travel planning to ensure travel support is made available to students and that bus services serve campuses and key employment areas and business parks.

Fleet details

Currently there are approximately 590 vehicles operating within or into Buckinghamshire on various public bus routes. These vehicles can be grouped into five vehicle types:

- Double Deck buses
- Full size single deck buses
- Midi-buses – typically seating 21 – 35 passengers
- Minibuses – fewer than 21 seats.
- Coaches

The proportion of the Buckinghamshire bus fleet belonging to each of these vehicle types is provided in Figure 15

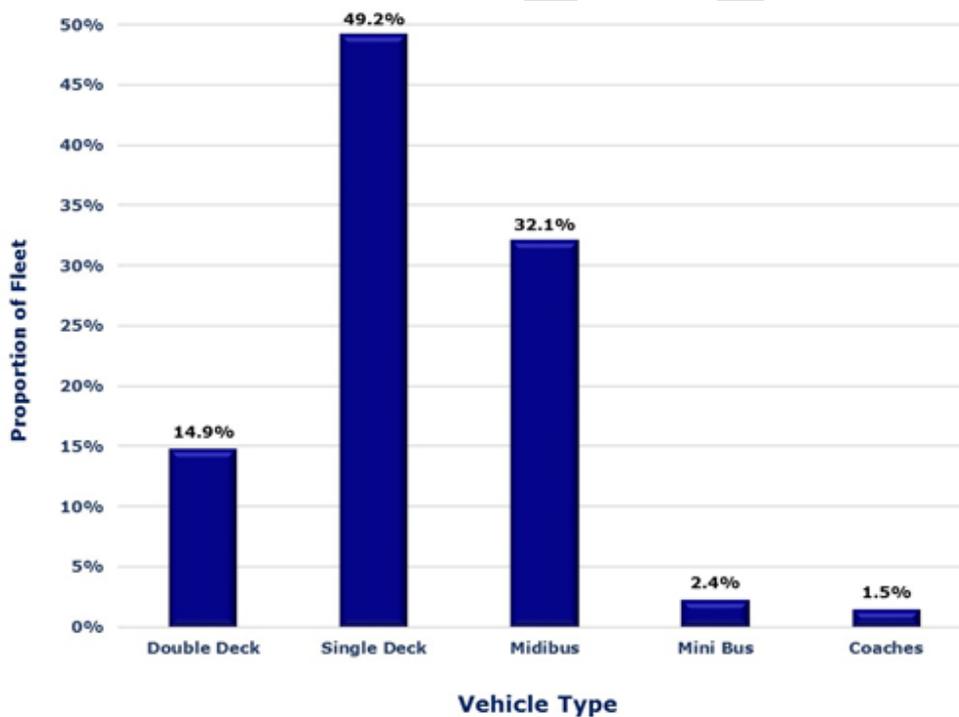


Figure 15 - Fleet makeup by vehicle type

Figure 16 shows the split of vehicle types and the split by Euro engine rating, as reported by operators. Please note that this does not cover all buses belong to operators serving Buckinghamshire. Whilst over half the reported fleet belong to the top two higher ratings (Euro 5 and 6), over a quarter of vehicles are still at Euro 3 or below standards.

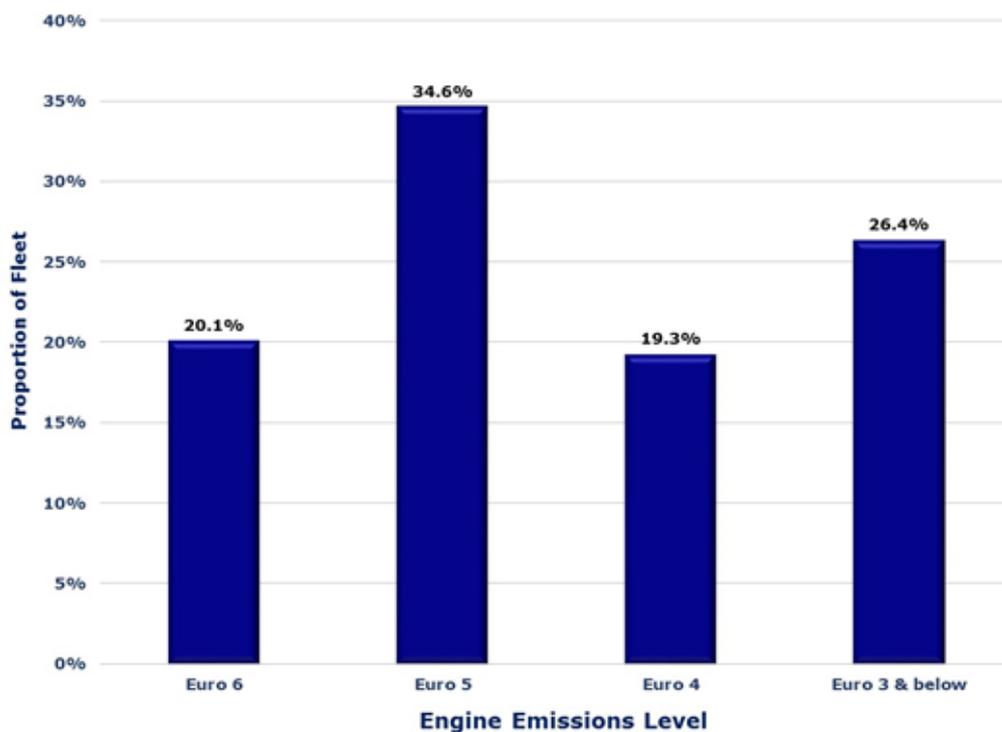


Figure 16 - Fleet makeup by engine emission standard

We were able to gain fleet details for around 70% of vehicles operating in Buckinghamshire. In particular, DfT regulations introduced as part of the Inclusive Transport Strategy will require on-board audio-visual next stop announcements to be provided by operators²⁴.

The current on-board features provided among those operators consulted are:

Table 7 - On-board features on buses in Buckinghamshire

Feature	Coverage
Audio-visual next stop announcements	22%
At-seat USB charging points	1%
On-bus CCTV	97% ²⁵
On-board Wi Fi	54%

²⁴ Evening Standard, 28 July 2021: <https://www.standard.co.uk/news/uk/england-chris-heatonharris-department-for-transport-network-rail-b947939.html>

²⁵ Not all operators consulted provided information regarding on-board CCTV coverage; this figure represents the proportion of vehicles within those operators which did provide information.

Marketing of routes

Branding bus services in terms of distinct liveries, logos and promotional material can improve the attractiveness of services and help people identify their bus service more easily.

Aside from standard operator liveries, bespoke marketing of services is not widely used on bus routes in Buckinghamshire. Historically the 'Rainbow Routes' in Aylesbury adopted different brightly coloured liveries and logos on the side of buses, specific to each route, but this has not been widely done elsewhere.

Otherwise, bespoke branding tends to be reserved for flagship routes and longer distance services operating between towns. Examples include the X74 operating between High Wycombe and Slough, and the X5 operating between Oxford and Bedford via Buckingham.

Arriva's Sapphire premium bus routes have distinctive logos, and whilst they share broadly a similar colour scheme to conventional Arriva services, they have a distinctive navy blue front end. The 280 service operating between Aylesbury and Oxford is the only Sapphire branded service operating through Buckinghamshire.

It is not uncommon for non-branded vehicles to be used on branded service routes, and vice versa, due to the availability of vehicles (e.g. scheduled or unscheduled maintenance). This is not unique to Buckinghamshire.

2.1.2. BSIP desired outcomes

The Buckinghamshire Bus Service Improvement Plan vision for is to establish buses as a key travel mode of travel in Buckinghamshire providing connectivity and accessibility to all on a safe, reliable and regular service.

Our focus is on bus users; improving the user experience; making services more desirable through safety and security; and building on the County's legacy as the home of the Paralympics accessible to all.

In the short terms the BSIP aims to strengthen the existing bus network to create a more robust network post Covid in order to build on this in the future to improve frequency and connectivity and to provide passengers with a service they can feel confident in using.

Objectives have been developed to deliver this outcome which are outlined in Section 3.1.

2.2. Current support for the bus network

Table 8 outlines the current financial support for the existing bus network. Total support currently stands at over six million pounds in funding. This includes ‘section 106’ funding, whereby developers fund measures to reduce the impacts of new developments on the community.

Table 8 - Financial support for the bus network

Funding source	Financial support mechanism	Value
Council revenue funding	Buckinghamshire Council provide financial support for 59 local bus services via route tenders, de-minimis payments or contributions to routes run by neighbouring authorities	£2,893,000
Council revenue funding	Reimbursement to operators for free travel made under the English National Concessionary Travel Scheme	£4,891,000
External revenue funding	Income from neighbouring councils towards cross border routes and ENCTS reimbursement	-£269,000
External revenue funding	DfT Bus Service Operators Grant (BSOG) income	-£464,000
External revenue funding	Income from section 106 (developer) contributions	-£140,000
	Total net support for bus services	£6,911,000

2.2. Other factors that affect the use of bus services

There are several factors that affect bus use in Buckinghamshire that have been highlighted through discussions with operators and feedback from the public survey. These can be summarised as:

- Car ownership - Buckinghamshire has high car ownership and is rural in nature with considerable out commuting to London, Thames Valley and Milton Keynes. To so to temp travellers from using their cars services would need to be convenient, direct, have attractive travel times and favourable fares.
- Service frequency, Reliability of services and punctuality of services were highlighted as reasons that would attract non-users to use buses.

- Convenience - distances to stops and the ability to conveniently interchange was highlighted as a barrier to use
- Passenger Satisfaction – this includes several areas such as quality of buses, cleanliness, pleasantness of stops and bus stations and feeling of safety and security
- Attractiveness of Fares, discount fares structures and convenience of buying ticket and Tap on and Tap off technology are seen as desirable.
- Parking costs at destinations – Cheap parking and a parking over-supply is seen as one of the biggest deterrents to catching buses instead of taking cars.
- Journey time reliability and lack of bus priority means that buses are stuck in the same traffic as cars and there is no advantage to taking the bus.
- Lack of convenient interchange between rail and bus and poor timing of services and oversupply of parking at stations discourages bus interchanges.
- Competing rail services

2.2.1. Parking provision and enforcement

Parking charges in car parks may have an impact on whether or not people choose to use buses to travel into towns. A balance must be struck between attracting people to town centres, and encouraging bus use to ease congestion and improve air quality. Car parking charges are subject to change, but require public consultation to do so.

Buckinghamshire Council own and operate a total of 93 car parks, with a wide variety of parking charges to reflect levels of use. A full list of car parks and charges is provided in appendices (Table 26, page 86).

Buckinghamshire Council has not yet published a parking report covering parking enforcement activities for the new Unitary Authority. However, the parking account for the former Buckinghamshire County Council in 2019/20 is given in Table 9 below:

Table 9 - Buckinghamshire County Council 2019/20 Parking Account

Parking Account 2019/20	On Street	Off Street
Income	£619,700	£310,300
Penalty Charge Notices	£1,430,500	£77,200
Permits	£296,200	-
Other income	-	-
Expenditure	£2,355,000	£61,200
Surplus / (-Deficit)	(£8,000)	£326,300
Surplus / (-Deficit) Total Parking Account		£317,700

Further details of parking accounts, income and enforcement from the former County- and District councils are available on the Buckinghamshire Council website²⁶.

