



Transport, Environment & Climate Change Select Committee Agenda

Date: Wednesday 22 June 2022

Time: 10.00 am

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

Membership:

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

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Agenda Item	Time	Page No
1 Appointment of Vice-Chairman		
2 Chairman's Update		
3 Apologies for Absence		

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|-----------|---|--------------|----------------|
| 9 | Work Programme
The Committee will consider the draft work programme for the municipal year 2022-2023. | 11:45 | 91 - 92 |
| 10 | Date of Next Meeting
Thursday 8 September at 10am. | | |

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Agenda Item 5
Buckinghamshire Council
**Transport, Environment &
Climate Change Select Committee**

Minutes

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

MEMBERS PRESENT

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

OTHERS IN ATTENDANCE

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

Agenda Item

1 APOLOGIES FOR ABSENCE

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

2 DECLARATIONS OF INTEREST

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

3 MINUTES OF THE PREVIOUS MEETING

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

4 PUBLIC QUESTIONS

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

5 HS2

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

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

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

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

HS2 Ltd had a community engagement strategy which committed to:

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

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

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

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

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

Responses from the HS2 representatives included:-

- The condition of the roads in Buckinghamshire had been surveyed prior to projects works. It was intended that roads would not be left in a worse condition than before work had commenced. HS2 Ltd wanted to work with the Council to mitigate the Highways impact to residents and would investigate the examples raised by the Cabinet Member.
- ACTION: HS2 Ltd**
- Traffic was a concern during the planning phase and the consolidation centres aimed to reduce traffic. HS2 also ran shuttle buses for its staff to reduce car numbers.
 - HS2 Ltd were committed to communicating traffic forecasting as early as possible however it was challenging to forecast too far in advance. The Traffic Liaison Group met monthly to review arrangements; consideration would be given to increase this meeting frequency as this could potentially alleviate Highways pressure.
- ACTION: HS2 Ltd**
- Biodiversity and tree planting would become more apparent near completion of the project as tree removal took place at the start.
 - It was acknowledged that flooding concerns in Wendover and Fairford Leys, Aylesbury, were sensitive and HS2 Ltd were in discussion with the Environment Agency (EA) regarding mitigation and was close to submitting its final plans. The Council would then be approached as the flooding authority. HS2 Ltd would consider what information could be shared with local Parishes and Members at this stage.
- ACTION: HS2 Ltd**

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

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

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

ACTION: HS2 Ltd

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

ACTION: HS2 Ltd

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

ACTION: HS2 Ltd

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

ACTION: HS2 Ltd

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

shared.

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

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

6 SUSTAINABLE TRANSPORT

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

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

The following points were made during the Committee discussion:-

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

ACTION: Rebecca Dengler-Jones/Chris Ward

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

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

7 CLIMATE CHANGE STRATEGY UPDATE

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

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

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

The following points were made during the Committee discussion:-

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

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

8 WORK PROGRAMME

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

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

9 DATE OF NEXT MEETING

The next meeting date was to be confirmed.

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Transport, Environment & Climate Change Select Committee – 10 March

Agenda Item 4 – Public Questions

Question One

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

Answer

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

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

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

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

Question Two

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

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

Answer

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

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

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

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

Question Three

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

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

Answer

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

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

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

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

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HS2

Buckinghamshire Council

Page 13

Transport, Environment and Climate Change Select Committee
10 March 2022

Minute Item 5

Constructing HS2 in Buckinghamshire



Responsible for the delivery of:

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

Responsible for the delivery of:

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



HS2

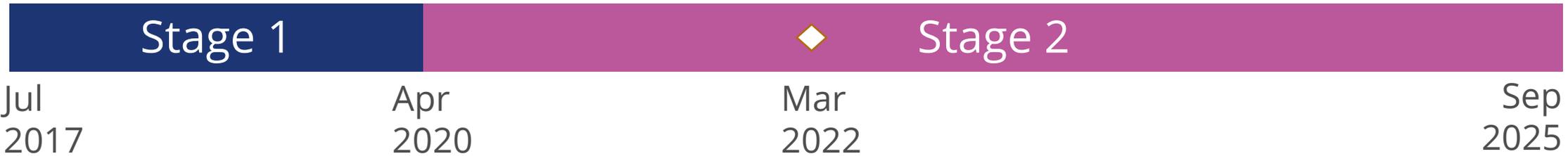
Align works update

Page 19

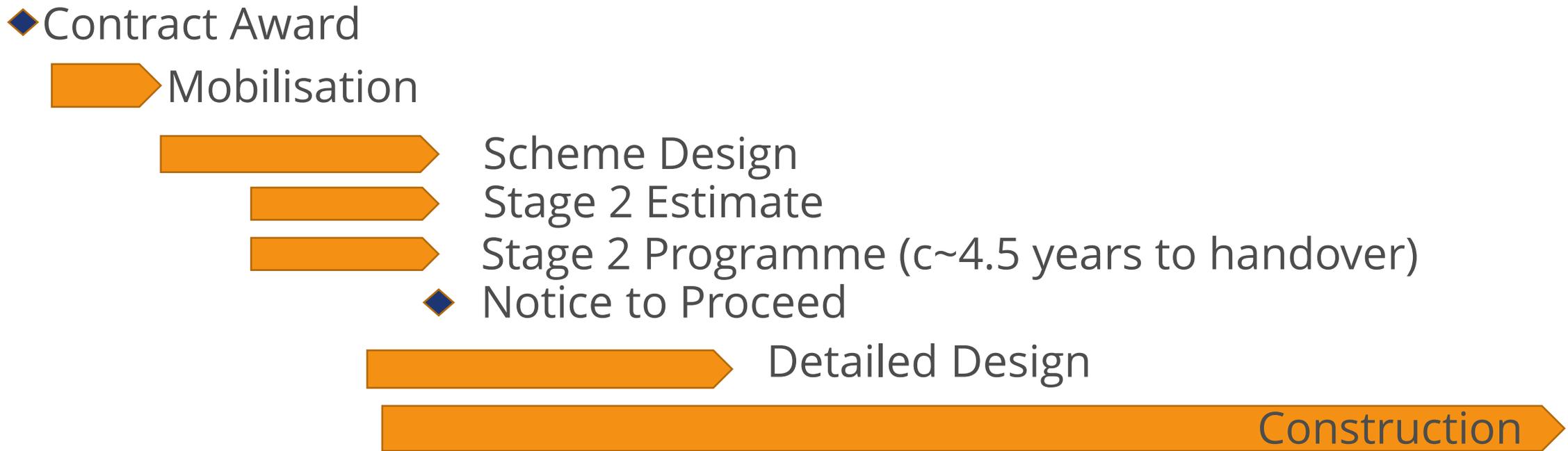
David Emms

Project Client, HS2

Where are we now?



Page 26



Align Main Works (C1)

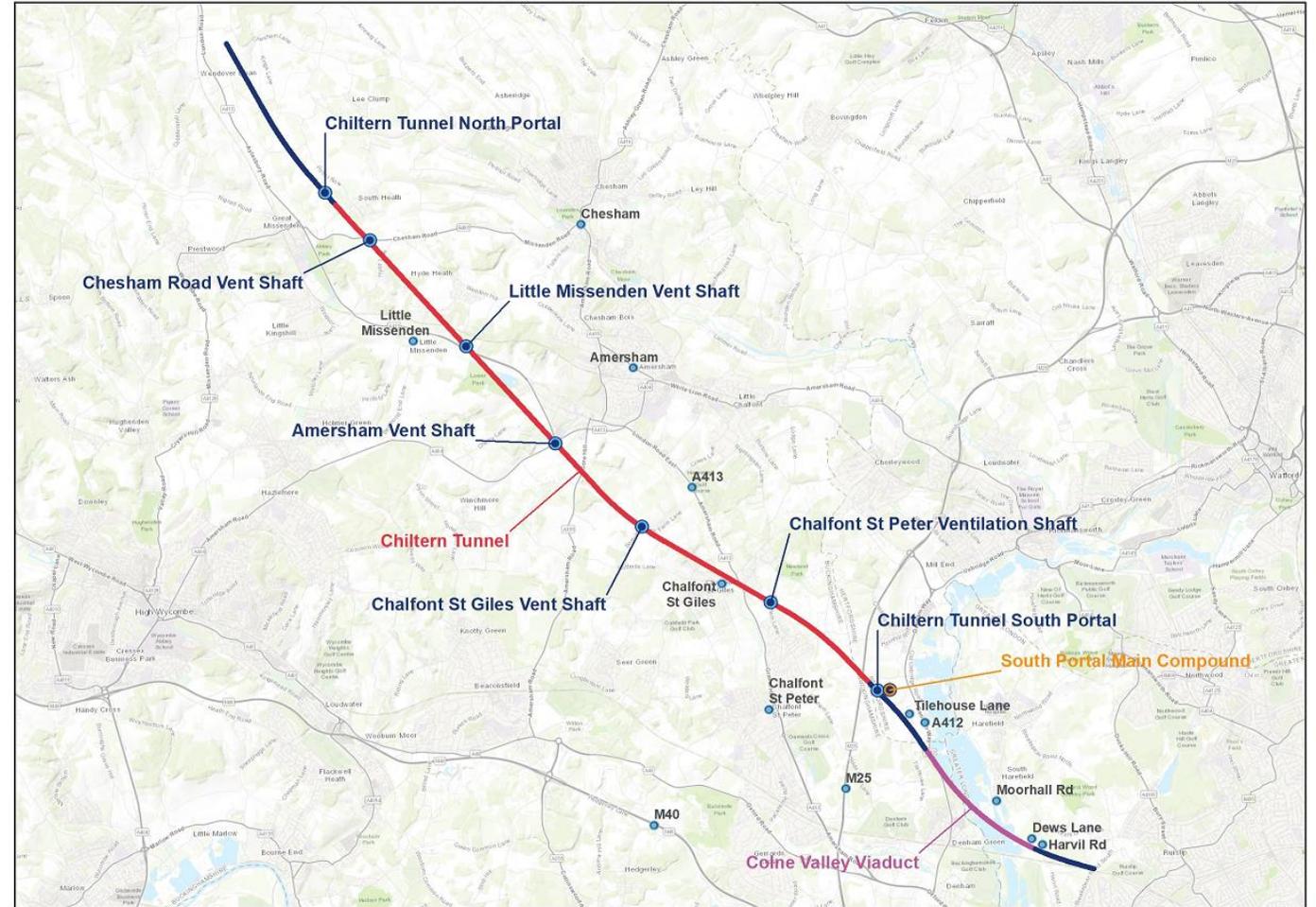
C1 consists of 21.6km of high speed rail infrastructure :