2.2.2. Urban areas in Buckinghamshire

The two largest urban areas in Buckinghamshire are High Wycombe and Aylesbury, respectively.

Both High Wycombe and Aylesbury have the highest concentrations of buses and are also key destinations for most local bus journeys providing employment and leisure opportunities. Both have an over-supply of affordable parking, increasing the attractiveness of car journeys, and both suffer from peak hour congestion, as shown in Figure 17 for Aylesbury. The lack of bus priority means that buses offer no advantage over the private car and buses get stuck in this congestion affecting reliability.

Other market towns in Buckinghamshire are smaller, but have challenges associated with their layouts. These often have dense town centres built around older street layouts, which makes manoeuvring buses difficult, with less dense suburban-style housing in more recent developments, reducing the concentration of potential passengers. Amersham, Chesham, Marlow, and Princes Risborough/Monks Risborough follow this pattern. Other towns nearer to London are concentrated around commuter railway stations, focusing attention away from bus services, but offering potential for better integration between rail and bus.

²⁶ Buckinghamshire Council – Parking Annual Report: <https://www.buckscc.gov.uk/services/transport-and-roads/parking/parking-annual-report/>

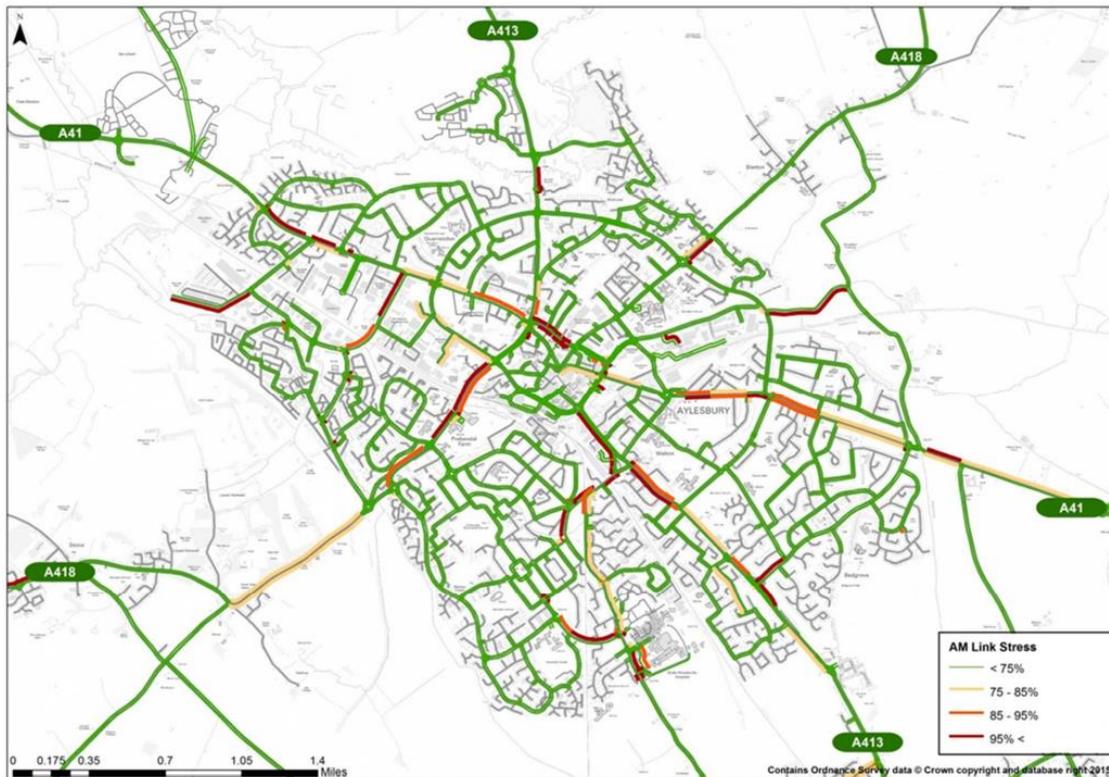


Figure 17 - Map showing road link stress in the morning peak in Aylesbury, from Aylesbury Transport Strategy, 2017)

2.2.3. Local leisure attractions

There is a wide selection of visitor attractions in Buckinghamshire, although there is no single major concentrated centre for tourism. Given that the majority of visitor attractions are located in rural areas, buses are not currently considered the most convenient mode of transport for visitors to reach them, although many can be accessed by bus.

There are several properties and attractions owned or managed by the National Trust. These include Waddesdon Manor, which is located to the north-west of Aylesbury, and Stowe House and Gardens, which is located near Buckingham. Attractions also include Ascott House near Wing, Pitstone Windmill, and Hughenden Manor near High Wycombe.

The Chiltern Open Air Museum is an independent open-air museum of vernacular buildings located near Chalfont St Peter and Chalfont St Giles in the Chiltern Hills.

The Buckinghamshire Railway Centre at Quanton is located broadly between Aylesbury, Buckingham and Bicester, and incorporates a museum and steam railway services. Whilst it is not located within the village of Quanton, the centre is on one of the main roads leading into the village which is served by bus.

The Chinnor and Princes Risborough Railway stretches over the Buckinghamshire-Oxfordshire border and provides heritage railway services. Whilst Chinnor in Oxfordshire is the main terminus, railway services can also be accessed at Princes Risborough station (although during the COVID pandemic all passengers have boarded and alighted at Chinnor only).

Bekonscot Model Village and Railway is located in the town of Beaconsfield and is the oldest model village in the world. It is considered to be one of the most accessible attractions by bus as well as train.

There are local museums which are located centrally in Buckinghamshire's towns, including Aylesbury's Discover Bucks Museum, Wycombe Museum and Amersham Museum.

The Grand Union Canal runs through Buckinghamshire between Marsworth and Grove, as well as a branch into Aylesbury, and attracts visitors along its tow paths, to its locks and its marinas. Several bus routes cross over the canal.

In the north of Buckinghamshire, on the border with West Northamptonshire is Silverstone which hosts major motorsport events and is also home to the Silverstone Interactive Museum. Because of its location, Silverstone is better connected by bus into South Northamptonshire and nearby Milton Keynes than Buckinghamshire.

There are proposals for a major new visitor attraction at Pinewood Film Studios as part of a Screen Industries Global Growth Hub. This is expected to generate significant number of visitors in a location which is currently not well served by public transport, with plans for a bus shuttle service connecting visitors to nearby Slough.

2.2.4. Accessibility and inclusivity in transport

Buckinghamshire is the home of the Paralympics, and we strive to build on this legacy to ensure that travel is inclusive and accessible to all.

We are currently working with consultants on improving accessibility and inclusivity in transport use, especially highlighting issues with groups that higher perception of safety and security.

Barriers to travel can be different to different people and can range from physical difficulties accessing buses, bus stations and stops or accessing public transport information due to visual to verbal communication challenges, to those who feel more vulnerable and have a heightened sense of security and safety especially when travelling alone, such as older people, females, BAME and the LGBTQ+ community.

Some groups in society may find the public transport more difficult to access or be less inclined to use public transport due to:

- Physical disabilities
- Visual or hearing impairments
- Learning difficulties
- Anxiety or depression
- Dementia
- Age - older people (accessibility, access to information, more vulnerable)
- Pregnant women
- Parents with young children (including pushchairs)
- Children
- Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ+) due to higher perception of safety and security
- Women due to higher perception of fear of safety and security
- Black, Asian and Minority Ethnic (BAME) due to cultural reasons and heightened fear of safety and security

Data gathered during our public survey shows that younger age groups are much more likely to use the bus daily at peak hours (to reach education), whereas older age groups tend to use buses off-peak on less frequent weekly basis (for shopping and leisure activities).

Survey respondents considering themselves to have a disability reported more frequent bus use both currently and pre-COVID than the overall average for survey respondents (see Table 10).

Table 10 - Frequency of bus use by those considering themselves to have a disability

Current frequency of bus use	Daily	Weekly	Monthly	Less than monthly	Never
Respondents considering themselves to have a disability	21.7%	28.5%	13.9%	19.0%	16.9%
Average for survey overall	15.7%	20.2%	11.8%	27.0%	25.3%

Respondents considering themselves to have a disability were also more likely to use the bus for shopping and health appointments, compared to residents.

The number of responses to the survey from non-white ethnic groups was very low, and lower than the average for Buckinghamshire. Therefore, going forward we will need to consider how to engage with these groups, although the responses from those that did respond broadly reflected those of all Buckinghamshire residents.

Not surprisingly those employed or full-time education or unemployed are most likely to use buses daily or weekly bus use. Self-employed people tended to use buses the least, with 44% stating that they never used the bus.

It should be noted that the proportion of retired survey respondents was much higher than the overall population. However, the identified priorities are ones that we feel represent all bus users.

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3. Headline targets

3.1. Objectives

To improve bus services in Buckinghamshire we have developed the following five objectives. These have been developed to meet the Objectives in Buckinghamshire Local Transport Plan 4 and the Councils wider corporate objectives while also ensuring that they achieve the priorities in the National Bus Strategy as shown in Figure 18, below.

- A. **Putting transport users first:** Ensure that residents views are reflected in the way we provide bus services. Enhance the safety and security of all transport users. Ensure high levels of cleanliness, security, and improved lighting at bus stops to ensure that they feel well maintained and safe. Ensure all services are fully accessible to all users. Further driver training to protect more vulnerable users.
- B. **Improve reliability of bus services:** Provide a transport network that is well-maintained, free flowing, and always operating efficiently. This would be achieved through bus priority measures, Priority Public Transport Corridors, and agreed service levels and reliability targets with operators.
- C. **Make bus service easier and more attractive to use:** Ensure that public transport services are easy to use, have easily-accessible information sources for timetables, and easy-to-understand, competitive fares and ticketing. This will be achieved through keeping fares attractive to passengers and support travel between different destinations across multiple-operators and other public transport. We would also ensure that concessionary fares for students, young persons, disabled passengers and older travellers are attractive and easy to access.
- D. **Support our climate change strategy and decarbonisation:** One bus can replace the need for several car journeys and help to support the environment by reducing the number of vehicles on the road. The BSIP will support decarbonisation through encouraging bus use, and to improve upon existing bus emissions levels through tighter standards for buses.
- E. **Encourage network and patronage growth:** To increase network coverage and increase patronage. This supports wider objectives to provide better connectivity across the County and beyond and provide mobility for all. The first step will be to restore confidence in public transport and return to pre-COVID occupancy levels.

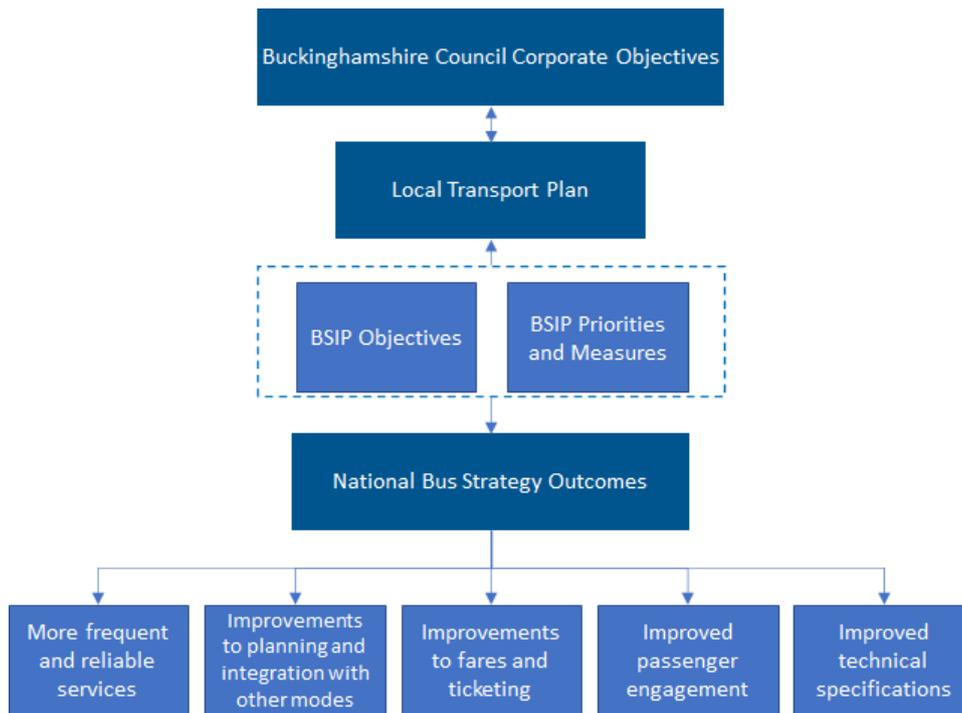


Figure 18 - Links between Buckinghamshire Objectives and Government priorities

3.2. Targets for journey times and reliability improvements

The County average punctuality on key routes was 75.7%²⁷ prior to the COVID-19 pandemic.

The pandemic has had a significant effect on bus travel across England. Nationally, the number of trips on buses outside London is around 60% of pre-COVID levels on weekdays between May and September 2021, and around 70% at weekends²⁸. However, due to the reduced traffic levels the punctuality on routes did see some improvement as outlined in the data below.

The table below shows the reliability statistics of bus services in Buckinghamshire that were determined using the agreed methodology shown in Table 11, below.

²⁷ Figure does not include some smaller local routes as data was not available

²⁸ DfT: Transport use during the coronavirus (COVID-19) pandemic:

<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

Table 11 - How punctuality is determined

Punctuality classification	Minutes early	Minutes late
On time	Less than 1 minute	Less than 6 minutes
Early	1-10 minutes	n/a
Late	n/a	6-30 minutes
Non-operational	More than 10 minutes	More than 30 minutes

Table summarises bus service reliability in Buckinghamshire, i.e. the number of services arriving 'on time' in line with the methodology outlined in Table 12.

Table 12 - Bus service reliability

Period	Reliability
2016-17	80.5%
2017-18	80.7%
2018-19	78.8%
2019-20	75.8%
2020-21	85.7%

Prior to the pandemic bus service reliability had reduced, largely due to the impact of congestion on the network. While improvement was seen during 2020-21 this is linked to temporary low traffic volumes resulting from the pandemic. Nationally, the amount of traffic on our roads has returned to pre-pandemic levels and pre-COVID trends in punctuality are likely to continue without interventions to assist public transport.

Table 13 - Bus service reliability targets

Area	Reliability target (2022-23)
Whole of Buckinghamshire	<i>To be agreed with bus operators and linked to post-COVID-19 baseline and adoption of priority measures.</i>
Aylesbury area	(see above)
High Wycombe area	(see above)

Buckinghamshire Council will be taking on additional staff resources to ensure that the aims of the BSIP are met, and to update and produce future versions of the BSIP. Publication of reporting results is discussed in section 5.

3.3. Targets for passenger growth and customer satisfaction

3.3.1. Passenger growth

As discussed previously, bus patronage in Buckinghamshire (and outside London more generally) had only reached around 70% of pre-COVID-19 levels.

The metrics to be used by this survey are still to be determined, as the bus user survey conducted for this BSIP did not include an explicit 'satisfaction' measure. Similarly, the date for distributing this survey is yet to be determined and is partially dependent on additional resources being made available.

We will seek to improve upon customer satisfaction results year-on-year based upon the benchmark set by the first survey. This will be reported upon in future BSIPs.

Targets for passenger growth will be based on short- and long-term aspirations:

The short-term target is to grow patronage back to pre-COVID levels, and build confidence back in bus transport, in order to maintain the network that we currently have. This will provide a strong basis on which to grow the service.

A medium-term target will be to grow passengers by **XX% - an amount to be agreed with operators**

3.3.2. Customer satisfaction targets

Without bus users there is no bus service. The satisfaction of users is a key priority, and has direct impact on passenger growth and hence the transport user is one of our key objectives of BSIP.

Measures will include:

- Punctuality
- Cleanliness
- Driver courtesy
- Facilities on board

- Ease of ticketing
- Availability of timetable information
- Safety and Security

The intention is to base targets on:

- Pre-COVID levels
- Increase in future years

Operators currently undertake customer satisfaction surveys which will be used for part of the base data for establishing satisfaction surveys.

We will start regular annual collection of Buckinghamshire-wide passenger satisfaction surveys with common questions and metrics, based on the structure of existing surveys. This will then be repeated year-on-year, using the same metrics, and with the first survey serving as a benchmark to compare future years against.

3.4. Alignment with neighbouring local authorities

In creating this BSIP for Buckinghamshire, it is important that we consider the needs of neighbouring local authorities, all of whom will be going through a similar process.

Buckinghamshire has the third lowest bus use per head of population compared to neighbouring authorities. We have seen the largest drop in bus use per head of population since 2015/16 (Table 14).

Table 14 - Passenger journeys per head of population compared to neighbouring local authorities

Local Authority	Passenger journeys per head of population					Change 15/16 - 19/20
	2015/16	2016/17	2017/18	2018/19	2019/20	
Buckinghamshire	20.5	20.0	18.6	16.5	14.3	-30.2%
Central Bedfordshire	14.1	14.3	12.7	12.1	11.3	-19.8%
Hertfordshire	26.1	31.3	23.4	23.9	22.7	-12.9%
Milton Keynes	38.1	36.1	37.9	32.2	31.2	-18.2%
Northamptonshire	25.5	26.2	24.9	23.9	23.0	-9.9%
Oxfordshire	62.1	60.5	59.5	60.9	59.0	-5.0%
Slough	33.8	32.1	31.3	30.4	27.8	-17.7%
Windsor & Maidenhead	12.6	9.7	10.0	9.3	9.3	-25.8%

Whilst each covering a smaller selection of objectives which relate to buses to varying extents, the remaining neighbouring authorities' objectives are all considered to be well aligned with Buckinghamshire's objectives.

For example, Milton Keynes Council has an objective to "Maximise Travel Choices – maximise the use of technology and innovation to both inform the traveller and to provide travel options" (**C - Increase ease and attractiveness of bus use**); Hertfordshire County Council has an objective which is to "Enhance journey reliability and network resilience across Hertfordshire" (**B- Increase Reliability**); Royal Borough of Windsor and Maidenhead has an objective to "To improve road safety and personal security for all transport users" (**A – Put transport users first**); and Slough Borough Council has an objective to "Reduce carbon emissions, protect heritage and habitats, and adapt to a changing climate" (**D- Protect the environment**).

Of all the neighbouring authorities, Oxfordshire County Council is considered to have the broadest set of objectives which have a relationship to buses and are considered to be well aligned to our objectives. Their objectives include "Maintain and improve transport connections to support economic growth and vitality across the county" (**E - Encourage Growth**).

4. Delivery

This section identifies Buckinghamshire Council's priorities and measures to achieve the BSIP objectives.

The funding required to deliver these priorities and objectives are outlined in a table published alongside this BSIP.

4.1. Priority identification

BSIP priorities have been established through a top down / bottom-up collaboration approach. Establishing Council priorities through Corporate Plan and LTP4 Objectives and stakeholder priorities through consultation with:

- Members of the public through an online survey,
- Parish and town council feedback
- Elected Member priorities through a 'Task and Finish' Group
- Bus operator priorities through direct engagement.

The priorities that were highlight through this work are summarised in Table 15, below.

From this we were able to identify aligned priorities and those specific to each group so that we could develop a range of measures to address their different priorities.

Table 15 - Top 5 priority themes identified during engagement exercises

Priorities	Groups			
	Council strategic priorities /LTP4	Members of the public	Buckinghamshire councillors	Bus Operators
Attractiveness of catching buses, e.g. cleanliness of buses and bus stops			✓	✓
Better provision of concessionary fare schemes, consistent across operators		✓	✓	
Bus priority infrastructure	✓			✓
Cheaper fares		✓	✓	
Continued subsidies to return services to pre-COVID-19 levels				✓
Improved passenger information, particularly digital	✓		✓	✓
Integration with rail	✓		✓	
More direct services (i.e. fewer interchanges)		✓		
More frequent services		✓		✓
More punctual and reliable services	✓	✓	✓	
Safety and security	✓	✓	✓	✓
Shared ticketing between bus operators	✓	✓	✓	
Tighter integration with local planning, particularly for new developments	✓		✓	✓

4.2. Ambitions for Delivery

From the work on identifying priorities we were able to develop a range of measures and schemes aimed at addressing each of the group's identified priorities to improve bus services in Buckinghamshire. These and been assessed to ensure that they in turn achieve the BSIP objectives.

We have presented the measures and schemes under the five principal areas for improvement set by Government in the National Bus Strategy:

- More frequent and reliable services
- Improvements to planning and integration with other modes
- Improvements to fares and ticketing
- Improved technical specifications
- Improved passenger engagement

In addition to this we have included a section on improvements specific to Aylesbury and High Wycombe as they are the two most populated towns in Buckinghamshire and consequentially have the highest concentration of urban bus services, higher patronage levels, more services impacted by congestion and are also the areas where we are most likely to have the biggest impact to achieve real change.

4.2.1. More Frequent and Reliable Services

Improving frequency and reliability of service were identified as the two key factors likely to encourage further bus use in the public survey (72% and 46% respectively of respondents).

Short Term

In the short term, we propose to maintain services at pre-COVID levels and increase passenger numbers back to pre-pandemic levels.

Bus service frequencies have returned to pre-COVID service levels. However, patronage has not recovered and is currently at around 70% of pre-COVID levels. This plan therefore aims first to support a return to pre-pandemic passenger levels to stabilise the current bus network. Once the bus passenger levels stabilise and the new core network identified we

can use this core network as a base to increase service frequencies to encourage further passenger growth and modal shift.

Long Term

The Plan aims to deliver at least 15-minute service frequencies on key corridors during daytimes with secondary urban and rural route frequencies increased, as shown in [TABLE]. All new housing developments will need to provide services and service levels aligned to these frequencies.

Table 16 – Aims for bus frequencies by type of service

Bus service type	Proposed minimum frequency - daytime	Proposed minimum frequency - evening
Core urban	15 minutes	30 minutes
Core interurban	15 minutes	30 minutes
Secondary urban	30 minutes	1 hour
Secondary inter-urban and rural	<i>Based on demonstrated need</i>	<i>Based on demonstrated need</i>
Partial	<i>to be developed in partnership with neighbouring authority</i>	<i>to be developed in partnership with neighbouring authority</i>

We also aim to increase evening services and their frequencies to support the night-time economy and shift workers. Where evening patronage is low and not viable to run dedicated bus services, we will investigate feasibility for providing a different approach such as demand-responsive services.