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

+ 500 C1 Align IPT Staff

In total, + 1330 people on site

More than 80 subcontractors



Align Main Works

What to expect in 2022:

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



Align Main Works

What to expect in 2022

Page 29



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



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

HS2

EKFB works update

Page 20

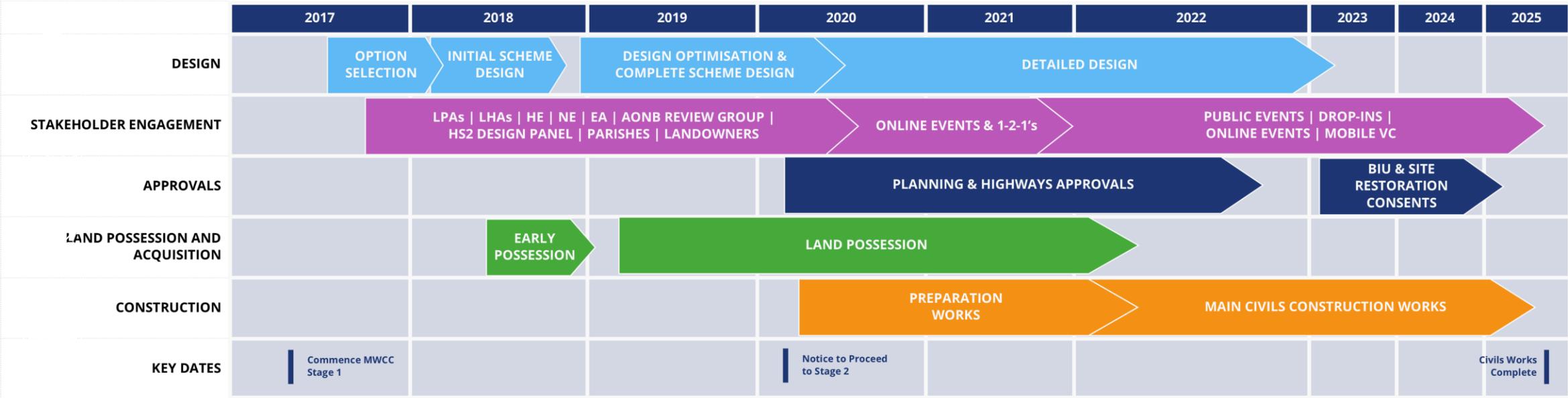
Rohan Perin

Project Client, HS2

EKFB Overview

Project Timeline

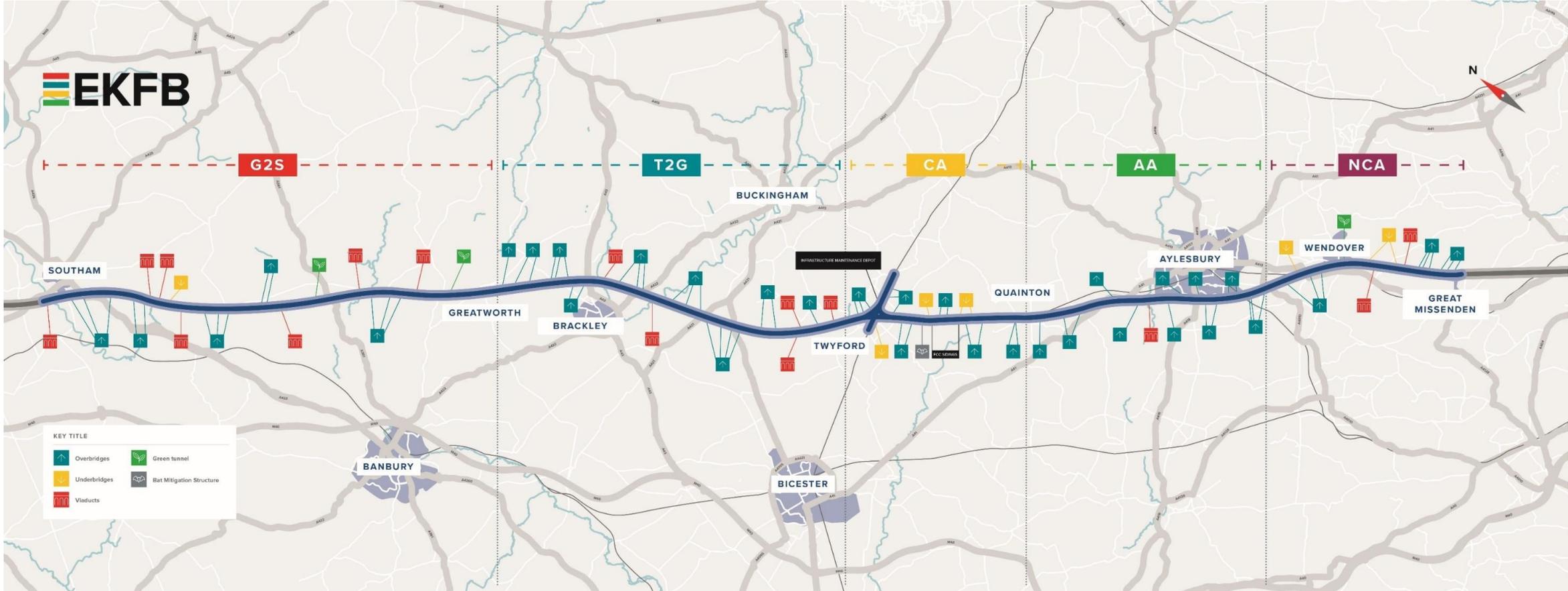
Page 25



EKFB Main Works

Project Delivery Areas

Page 28



EKFB Main Works

What to expect in 2022:

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



Initial Excavation to Turweston Cutting

EKFB Main Works

What to expect in 2022:

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

Page 28



Excavation to South Heath Cutting, Gt Missenden



A41 Compound, Fleet Marston



Removal of MCJ line, Grendon Underwood



Piling to Perry Hill Overbridge, Twyford

HS2

Community Engagement

Page 29

Maddelyn Sutton

Head of Community & Stakeholder Engagement, HS2

Community Engagement Strategy

How we will engage with you



Informing

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



Involving

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



Responding

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



HS2



Respecting people,
Respecting places



HS2 Community
Engagement Strategy

Updated
October 2021

Informing, involving, responding



Regular meetings



Events and webinars



Website and online

ALIGN Working in partnership with **HS2**