Improving Journey Time Reliability - Bus Priority

Improving journey time reliability is a key priority highlighted by both the public opinion survey and bus operators, due to the frustration of buses getting stuck in the same congestion as general traffic.

We have a number of PPTCs in Aylesbury and High Wycombe and bus priority measures have already been implemented on some of these corridors to provide bus priority. We are looking to build on these.

Table 17 outlines proposals for improvements across the County that has been identified by bus operators. This list is not exhaustive as we expect additional areas to be identified as part of the enhanced partnership. Several of these schemes include 'SCOOT' (Split-Cycle Offset Optimisation Technique) traffic signals, to increase the priority of traffic through junctions with traffic lights.

In addition to these measures, we are working with the policy to increase enforcement of existing bus lanes.

Table 17 – Bus priority Measures

Town	Description	Scheme Status
Amersham / High Wycombe	Junction of A404 and Whielden Lane – improved access for buses towards Amersham Hospital	Feasibility assessment required
Aylesbury	PPTC to improve bus priority on A41 between Berryfields and Aylesbury	The first Stage is being delivered and will be completed in 2022 Future phases require design and funding
Aylesbury	PPTC - Aylesbury gyratory – potential SCOOT signal scheme to improve bus priority through the gyratory	Scheme is expected to be delivered in 2022-24 but additional funding required to support the bus priority element
Beaconsfield	A355 / Maxwell Road junction – Bus priority improvement at the junction of Amersham road and the new road	Feasibility assessment required
Farnham Common	Improve north-south bus priority through Farnham Common	Feasibility assessment required
High Wycombe	PPTC – A40 London Road PPTC - additional bus priority including SCOOT	Completed 2020
High Wycombe	Frogmoor – Improve access for buses heading north or west from the town centre	Feasibility assessment Required

Town	Description	Scheme Status
High Wycombe	PPTC- Prioritise bus movements around the congested Marlow Hill gyratory, between High Wycombe and the Handy Cross roundabout	Partial funding through Section 106 funding, but Feasibility assessment on bus priority is required
High Wycombe	PPTC -Priority access for buses and encourage more routes to serve the rail station, potentially including SCOOT systems.	Feasibility assessment required
High Wycombe	PPTC- Priority for egress from the Wycombe Coachway onto the Handy Cross roundabout, potentially including SCOOT systems	Feasibility assessment required
High Wycombe (West Wycombe)	Introduce A40 Oxford Road PPTC, between West Wycombe and Studley Green	Project being progressed - Statutory consultation closed 13 August 2021
Stokenchurch	Improved bus service vehicle access and turning ability at Stokenchurch Business Park.	Aspirational - should be linked to the development of the business park - Feasibility assessment required
Taplow	A4 Bath Road near Taplow. Improve bus priority between Slough and Maidenhead	Feasibility assessment required
County Wide	Work with Police for greater enforcement of bus lanes	On-going

Demand Responsive Transport – Rural Mobility Fund

Parts of Buckinghamshire are not easily served by traditional public transport services, so the Council is keen to find suitable alternatives. Buckinghamshire Council submitted two successful bids to the DfT's Rural Mobility Fund²⁹ (RMF). Two Demand Responsive Transport (DRT) schemes are due to start over the next year. Our aspiration is for the services to

²⁹ Rural Mobility Fund DfT website: <https://www.gov.uk/government/publications/rural-mobility-fund>

become commercially viable and embedded as a key part of the public transport offering beyond the proposed 4-year trial.

These new DRT schemes will also be considered as an alternative to fixed timetables evening and Sunday bus routes.

If the trials are successful, we will consider DRT services as an option for replacement of some conventional rural routes (see section 4.2.2).

Aylesbury

The Aylesbury scheme focuses on improving connectivity to the rural areas surrounding Aylesbury (Weedon, Hartwell, Aston Clinton, Weston Turville and Halton) which are currently underserved by traditional bus routes. Implementing a DRT service will enable better connections to local economic, retail, education, and healthcare facilities (notably Stoke Mandeville Hospital).

High Wycombe

The High Wycombe DRT scheme aims to improve connectivity to areas surrounding High Wycombe (Booker, Downley, and Wooburn Green). This will enable better connections to local economic, retail, education, and healthcare facilities. Most notably connects to Cressex Industrial Park, town centre, railway station and hospital.

4.2.2. Improvements to planning and integration with other modes

One of the key aspects of the BSIP is the ability to interchange and integration between bus services and other transport modes. To support this, we have identified areas for improvement and, discussed later, through ticketing to facilitate seamless interchange.

Integration between Urban and Inter-Urban bus services

To improve longer distance connectivity, we will improve interchange options between existing bus routes and long-distance coach services. Table 18 provides some examples of schemes which could improve interchanges between existing routes, enabling connectivity to key destinations such as Milton Keynes, Oxford, Heathrow and Luton.

Table 18 - Areas for improvement of integration between existing bus services

Location	Proposal
Buckingham	<p>Buckingham Town Centre Transport Hub</p> <p>There has been a long aspiration to improve accessibility for buses and coaches and to create a transport hub in Buckingham Town Centre to facilitate better interchange between services. Buckingham suffers from congestion and a constrained highway network meaning access to the existing town centre stops is constrained. The town is currently served by the X5 Coach service that links Oxford with Bedford via Milton Keynes and provides interchanges opportunities with local bus services and taxis.</p>
High Wycombe Coachway	<p>New Coach Services at High Wycombe Coachway</p> <p>Currently the Coachway is served temporarily by the Oxford Airline Service providing connectivity to Heathrow and Gatwick airports. The BSIP aims to secure this service and to build on it to provide coaches to London. It is also looking at opportunities to improve access and egress from the Coachway.</p>
Aylesbury Bus Station	<p>Aylesbury bus station is no longer fit for purpose and although closely located in the town centre and near the railway station it is not an inviting interchange location.</p> <p>Short Term</p> <p>We are undertaking a Station Refresh including improvements to lighting, passenger facilities; toilets; information screens; signage; and pedestrian access from Walton Street. This work is starting in late 2021</p> <p>Long term</p> <p>To establish a new bus station in Aylesbury as part of the town centre regeneration project that will provide a new transport gateway to the town and facilitate interchange with rail services. This work is currently being undertaken.</p>
High Wycombe Bus Station	<p>High Wycombe Bus station accessibility.</p> <p>The Station is well located to the town centre with modern facilities. However, it suffers operationally due to limited space and difficulties with buses manoeuvring in and out. Improve access to the approach to the bus station for buses. Redesign junctions with Bridge Street and A40 to support bus</p>

	movements, potentially including signal bus priority. Improve passenger comfort in waiting area. Improve pedestrian access from areas other than Eden Shopping Centre.
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We will also review bus stop locations to maximise opportunities to interchange between services. We aim to have bus stops travelling on the same route share the same bus stop infrastructure wherever possible.

Maximise network coverage through reducing competition on shared corridors

We will work with operators to identify where better co-ordination of routes will allow resources to be reallocated to increase the overall bus network. This will include reducing head-to-head competition whilst using multi operator ticketing schemes to ensure passengers will have greater flexibility to travel increasing service frequencies for bus users. We will build on the successful Wycombe SMARTzone ticket scheme and the two jointly operated bus routes run under Qualifying Agreements to extend the through ticketing.

This will increase the viability of services while passenger numbers recover post-COVID and provide more resilience to bus companies while driver recruitment remains a challenge.

Developing the Inter-urban network

Consideration will be given to developing a “Superbus” network of express interurban services which would be co-ordinated with local existing services but offer faster journey times between key popular destinations and improve long distance connectivity. This would be highly dependent on significant additional funding. If this becomes available, such a service would include the following features:

- A unified brand
- Low emission accessible vehicles with high backed seats, tables, air conditioning, USB / wireless charging points and information screens
- Fares which are ideally at a premium level to the parallel slower services but still competitive with car journey times
- High quality stop infrastructure that acts as an interchange point and is located near toilets and refreshment facilities

Integration with rail

Buckinghamshire is served by several different rail operators and there are already bus links to rail stations in several locations. Examples include Aylesbury's links to Chiltern Rail Services, the 280 bus service via Haddenham and Thame Parkway providing the connectivity from local towns and villages to the station, and bus services linking to the London Underground Station at Amersham.

There is likely to be limited ability to influence railway timetables to ensure better connectivity with bus services, due to the tight constraints on rail timetables. The focus for bus improvements will be on key railway stations in larger towns where train services operate at higher frequencies, and where it could be feasible to achieve a more seamless interchange experience between bus and train services.

The BSIP will aim to improve bus links to railway stations to facilitate interchange between modes, which will include reviewing the location of bus stops to move these closer to stations and looking at timing of services to coordinate with train times. We would also like to extend the PlusBus fare scheme to facilitate seamless interchange. Specific priorities are outlined in Table 19.

Table 19 - Proposals for improvements to bus-rail connections.

Town	Description
Aylesbury	Improved pedestrian access between railway and bus stations. Seek a solution to the fact the station is only served on inbound bus services.
Aylesbury Vale Parkway	Look at opportunities to provide bus links from the station to Westcott Enterprise Zone
High Wycombe	Priority access for buses and look at how to increase the routes serving the railway station. Looking at opportunities to improve accessibility for buses into the station. This could include using traffic signal priority technology.
Princes Risborough	Feasibility study into enhanced bus connectivity to Princes Risborough station. Explore use of DRT and Community solutions.
Other rural stations	Explore use of DRT and Community Bus provision for areas with lower rail patronage in more rural areas.
Future Winslow Station	Creation of new bus interchange and bus drop off and pick up as well as new routes and increased frequencies to serve the new Station at Winslow as part of the new East West Rail station

East West Rail is a major infrastructure project in the north of Buckinghamshire which will re-open part of the Varsity Line between Bicester and Bletchley via a new station at

Winslow. Housing development is proposed around Winslow and the new railway station, which will be served by regular train services towards Oxford, Aylesbury, Milton Keynes and Bedford, will be a focal point for transport providing a new local interchange. It is key that the East West Rail programme also reopens the line north of Aylesbury Vale Parkway (currently for goods trains only), to provide a direct rail link between Aylesbury and Milton Keynes. There are already plans to ensure that this will be well-connected with the wider town and surrounding area including new or improved pedestrian and cycle routes³⁰ as well as local bus services.

To improve interchange between other modes we will also be looking at co-locating cycle parking facilities and potential e-scooter pick-up points at bus stops. This will not be feasible at all stops due to potential obstructions. However, this could potentially link up with the e-scooter rental trials currently taking place in Aylesbury, High Wycombe, and Princes Risborough (see section 2.2).

Links to Airports

Coach services currently operate between High Wycombe and London Heathrow and London Gatwick airports. However, these services are concentrated from High Wycombe Coachway as more local services in south of Buckinghamshire were stopped during the pandemic. There is no connectivity to airports from the north of the county.

We will investigate the potential for extending existing services between Aylesbury and Luton, to reach London Luton Airport directly, in discussion with Central Bedfordshire Council and Luton Borough Council. We will also investigate the demand for a direct route between Aylesbury and Heathrow.

There is also the potential to extend existing routes between Buckinghamshire and neighbouring local authorities to provide direct access to other airports.

Rural services

Buckinghamshire is a largely rural county and the Council currently provide a network of socially-necessary (as defined by the Transport Act 1985³¹) subsidised services that provide access from rural communities to local towns. There is rural isolation and levels of

³⁰ A413 Sustainable Travel Scheme: <https://www.buckscc.gov.uk/services/transport-and-roads/road-projects-and-improvement-schemes/a413-sustainable-travel-scheme/>

³¹ Transport Act 1968: <https://www.legislation.gov.uk/ukpga/1968/73/contents>

deprivation because of lack of accessibility for those that do not have access to an alternative means of transport. A future phase of the BSIP will be looking at provision of these services and determining the funding required. The increase in provision will be dependent on funding success.

We will work also continue to support community-led transport bus schemes and look at building on the new DRT trials to provide more flexible and adaptable solutions for both rural transport and also the later to increase evening and Sunday provision.

4.2.3. Improvements to fares and ticketing

Extended Youth Discount Scheme

There are a range of different youth discounted schemes offered by different operators and some schemes that are run by neighbouring authorities. We strongly believe that a centralised scheme that is supported by the Government similar to the Young Persons Rail Card would be beneficial to provide clarity and consistency across the bus network and we ask that the Department of Transport open up the 16-17 railcard and 16-25 railcard products to instead become a public transport card for each respective age group and also act as a nationally accepted proof of age card.

Locally we aim to align the child fare schemes offered by different bus companies that operate in Buckinghamshire and to develop an improved 16-21 ticketing offer. We will also consider extending the age range for this scheme up to 25 years old. This of course would need to coordinate with and link with neighbouring authorities such as the those offered in Oxfordshire and Hertfordshire Hertfordshire's SaverCard³².

Coordination with Higher Education providers

In addition to the Buckinghamshire College Group, there are two universities which provide higher education within Buckinghamshire. The University of Buckingham's campus is located in the north of the county and within easy walking distance of Buckingham town centre. It can be accessed via local bus services or from the X5 cross-country coach.

³² Hertfordshire County Council SaverCard website: <https://www.hertfordshire.gov.uk/services/Schools-and-education/Travel-to-school/Savercard/savercard.aspx>

Buckinghamshire New University has campuses in High Wycombe, Aylesbury and at Missenden Abbey, Great Missenden which is located between Aylesbury and Amersham. All of the university campuses are accessible by bus and will draw in students from across Buckinghamshire and beyond.

The Enhanced Partnership will work with the universities with regard to the provision of bus services and potential discounts to students in addition to those who may be eligible for Government 16-19 travel bursary and discretionary learner support for those aged 19 or over facing financial hardship.

Jobseeker's allowance discount scheme

In addition to extending youth discount schemes, we will work with bus operators to provide lower priced tickets to support those on Jobseeker's Allowance.

Integrated ticketing between operators

Building on the successful High Wycombe SMARTzone³³ scheme we will extend this scheme to include towns outside High Wycombe such as Amersham, Chesham and Beaconsfield.

A similar multi-operator scheme will be developed for the Aylesbury area.

We will work with operators to ensure that mobile ticketing including QR codes can be read on all services, that contactless payment is possible and that multi-journey products from different bus operators are aligned to provide a consistent offer for customers.

We already offer carnet tickets on bus services in Buckinghamshire, and we will look to roll this out further across the network, to support the move to flexible working and continuing "work from home" arrangements. These offer more flexibility for passengers who do not need to make the same trip every day, for example 3 days out of 5 weekdays or 10-trip tickets without the need to specify time of travel, and where a season ticket pass is too expensive.

³³ Wycombe SMARTzone website: <https://www.wycombesmartzone.co.uk/>

Intalink Explorer as county-wide day ticket

The Intalink Explorer³⁴ ticket is already accepted on most services in Buckinghamshire. However, aside from existing cross-boundary services to / from Hertfordshire, this is an informal arrangement. We will work with Hertfordshire County Council and operators to formalise this arrangement and promote it as a lower priced option for longer distance travel.

Fare capping schemes

We will work with operators to introduce multi-operator tap-on tap-off capping technology with contactless bank cards, initially in the High Wycombe SMARTzone area. This allows passengers to travel flexibly and make multiple journeys with the certainty that they will be charged based on the best value ticket available. This will require additional “tap-off” readers to be funded and installed on buses. In future this will be extended to other parts of the county.

We will work with Slough Borough and Royal Borough of Windsor & Maidenhead councils to introduce multi-operator ticketing within the Slough and Maidenhead area. In the longer term this will interact with the High Wycombe SMARTzone to allow extended multi-operator travel.

Integration with rail operators

‘PlusBus’ tickets are already available in parts of Buckinghamshire. They are extensions to rail tickets which allow passengers to use bus services to/from their local railway station. The ticket has to be purchased at a railway station first.

We support the DfT’s ambition to extend the concept of integrated bus-rail tickets, which would allow someone who intends to travel by train but needs to use a bus (or buses) to reach the station to purchase a combined bus and rail ticket on the bus. We will investigate extension of PlusBus schemes in the short-term.

³⁴ Intalink Explorer website: <https://www.intalink.org.uk/explorer>

4.2.4. Improved technical specifications

Bus specifications

Buckinghamshire Council is committed to improving air quality. Subject to funding being provided via the BSIP we will work with operators to upgrade buses on the core network to a minimum of Euro VI standard, and buses on secondary services to a minimum of Euro V. We also recognise the embedded carbon cost of disposing of vehicles before the end of their scheduled lifespan. We will also investigate the feasibility of retrofitting existing diesel buses into electric vehicles.

A modal shift towards use of public transport will also have significant impact on decarbonisation of transport overall. Increasing patronage on our bus services would make a major contribution to a reduction in carbon emissions.

On-board: Technology

The provision of next-stop audio-visual information on vehicles has been mandated by the government. We will support small-medium-enterprise (SME) operators to access government funding for this technology.

The ability to charge electronic devices on the move is attractive to passengers. We will assist operators to upgrade vehicles, especially on inter-urban services, to be fitted with USB or wireless charging devices.

Bus stop technology

We will increase the availability of Real-Time Passenger Information (RTPI) displays at bus stops including upgrading printed timetables to e-paper displays which will show live bus tracking, timetable information and allow information and service disruption messages to be uploaded instantly without the need to visit the bus stop location.

A review of bus stops, particularly in rural locations, will be carried out and Improvements made to physical infrastructure including accessibility measures and larger hard standing capacity.

Bus stops: Safety and security

The safety and security of passengers is of immense importance, including meeting the needs of a diverse range of passengers including vulnerable groups.

We aim to maintain and improve the safety and security of passengers at bus stops. We will review lighting provision and CCTV coverage, looking to increase coverage at key bus stops.

We will carry out a detailed survey of all bus stops and stations in the county and review locations, accessibility, stop capacity, security and lighting. The cleanliness of bus stops, particularly in terms of graffiti, litter, damage to bus stop furniture including shelters, bus flags and timetable information, will be reviewed. This has been raised as a concern of respondents to the public bus users survey.

Consideration will be given to increasing the flexibility of some bus services, in particular those operating in the early hours or late evenings, to allow drop-offs at locations other than designated bus stops to allow people to disembark closer to home. Consideration will need to be given to the reclassification of services as hail-and-ride services to allow this practice to occur more formally.

Drivers: customer service

Ensuring that passengers receive good customer service is a key pillar of growing patronage. We will therefore work with operators to review customer service training with a particular focus on the needs of vulnerable users. The details of this training will be agreed with operators during creation of the Enhanced Partnership. Bus drivers in Buckinghamshire already train to a standardised minimum of customer service.

Integration with planning

Buckinghamshire has an excellent track record of working with developers to ensure that all new housing developments are connected to public transport. We already secure section 106 funding for new services and extending existing services, and the upgrade of existing bus stops with RTPI.

A number of business parks (e.g. Cressex Business Park near High Wycombe) provide their own private shuttle services for employees, most often to the nearest railway station. We will work with the business park owners to identify missing links in public transport access and identify barriers to replacing the private shuttles with public bus routes. The benefit of the latter position is that the services can be integrated into the wider network and resources can be used when services levels are lower to provide other services.

Supporting local tourism

We will support new and improved links to local tourist attractions, particularly those which see large volumes of visitors. We would also work with attractions to provide discounted entry for bus users. This could be expanded out to Hughenden Manor, Stowe, Silverstone, and Pinewood, which also see high visitor volumes at certain times of year. Links would be provided to key transport interchanges.

Community bus support

We will continue to support local Community Transport schemes and work with communities wishing to set up new schemes. We will help operators to invest in zero emission vehicles and investigate funding these through section 106 developer sourced income.

4.2.5. Improved passenger engagement

Public forums

While there are some local transport user groups there is no countywide passenger representation forum. Using the guidance from the Transport Focus organisation we will set up and hold regular public forums. The nature and timing of these will depend at least partly on the scope of funding received from Government, and the areas affected by new bus improvement projects.

We will set up a passenger charter with for key areas of operation. This will be established once the full details of our Enhanced Partnership agreement are understood and agreed upon. This will also provide a basis for discussions with the proposed public forum.

This will be framed around a series of KPIs related to those provided in this Plan. These KPIs will also include vehicle and infrastructure standards.

Marketing and publicity

Part of enhancing passenger experience and making it easier to travel include the way information is presented to passengers at bus stops and in publicity material including on the council's and bus operators' websites. This includes maps which show a bus route or bus routes, i.e. the development of a unified style of map across Buckinghamshire. These types of maps are effective in omitting unnecessary detail and make it easier for passengers to identify interchange locations or where multiple services call at the same stops or reach the same destinations. Consideration will be given to marketing of services in the larger settlements, and on selected inter-urban corridors which are served by higher frequency routes.

Shared mapping

Buckinghamshire Council should publish a centralised bus map, or maps of specific areas which cover bus services from all operators.

Operators should provide information on the availability of other operators' routes. This can be facilitated through the publication of bus maps by the Council.

Passengers will be made more aware of the existing Nextbuses.mobi³⁵ app. This is an app which shows all available bus services.

Bus map design will replicate or build upon the example produced by Arriva and Carousel for the Wycombe SMARTzone (Figure 19) but will include routes belonging to all local operators.