Notification

Temporary traffic lights and construction update: Chesham Road

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

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

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

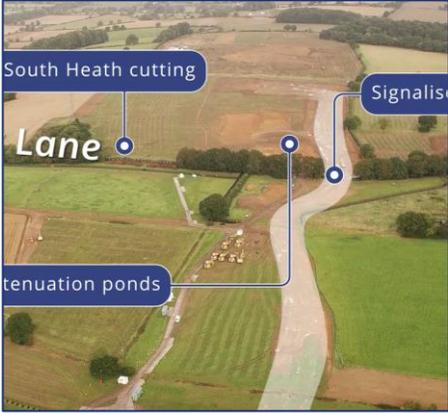
Duration of works
Caisson construction from mid November until summer 2022

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

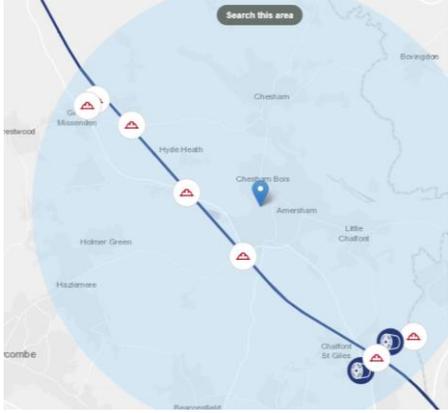
Notifications



Mobile visitor centre



Use of drone footage



In your area updates



Helpdesk

COMMUNITY & BUSINESS FUNDS

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

+£3m

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

58

58 local projects in Buckinghamshire have received funding since 2017

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



Further funding

Road safety fund



Woodland Fund



Area Specific funding

Area specific funding for Buckinghamshire

£3m Colne Valley additional mitigation plan

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

Funds are administered through the Colne Valley Regional Park Panel.

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

£3m Chilterns AONB Panel

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

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

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

Localised community investment



Jobs, skills and business opportunities

Senior Quantity Surveyor

- South East England
- Twyford
- Closes 17 April 2022

New: 03 March 2022



Works Manager - Aylesbury Area

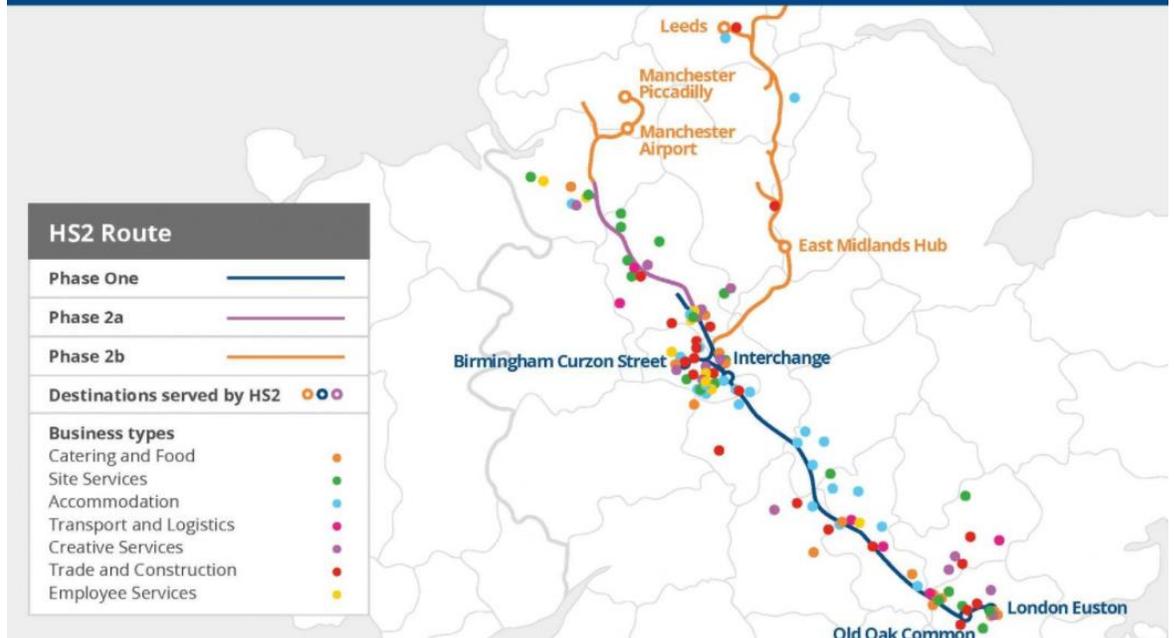
- South East England
- Aylesbury
- Closes 16 April 2022