³⁵ Nextbuses.mobi app URL: <https://www.nextbuses.mobi/>

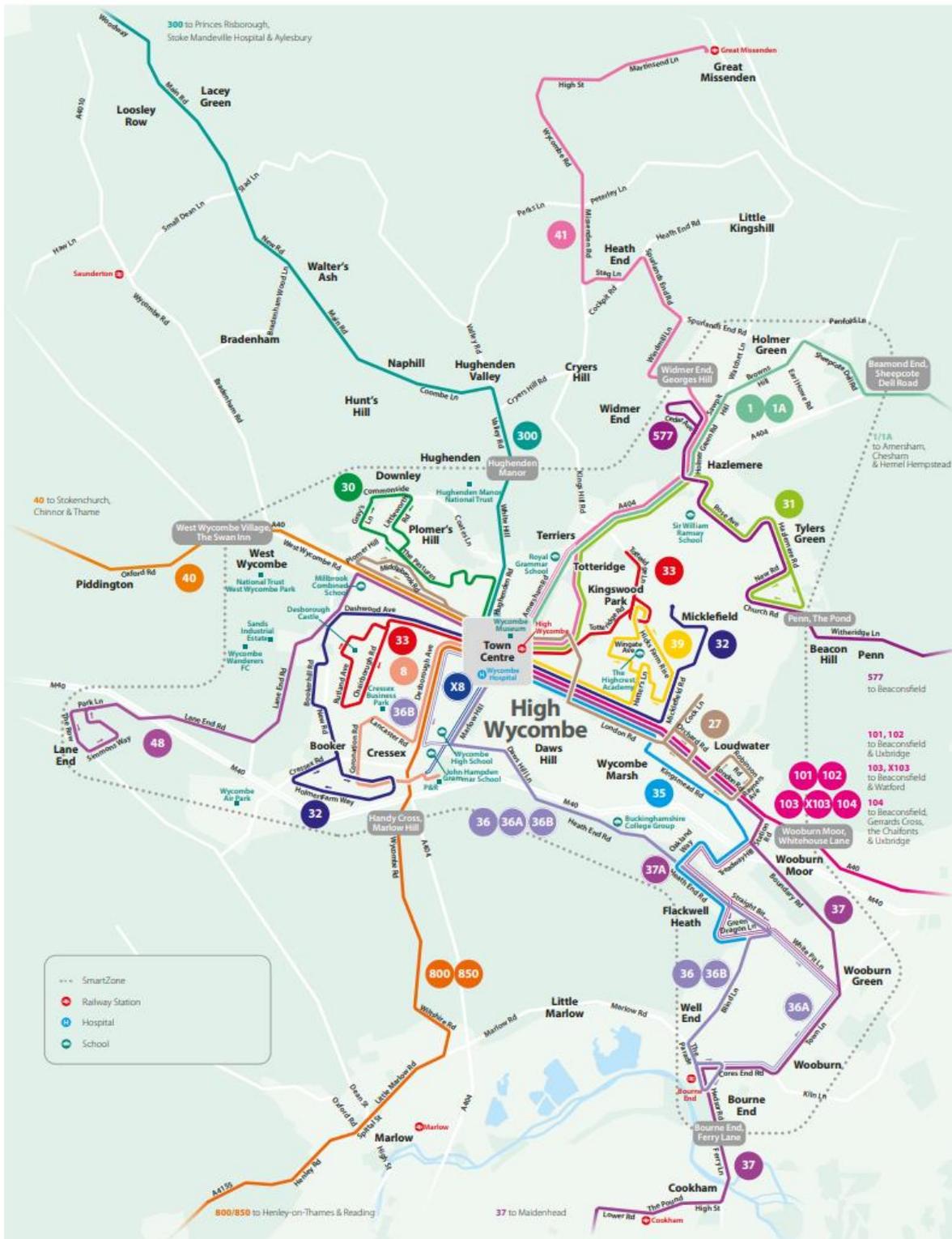


Figure 19 - Wycombe SMARTzone map (produced by Arriva and Carousel, 2020)

4.3. Alignment of schemes with BSIP objectives

Table 20 provides an overview of how the proposals for improvements listed above align with the overall objectives of the Buckinghamshire BSIP, as set out in section 3.

Table 20 - Alignment of proposed improvement measures with Buckinghamshire objectives

Measure	BSIP Objectives				
	Putting transport users first	Improve reliability of bus services	Make bus service easier and more attractive to use	Support our climate change strategy and decarbonisation	Encourage network and patronage growth
More frequent and reliable services					
Primary Public Transport Corridors		✓			✓
Town centre infrastructure improvements	✓	✓	✓		✓
Bus priority measures at junctions		✓			
Demand-responsive services		✓	✓	✓	✓
Community transport review	✓		✓	✓	✓
Improvements to planning and integration					
Improve links with rail stations		✓	✓		✓
Co-locate bus stops with cycle parking and e-scooters			✓		✓
Links to airports			✓		✓
High Wycombe park and ride improvements		✓	✓		
Reduce head-to-head competition			✓		

Measure	BSIP Objectives				
	Putting transport users first	Improve reliability of bus services	Make bus service easier and more attractive to use	Support our climate change strategy and decarbonisation	Encourage network and patronage growth
Other service simplification		✓	✓		✓
Review socially necessary rural services	✓	✓		✓	
Increase evening and Sunday bus provision			✓		✓
Work with existing community bus schemes			✓	✓	
Interurban bus service review		✓	✓		✓
Work with large employers to encourage modal shift	✓		✓	✓	✓
Improvements to fares and ticketing					
Youth discount scheme changes			✓		✓
Other discount schemes			✓		✓
Common ticketing technology across operators			✓		✓
Alignment of fares and ticketing between operators		✓	✓		✓
New ticket types (e.g. carnet)			✓		✓
Intalink Explorer as county-wide day ticket			✓		✓
Extended SMARTzones (High Wycombe and Aylesbury)			✓		✓
Joint ticket zone near Slough and Maidenhead			✓		✓

Measure	BSIP Objectives				
	Putting transport users first	Improve reliability of bus services	Make bus service easier and more attractive to use	Support our climate change strategy and decarbonisation	Encourage network and patronage growth
Expanded PlusBus integration			✓		✓
Higher-specification buses					
Improved on-bus technology	✓		✓		
Increase on-bus wifi coverage			✓		
Introduce maximum vehicle age	✓	✓		✓	
Improve timetable information across digital platforms and paper			✓		
Improve well-used bus stops	✓		✓	✓	
New accessibility guidelines for housing developments	✓		✓	✓	✓
Review bus access in commercial areas		✓	✓		✓
Upgrade bus stations	✓	✓	✓	✓	
Improvements to passenger engagement					
Passenger charter	✓		✓		
Public forums	✓		✓		
Refresh route marketing for urban and inter-urban services			✓		
Updated bus timetable app			✓		
Additional real-time passenger information coverage			✓		

Measure	BSIP Objectives				
	Putting transport users first	Improve reliability of bus services	Make bus service easier and more attractive to use	Support our climate change strategy and decarbonisation	Encourage network and patronage growth
Buckinghamshire bus map			✓		
E-paper information displays			✓		
Other					
Setting fixed timetable change dates each year		✓	✓		

4.4. Cost estimates

A table summarising cost estimates for the schemes proposed throughout section 4 is available in a separate document published alongside this BSIP.

5. Reporting

Reflecting the targets set out in section 3, our key performance indicators (KPIs) for bus service improvements will focus on increasing service reliability and passenger numbers.

These will be determined through our discussions with bus operators and based around observations of existing performance and other factors outlined in section 2.

Reporting of progress against these KPIs will take place once every 6 months. The first of these will cover data and observations for the period between 1 November 2021 and 30 April 2022. The date of publication is to be confirmed but is likely to take place in May 2022.

The next version of the BSIP will be published in October 2022.

6. Overview tables

Table 21 - BSIP details

Name of authority or authorities:	Buckinghamshire Council
Franchising or Enhanced Partnership (or both):	Enhanced Partnership
Date of publication:	31 October 2021
Date of next annual update:	31 October 2022
URL of published report:	[TBC when publishing]

Table 22 - Targets

Targets	2018/19	2019/20	Target for 2024/25	Description of how each will be measured (max 50 words)
Journey time <i>To be determined on a service-by-service basis</i>	N/A (service-specific)	N/A (service-specific)	TBD	To be discussed with operators
Reliability <i>(less than 1 minute early, less than 6 minutes late)</i>	78.8%	75.8%	TBD	To be discussed with operators
Passenger numbers <i>(total journeys, millions,</i>	8.92	7.80	TBD	To be discussed with operators
Average passenger satisfaction	N/A (no satisfaction survey data available)	N/A (no satisfaction survey data available)	Benchmark to be set with first satisfaction survey, date TBC	To be discussed with operators

Table 23 - BSIP summary table

Category	Sub-category	Does this BSIP detail related policies? Yes/No	Explanation
More frequent and reliable services	Review service frequency	Yes	<ul style="list-style-type: none"> • Current service levels and timetables are near pre-COVID service levels but not bus patronage – this needs to be taken into account • Urban network – minimum 15-minute service on key corridors during daytime and 30-minute evening frequency • Links to new housing developments • More demand-responsive evening services.
	Increase bus priority measures	Yes	<p>Priority Public Transport Corridors</p> <ul style="list-style-type: none"> • Aylesbury, A41 • High Wycombe, A40 • A4, A355 and A404 corridors. <p>Town centre improvements:</p> <ul style="list-style-type: none"> • Aylesbury gyratory • High Wycombe Town Centre • Frogmoor (near High Wycombe) <p>Bus Priority at junctions</p> <ul style="list-style-type: none"> • High Wycombe railway station • Wycombe bus station exit • Exiting Wycombe coachway onto Handy Cross roundabout • Right turn from Marlow Hill into Coachway • Marlow Hill gyratory • A404 / Whielden Lane • Maxwell Road / A355

Category	Sub-category	Does this BSIP detail related policies? Yes/No	Explanation
	Increase demand responsive services	Yes	<ul style="list-style-type: none"> • Successful Rural Mobility Fund (RMF) bids – two DRT schemes to start this year – maximise use and promote as an alternative for evening services • Abbey Barn Park and Penn Wood developments trial – section 106 funded
	Consideration of bus rapid transport networks	No	<ul style="list-style-type: none"> • Will not be considered at the present time. This may be possible later with larger new housing developments and funding availability
Improvements to planning / integration with other modes	Integrate services with other transport modes	Yes	<ul style="list-style-type: none"> • Improved links to key rail stations, including East West Rail in future • Co-locating bus stops and major bus stations with cycle parking and e-scooter pick-up points • Better links to Heathrow & Luton Airports • Better connections with Stagecoach X5 at Buckingham
	Simplify services	Yes	<ul style="list-style-type: none"> • Reduce head-to-head competition and co-ordinate service provision • Branding – identifying with specific routes • Route map branding, i.e. similar to TfL-style bus stop maps • All services through the same location to serve the same bus stop • Investigate implementation of express buses • Better coordination on Aylesbury-Tring corridor
	Review socially necessary services	Yes	<ul style="list-style-type: none"> • Replace some subsidised services with DRT • Maintain our socially-necessary subsidised service network • Work with partners to develop alternative community-led bus schemes • Increase evening and Sunday provision • Where possible use school contract resources to help improve service frequency
	Invest in Superbus networks	Yes	<ul style="list-style-type: none"> • Investigate pathways to a core interurban network, to eventually have minimum frequency, vehicle, branding and infrastructure standards • Suggest parallel interurban express bus- and local bus provision, i.e. same end destinations but different intermediate stops

Category	Sub-category	Does this BSIP detail related policies? Yes/No	Explanation
			<ul style="list-style-type: none"> Aim for journey times to be more competitive with cars.
Improvements to fares and ticketing	Lower fares	Yes	<ul style="list-style-type: none"> Extended Youth Discount Scheme Alignment of Youth Discount Scheme with improved 16-21 ticketing offer from operators, potentially to follow Carousel's flat fare model Coordination with Bucks New University Jobseekers allowance discount scheme Re-establish Heathrow Airport workers discount scheme
	Simplify fares	Yes	<ul style="list-style-type: none"> Ensure common ticket types and technology across operators, potentially tap-on-tap-off multi-operator fare capping Ensure alignment of ticket types, e.g. single, return, day, weekly etc. Introduce carnet products Discuss tighter ticketing integration with rail operators Ensure all operators can read QR codes and accept payment by contactless bank card
	Integrate ticketing between operators and transport	Yes	<ul style="list-style-type: none"> Use of Intalink Explorer as a county-wide day ticket Extended High Wycombe SMARTzone with outer zone to minimum cover 1/1A route Create new Aylesbury SMARTzone, with inner and outer zones. Joint ticket zone in Slough & Maidenhead area in conjunction with Slough & RBWM Councils. Expand upon Plus Rail ticket concept.
Higher-specification buses	Invest in improved bus specifications	Yes	<ul style="list-style-type: none"> Introduce maximum vehicle age Next-stop audiovisual systems (i.e. similar to TfL iBus system), where not already available On-board USB / wireless charging