New: 02 March 2022



Jobs and Skills

Onboard Local Businesses



Local business opportunities

HS2

Environment & Sustainability

Page 35

Gary Rogerson

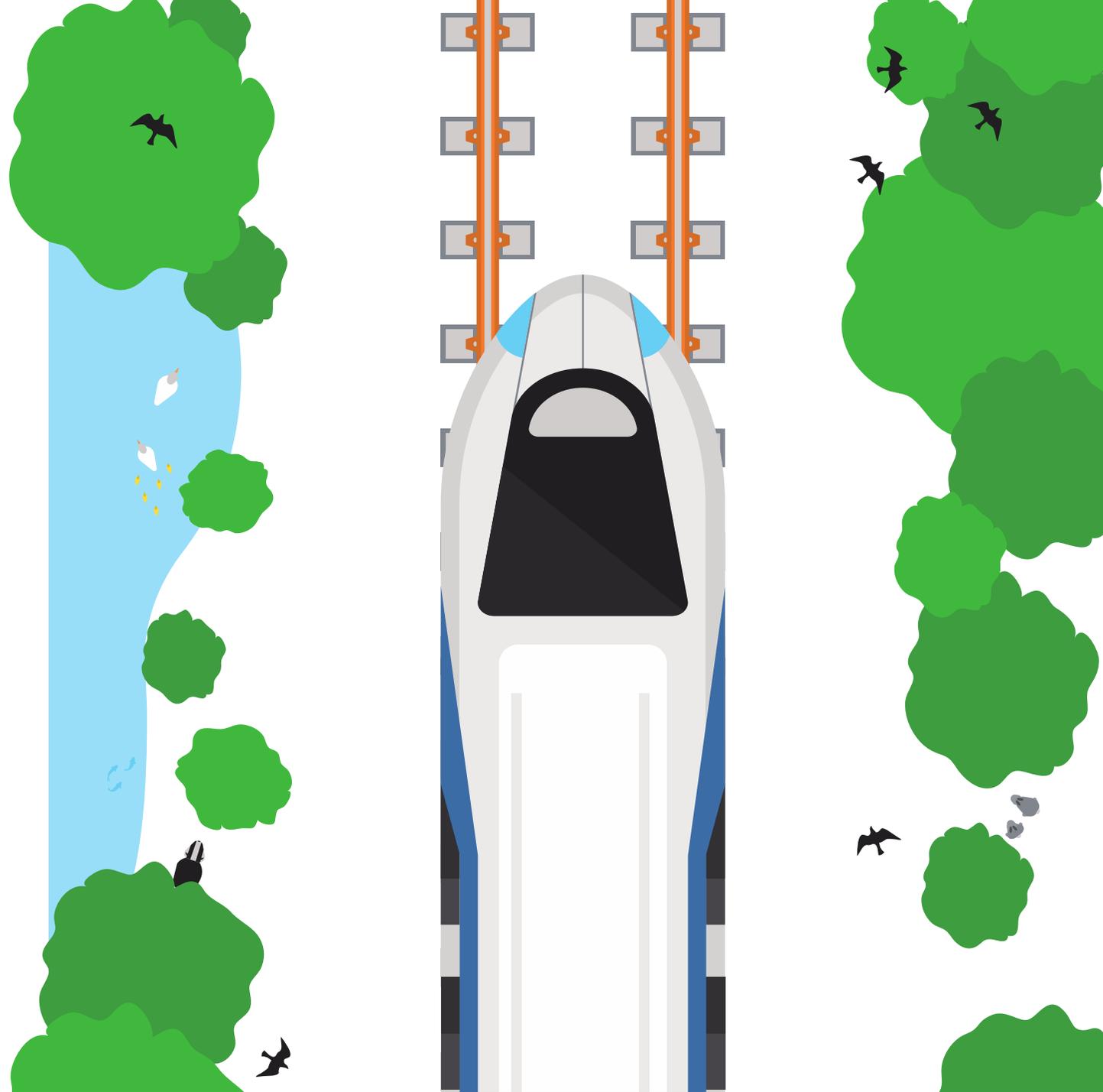
Senior Environment Manager, HS2

Creating our green corridor

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

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

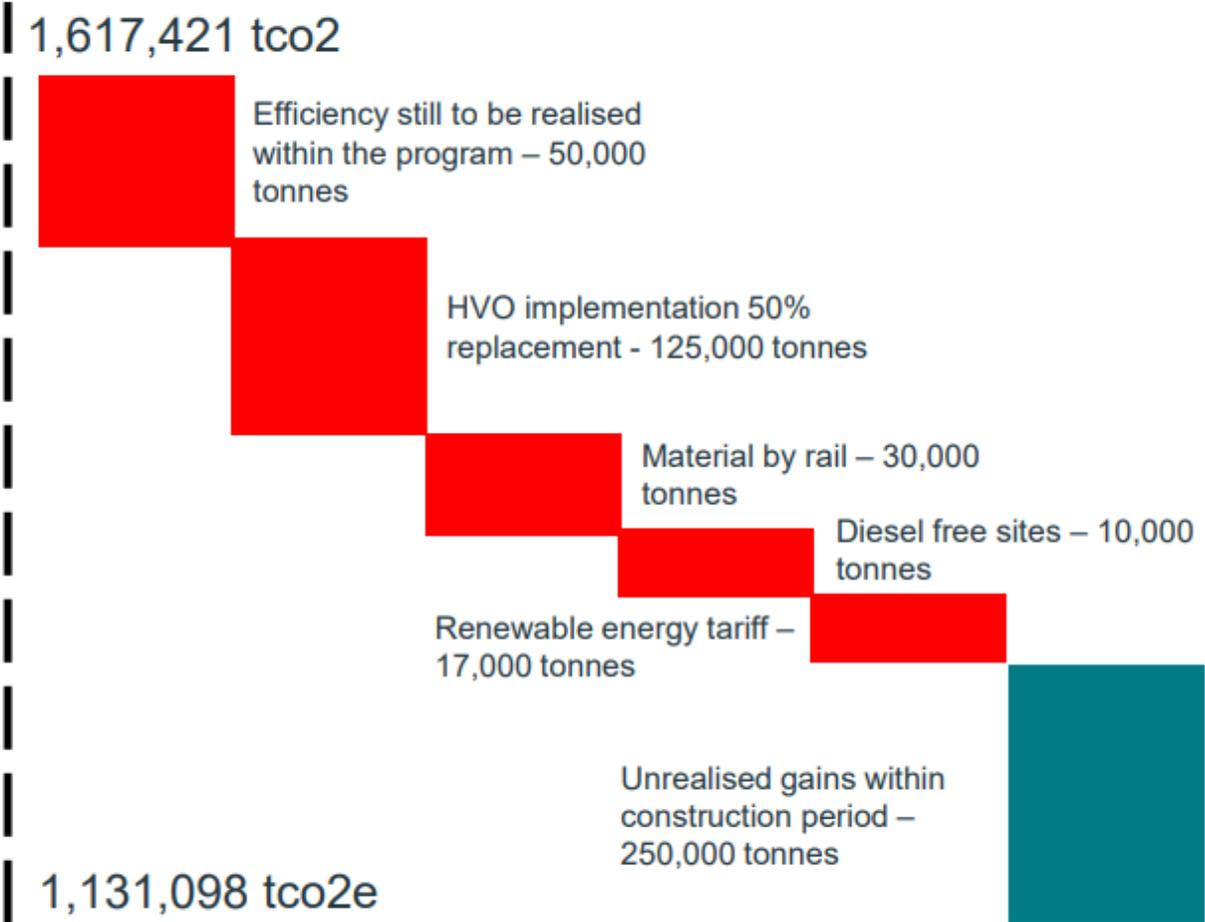
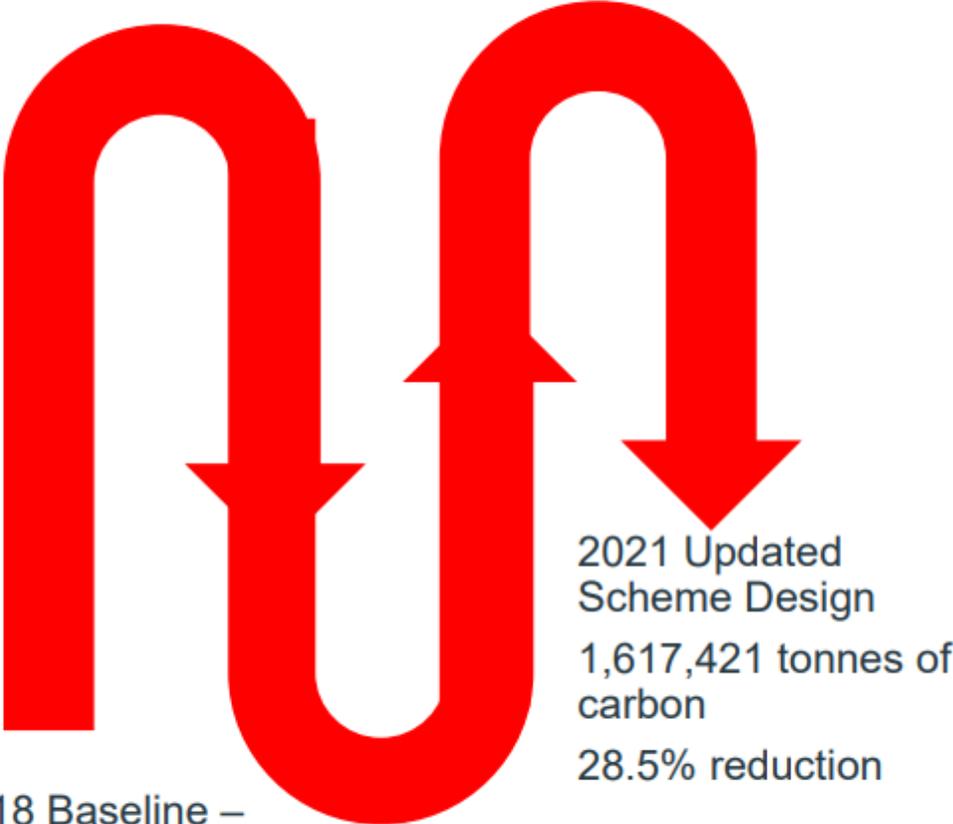
Over **100 wildlife habitats and planting sites** created, over 40 in Buckinghamshire totalling 130ha