Category	Sub-category	Does this BSIP detail related policies? Yes/No	Explanation
	Invest in accessible and inclusive bus services	Yes	<ul style="list-style-type: none"> • Improve well-used bus stops, e.g. add hardstanding to allow step-free access where not already available • New guidelines for housing developments to include bus stops in an earlier stage of design • Review bus access and infrastructure in commercial areas, e.g. Cressex Business Park, Stokenchurch Business Park
	Protect personal safety of bus passengers	Yes	<ul style="list-style-type: none"> • CCTV on all buses • CCTV and lighting at key bus stops • Improve lighting • Improve cleanliness • Bus stops located in locations which are overlooked • Minimum customer service training for drivers • Encourage diverse range of bus drivers • Increased consideration of needs of vulnerable groups
	Improve buses for tourists	Yes	<ul style="list-style-type: none"> • New and improved links to local tourist attractions • Bus map to list destinations • Discounted entry for bus users • Integration with existing Waddesdon shuttle bus • Improved access to other attractions such as Hughenden Manor, Stowe, Silverstone, Pinewood Studios
	Invest in decarbonisation	Yes	<ul style="list-style-type: none"> • Minimum Euro 6 emissions standards for core network and Euro 5 for infrequent rural services. • Increase bus patronage as a proportion of all trips • Move toward zero-emission buses once technology is more capable of handling local steep terrain • Support Community Transport services investing in EVs (e.g. through developer funding)

Category	Sub-category	Does this BSIP detail related policies? Yes/No	Explanation
Improvements to passenger engagement	Passenger charter	Yes	<ul style="list-style-type: none"> • Set up a passenger charter with KPIs for key areas of operation and vehicle and infrastructure standards. • Set up and hold regular public forums
	Strengthen network identity	Yes	<ul style="list-style-type: none"> • Refresh route marketing on urban and interurban networks • Sensible branding for cross-boundary services with other LTAs
	Improve bus information	Yes	<ul style="list-style-type: none"> • Operators to provide each other's information, • Buckinghamshire Council-published maps • Building on NextBus app – joint app which shows all available bus services, not just operator's own • RTPi systems – additional coverage • Kindle-style e-paper systems for providing updates on services (to replace posters)
Other	Other	Yes	<ul style="list-style-type: none"> • Fixed service change dates in timetable, i.e. summer, winter, term-time, holiday changes • Work with large employers in Buckinghamshire through Buckinghamshire Local Enterprise Partnership (BLEP) to ensure that modal shift of employees and / or customers / visitors can be maximised

7. Appendix – Bus service list

Table 24 - Operator codes

AR	Arriva	RE	Red Eagle	TV	Thames Valley
CB	Carousel	RL	Redline	WD	Winslow & District
FT	First Berkshire	RR	Red Rose	ZS	Z&S Transport
LT	Langston & Tasker	SC	Stagecoach East		
ML	Metroline	ST	Star Travel		

Table 25 - Public bus services in Buckinghamshire

Service	Operator	Route	Core urban	Core interurban	Secondary urban	Secondary interurban and rural	Partial	Boundary crossings with other local authorities (and TfL)
1/1A	AR/CB	High Wycombe - Chesham/Hemel Hempstead		X				Hertfordshire
1/1A	RR	Fairford Leys - Aylesbury	X					
2	RL	Aylesbury - Quarrendon	X					
3	FT	Slough - Uxbridge		X			X	Slough, Hillingdon, TfL
4	FT	Heathrow - Maidenhead		X			X	Slough, RBWM, TfL
4/4A	RL	Aylesbury - Berryfields	X					
5	ST	Aylesbury - Quarrendon	X					
6/6A	RL	Buckingham Park - Aylesbury	X					
7	RR	Aylesbury - Bedgrove	X					

Service	Operator	Route	Core urban	Core interurban	Secondary urban	Secondary interurban and rural	Partial	Boundary crossings with other local authorities (and TfL)
8/X8	CB	High Wycombe Coachway - High Wycombe	X					
9/10	AR/RR	Aylesbury - Stoke Mandeville Hospital	X					
11	RL	Aylesbury - Southcourt			X			
12/13	FT	Slough - Burnham	X				X	Slough
14	RL	The Coppice - Aylesbury			X			
15	TV	Maidenhead - Eton (Circular)				X	X	Slough, RBWM
16/17	RR	Aylesbury - Steeple Claydon/Bicester			X			
18	LT	Buckingham - Bicester				X		Oxfordshire
27	CB	High Wycombe local service			X			
28/A/M	RE	High Wycombe - Stokenchurch				X		
30	AR	Downley - High Wycombe	X					
31	AR	Penn - High Wycombe	X					
32	AR	Booker - Micklefield	X					
33	AR	Totteridge - Castlefield	X					
34	CB	High Wycombe Coachway - Abbey Barn Park			X			
35/36/36A	CB	High Wycombe - Flackwell Heath/Bourne End		X				
37/37A	AR	High Wycombe - Bourne End/Maidenhead		X				RBWM

Service	Operator	Route	Core urban	Core interurban	Secondary urban	Secondary interurban and rural	Partial	Boundary crossings with other local authorities (and TfL)
38	RE	High Wycombe - Deeds Grove			X			
39	CB	High Wycombe - Hicks Farm Rise - Totteridge	X					
40	CB	High Wycombe - Thame		X			X	Oxfordshire
41	AR	Great Missenden - High Wycombe				X		
48	AR	High Wycombe - Lane End				X		
50	Z&S	The Horwoods - Milton Keynes				X		Milton Keynes
50/55	RR/RL	Amersham/RAF Halton - Aylesbury			X			
53	TV	Bracknell - Wexham Park Hospital		X			X	Slough, RBWM, Wokingham
54/A/B/C	WD	The Winslow Connection				X		
60	RR/RL	Aylesbury - Buckingham			X			
61/61A/62/X61	RE	Aylesbury - Cheddington/Dunstable/Luton			X			Hertfordshire, Central Bedfordshire
63/68	RE	Maidenhead - Slough				X	X	Slough, RBWM
67	WD	Great Horwood - Aylesbury				X		
71/73/77/78/ 149/177/190/194	RE/RR	Chesham local routes			X			
83	RL	Hedgerley - Langley				X		Slough

Service	Operator	Route	Core urban	Core interurban	Secondary urban	Secondary interurban and rural	Partial	Boundary crossings with other local authorities (and TfL)
150/100/101	AR/RR	Aylesbury - Leighton Buzzard/Milton Keynes		X				Milton Keynes, Central Bedfordshire
101/102/104	CB	High Wycombe - Uxbridge		X				Hillingdon, TfL
103	CB	High Wycombe - Watford		X				Hertfordshire
105	CB	Chesham - Uxbridge		X				Hillingdon, TfL
106/107	CB	Chalfont Common - Slough		X				Slough
110	RL	Aylesbury - Wokingham				X		Oxfordshire
110/111/112/113	Z&S	Buckinghamshire - Thames Rural routes				X		Oxfordshire
120	RL	Aylesbury - Haddenham/Wokingham		X				
131/132/133/134/151	RL	Buckingham network				X		Oxfordshire Northamptonshire
153/154	ST/Z&S	Stewkley - Aylesbury				X		
155/158/160	RE	Marlow local services				X		RBWM
162/167	ST	Buckinghamshire - Leighton Buzzard				X		Central Bedfordshire, Hertfordshire
165	Z&S	Stoke Mandeville Hospital - Leighton Buzzard				X		Central Bedfordshire
275	RR	High Wycombe - Oxford				X		Oxfordshire
280/X8/X20	AR/RL	Aylesbury - Oxford		X				Oxfordshire

Service	Operator	Route	Core urban	Core interurban	Secondary urban	Secondary interurban and rural	Partial	Boundary crossings with other local authorities (and TfL)
300/X30/130	AR/RL	Aylesbury - High Wycombe		X				
306	RE	High Wycombe - Totteridge Drive			X			
320	RL	Chinnor - Princes Risborough Rail Link				X		
331	ML	Uxbridge - Ruislip		X				Hillingdon, TfL
333/334	RE	Hughenden Valley - High Wycombe				X		
354	RE	Chesham - Northchurch				X		Hertfordshire
377/380	RE	Hazlemere/Jordans - Loudwater				X		
500/501	AR/RR	Aylesbury - Watford		X				Hertfordshire
577	CB	Hazlemere - Beaconsfield				X		
581	CB	Uxbridge - Beaconsfield				X		Hillingdon, TfL
583	CB	Iver - Uxbridge				X		Hillingdon, TfL
724	AR	Harlow - Heathrow Airport		X			X	Essex, Hertfordshire, Hillingdon, TfL
800/850	AR	High Wycombe - Reading		X			X	Oxfordshire, Berkshire
F77	AR	Luton - Milton Keynes		X			X	Luton, Central Bedfordshire, Milton Keynes
K1	Z&S	Kingsbrook - Aylesbury	X					

Service	Operator	Route	Core urban	Core interurban	Secondary urban	Secondary interurban and rural	Partial	Boundary crossings with other local authorities (and TfL)
WP1	RL	Slough - Wexham Park Hospital	X				X	Slough
X5	SC	Bedford - Oxford		X			X	Oxfordshire, Milton Keynes, Bedford
X60	AR	Aylesbury - Milton Keynes		X				Milton Keynes
X74	FT	Slough - High Wycombe		X				Slough

8. Appendix – Parking charges

These parking charges were correct as of 6 October 2021. Please note that these are subject to change.

Table 26 - Buckinghamshire Council parking charges

Location	Car park	Charging Periods (FOC = free-of-charge)	Free of charge days	Minimum charge	Maximum charge (where applicable)
Amersham	Amersham Multi Storey	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£0.70	£6.00
	Chiltern Avenue	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£0.70	£3.60
	Chiltern Pools	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£0.70	£2.00
	Sycamore Road	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£0.70	£6.00
	Council Offices (King George V House)	Mon-Sat 07.30-18:00	During available hours	£0.70	£2.00
	Amersham Old Town	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£0.70	£3.60
Aylesbury	All Aylesbury Car Parks (except Aqua Vale)	Sun & Bank Holiday		£1.50	
	Aqua Vale car park	Mon-Sun 24 hours		£2.00	£10.00
	Coopers Yard	Mon-Sat 08:00-21:00		£1.00	£8.00
	Exchange Street	Mon-Sat 08:00-21:00		£0.80	£8.00
	Friarscroft	Mon-Sat 06:30-20:30		£3.00	
	Hale Street	Mon-Sat 08:00-21:00		£1.00	
	Hampden House	Mon-Sat 08:00-21:00		£2.50	£4.00
	Upper Hundreds	Mon-Sat 08:00-21:00		£1.00	£8.00
	Walton Green	Mon-Sat 08:00-21:00		£3.00	
	Walton Street	Mon-Sat 08:00-21:00		£1.00	£4.00
	Waterside - Level 2 and 3	Mon-Sat 08:00-21:00		£1.00	£8.00
	Waterside North	Mon-Sat 08:00-21:00		£1.50	£8.00
	Whitehall Street	Mon-Sat 08:00-21:00		£2.50	£4.00

Location	Car park	Charging Periods (FOC = free-of-charge)	Free of charge days	Minimum charge	Maximum charge (where applicable)
Beaconsfield	Altons	Mon-Sat 08:00-20:00		£1.60	£8.00
	Penncroft	Mon-Sat 08:00-20:00		£1.60	£8.00
	Warwick Road	Mon-Sat 08:00-20:00		£1.60	£8.00
	All former South Bucks Car Parks	Sun & Bank Holiday 08:00-20:00		£1.50	
Bourne End	Wakeman Road	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.50	£4.00
	Wakeman Road	Sun & Bank Holiday 07:00-19:00		£1.00	
Buckingham	Cornwall's Meadow	Mon-Sat 08:30-17:00	Sun & Bank Holiday	£0.50	£2.50
	Swan pool car park	Mon-Fri		£1.00	£6.00
Burnham	Jennery Lane	Mon-Sat 08:00-20:00		£0.90	£1.60
	Neville Court	Mon-Sat 08:00-20:00		£0.70	£1.40
	Summers Road	Mon-Sat 08:00-20:00		£1.10	£2.60
Chalfont Peter	Church Lane	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£1.40	£3.60
Chalfont St Giles	Blizzards Yard	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£1.40	£3.60
Chesham	Albany	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£0.10	£4.00
	Catlings	Mon-Sat 07.30-16:00	Sun & Bank Holiday	£0.10	£2.50
	East Street	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£0.70	£3.60
	Star Yard	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£0.70	£2.00
	Water Meadow	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£0.70	£3.60
Denham	Denham Country Park	Mon-Sun 08:30-19:30		£3.80	£4.60
Farnham Common	The Broadway	Mon-Sat 08:00-20:00		£0.80	£1.90
Gerrards Cross	Bulstrode Way	Mon-Sat 08:00-20:00		£1.60	£3.80
	Packhorse Road	Mon-Sat 08:00-20:00		£1.60	£10.00
	Station Road	Mon-Sat 08:00-20:00		£1.60	£10.00
Great Missenden	Buryfield	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£1.40	£7.00

Location	Car park	Charging Periods (FOC = free-of-charge)	Free of charge days	Minimum charge	Maximum charge (where applicable)
	Link Road	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£0.70	£7.00
Iver	Langley Park Country Park	Mon-Sun 08:30-19:30		£3.80	£4.60
Little Chalfont	Snells Wood	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£1.40	£3.60
Marlow	Dean Street	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.50	£6.50
	Dean Street	Sun & Bank Holiday 07:00-19:00		£0.50	£1.00
	Institute Road	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.80	£6.00
	Institute Road	Sun & Bank Holiday 07:00-19:00		£1.00	
	Liston Road	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.50	£6.50
	Liston Road	Sun & Bank Holiday 07:00-19:00		£1.00	£6.50
	Marlow Central	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.50	£10.00
	Marlow Central	Sun & Bank Holiday 07:00-19:00		£0.50	£10.00
	Pound Lane	Mon-Sun (inc Bank Holiday) 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.80	£6.00
	Riley Road	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.80	£6.50
	Riley Road	Sun & Bank Holiday 07:00-19:00		£1.00	
	West Street	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.50	£6.50
	West Street	Sun & Bank Holiday 07:00-19:00		£0.50	£1.00
	Prestwood	High Street, Prestwood	Mon-Sat 07.30-18:00	Sun & Bank Holiday	£1.40
Princes Risborough	Horns Lane	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.50	£10.00

Location	Car park	Charging Periods (FOC = free-of-charge)	Free of charge days	Minimum charge	Maximum charge (where applicable)
	Horns Lane	FOC (weekend only) Sun & Bank Holiday 07:00-19:00		£1.00	
	The Mount	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.50	£3.50
	The Mount	FOC (weekend only): Sun & Bank Holiday 07:00-19:00		£1.00	
Wendover	Wendover Library	Mon-Sat 07:30-18:30	Sun & Bank Holiday	£0.50	£4.00
Wexham	Black Park Country Park	Mon-Sun 08:00-20:00		£2.80	£5.60
Winslow	Market Square	Mon-Sat 08:30-17:00	Sun & Bank Holiday	£0.50	
Wycombe	Desborough Street	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£1.00	£5.00
	Desborough Street	Sun & Bank Holiday 07:00-19:00		£1.00	
	Desborough Square	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£1.00	£5.00
	Desborough Square	Sun & Bank Holiday 07:00-19:00		£1.00	
	Duke Street	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£2.00	£6.50
	Duke Street	Sun & Bank Holiday 07:00-19:00		£1.00	
	Easton Street	Mon-Sat (Inc Bank Holiday) 07:00-20:00	Christmas Day, official Boxing Day and Easter Sunday free	£1.00	£9.00
	Easton Street	Sunday 07:00-20:00		£1.00	
	George Street	Mon-Fri 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.50	£2.00
	George Street	Sat 07:00-19:00		£0.50	£6.00
George Street	Sun & Bank Holiday 07:00-19:00		£1.00		

Location	Car park	Charging Periods (FOC = free-of-charge)	Free of charge days	Minimum charge	Maximum charge (where applicable)
	Handy Cross Park & Ride	Mon-Sun 24hours		£1.20	£16.00
	Kingsmead Recreational Ground	Mon-Fri 09:00-17:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.50	£2.50
	Kingsmead Recreational Ground	Sun & Bank Holiday 07:00-17:00		£1.00	
	Railway Place	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£2.00	£6.50
	Railway Place	Sun & Bank Holiday 07:00-19:00		£1.00	
	Richardson Street	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£1.00	£5.00
	Richardson Street	Sun & Bank Holiday 07:00-19:00		£1.00	
	Totteridge Road	Mon-Sat 07:00-19:00	Christmas Day, official Boxing Day and Easter Sunday free	£2.00	£6.50
	Totteridge Road	Sun & Bank Holiday 07:00-19:00		£1.00	
	Wycombe District Council Offices - Front	Mon-Fri 07:00-18:00	Christmas Day, official Boxing Day and Easter Sunday free	£1.00	
	Wycombe District Council Offices - Front	Mon-Fri 18:00-20:00		£1.00	£2.00
	Wycombe District Council Offices - Front	Sat 07:00-20:00		£1.00	£10.00
	Wycombe District Council Offices - Front	Sun & Bank Holiday 07:00-20:00		£1.00	
	Wycombe District Council Offices - Rear	Mon-Fri 17:00-20:00		£1.00	£2.50
	Wycombe District Council Offices - Rear	Sat 07:00-20:00		£1.00	£6.50
	Swan	Mon-Sat 07:00-20:00	Christmas Day, official Boxing Day and Easter Sunday free	£0.50	£10.00
	Swan	Sun & Bank Holiday 07:00-20:00		£0.50	£1.00

9. Glossary and lists

9.1. Glossary

Term	Meaning
AGT	Aylesbury Garden Town
BLEP	Buckinghamshire Local Enterprise Partnership
BSIP	Bus Service Improvement Plan
CCTV	Closed-Circuit Television
DfT	Department for Transport
DRT	Demand Responsive Transport
EEH	England's Economic Heartland
ENCTS	England National Concessionary Travel Scheme
EV	Electric Vehicle
FOC	Free-Of-Charge
KPI	Key performance indicator
LTA	Local Transport Authority
MRN	Major Road Network
PPTC	Primary Public Transport Corridor
RBWM	Royal Borough of Windsor and Maidenhead
RTPI	Real-Time Passenger Information
SCOOT	Split Cycle Offset Optimisation Technique (enhanced control system for traffic lights)
SMoTS	Sustainable Modes of Travel Strategy ('Getting to School Strategy')
STB	Sub-national Transport Body
TfL	Transport for London
VALP	Vale of Aylesbury Local Plan
Z&S	Z & S Transport Ltd

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Cabinet

Date:	19 October 2021
Reference number:	TBC
Title:	Support to the provider market as a result of Covid 19
Relevant councillor(s):	Angela Macpherson, Deputy Leader and Cabinet Member for Health and Wellbeing
Author and/or contact officer:	Gillian Quinton, Corporate Director Adults & Health
Ward(s) affected:	None
Recommendations:	<p>(1) To note the update on the provider market, as detailed in the confidential report and appendix, and to authorise the Corporate Director and Adults and Health to continue to negotiate with a provider on appropriate contract variations.</p> <p>(2) To approve the funding request in 2021/22, as detailed in the confidential report and appendix, for immediate project resource and to be met from the General Contingency budget – Economic Uncertainty.</p> <p>(3) To note that a request for additional ASC contingency, as detailed in the confidential report and appendix, to mitigate the potential wider financial impacts in 2022/23-2025-26 will be considered as part of the overall Medium Term Financial Planning process.</p>
Reason for decision:	To ensure the council provides continuity of care in line with its statutory obligations under the Care Act 2014 and to enable the future re-commissioning of services.

There are confidential appendices to this report which are exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 because they contain

information relating to the financial or business affairs of any particular person (including the authority holding that information)

1. Executive summary

- 1.1 In March 2021 a report relating to this matter was presented and approved by Cabinet, which resulted in a package of financial support and a commitment to return to Cabinet with the viable options for the commissioning of services making note of the key commercial considerations.
- 1.2 The confidential report provides an update on the current position and outlines the options for next steps. The approaches proposed aim to provide the best foundation for managing the current care market whilst preparing for the future delivery of care and support for older people. Core to the proposals are the ensuring the delivery of good quality care, value for money and ensuring market stability in line with our obligations under the Care Act 2014 which are listed below:
- To promote the efficient and effective operation of a market in services for meeting care and support needs;
 - Ensuring the sustainability of the market (in circumstances where it is operating effectively as well as in circumstances where it is not); and
 - In the event of provider failure, to ensure continuity of care and support so that all clients (including self-funders) continue to receive services that keep them safe and well.
- 1.3 The options for next steps will be considered in a confidential session as it contains information relating to financial or business affairs which are commercially confidential.

2. Other options considered

- 2.1 The options considered are set out in a confidential report. The proposals offer the best way to ensure; continuity of care and support; robust contract and quality monitoring to ensure effective risk management whilst demonstrating value for money.

3. Legal and financial implications

- 3.1 The legal and financial implications of the proposal are outlined within the confidential report.

4. Corporate implications

- 4.1 This proposal is in line with the corporate aim to protect the vulnerable and supports our ambitions as outlined in the Better Lives strategy.

5. Local councillors & community boards consultation & views

- 5.1 None

6. Communication, engagement & further consultation

- 6.1 Details are provided within the confidential report.

7. Next steps and review

- 7.1 If approved this proposal will be monitored by the Adults and Health Board, including a regular review of market challenges to ensure the delivery of a good quality, sustainable care market for Buckinghamshire.

8. Background papers

- 8.1 None

9. Your questions and views (for key decisions)

- 9.1 If you have any questions about the matters contained in this report please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider please inform the democratic services team. This can be done by telephone 01296 382 343 or email democracy@buckinghamshire.gov.uk

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