Carbon

Scheme design 2019-2020:

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



Innovation:

Supporting UK research and development as a decarbonisation enabler

HS2

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



Innovate
at HS2

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

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



UNIVERSITY OF
BIRMINGHAM



Imperial College
London



The
Alan Turing
Institute



energy
saving
trust

ULEMCo

SIEMENS
energy



mtc
Manufacturing
Technology Centre



Advanté



Carbon



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

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

25%



HS2

Net Zero Carbon Plan A cleaner, greener future

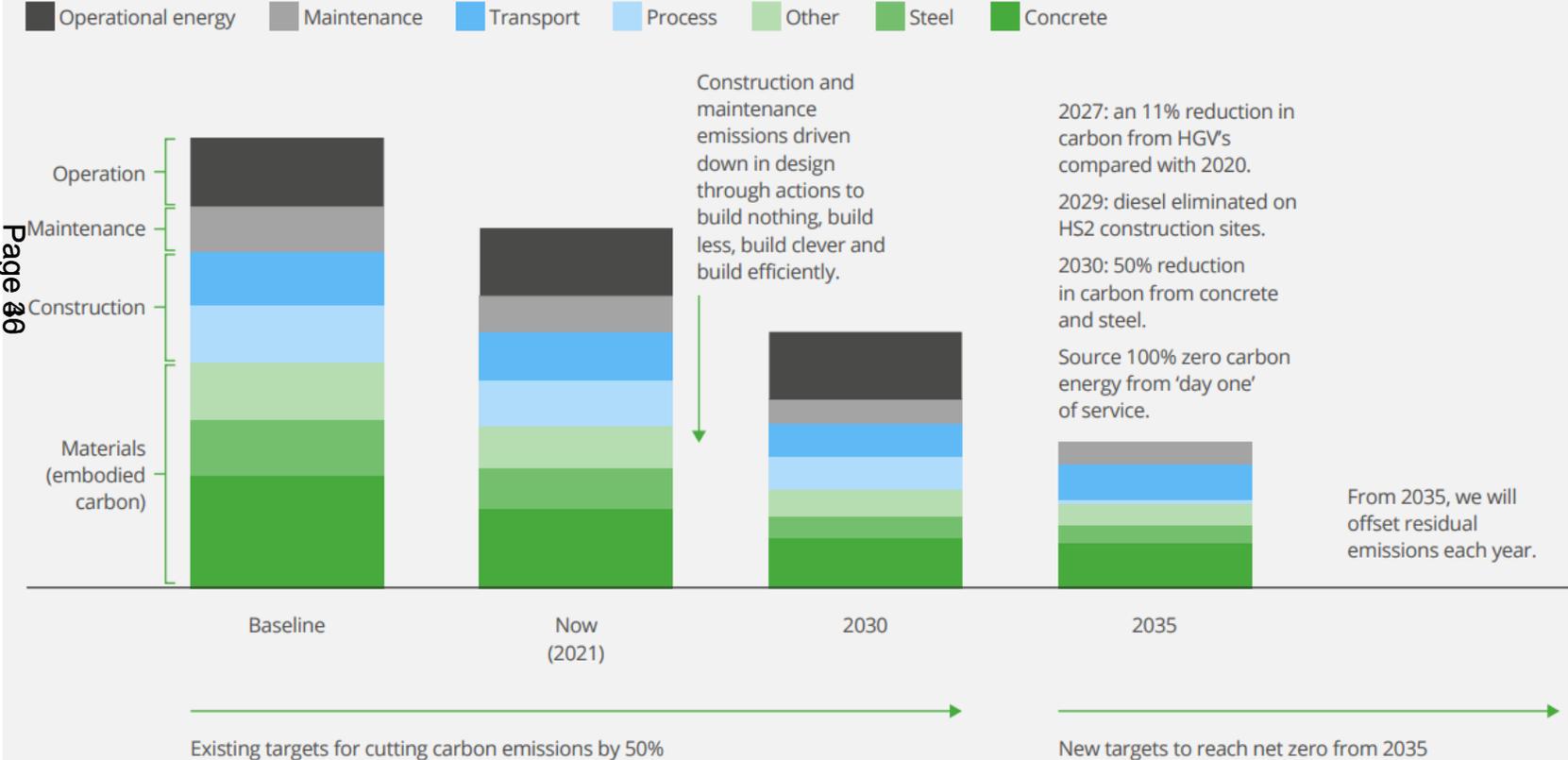
January 2022



Carbon

Destination net zero

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



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



Net zero
for HS2 Ltd corporate activities by 2025



50% reduction
in carbon emissions by 2030



100%
zero carbon electricity to power trains

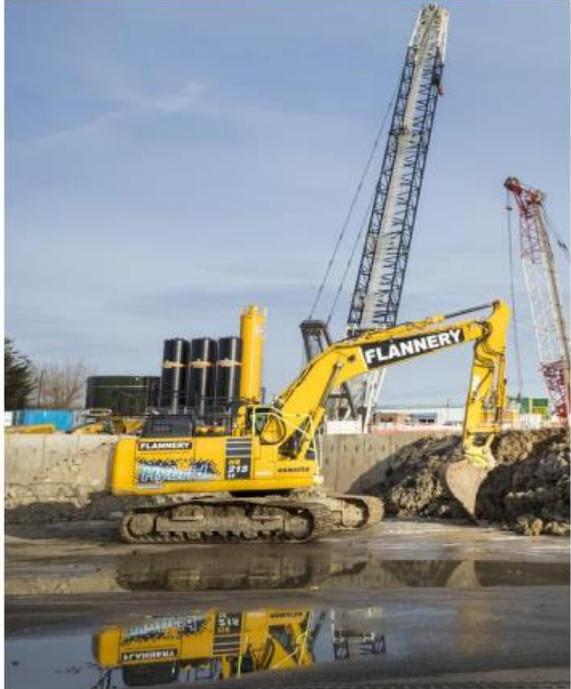
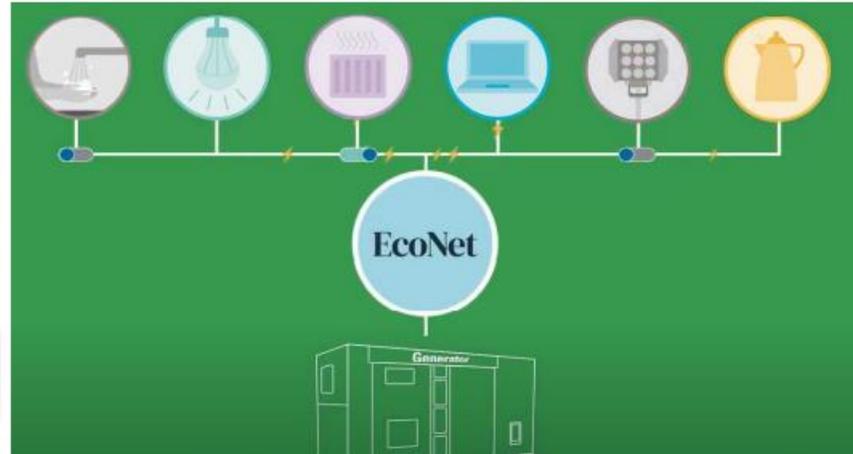


100%
residual carbon emissions offset from 2035

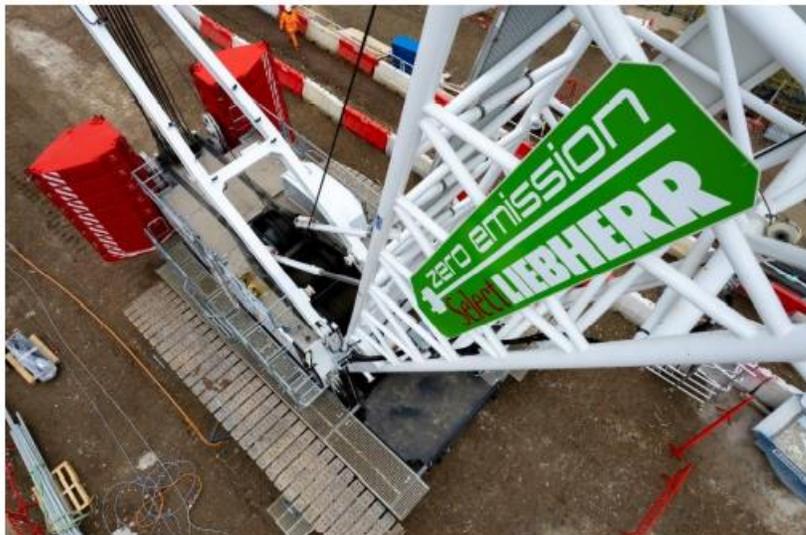


Net zero
construction and operation from 2035

Efficiency Solutions



Zero Emission Alternatives



Questions



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

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

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

29 March 2022

Dear Maddelyn Sutton, Rohan Perin and David Emms,

HS2 Ltd Attending Select Committee

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

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

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

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

A summary of these actions is as follows:

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

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

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

Yours sincerely,

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

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 Birmingham B4 6GA

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gov.uk/hs2

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

26 April 2022

Dear Councillor Chapple,

RE: Transport, Environment and Climate Change Committee

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

How many trees destroyed? What was their average age?

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

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

How many trees destroyed that had a TPO?

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

How many trees 'saved' by removal and replanting?

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

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

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

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

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

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

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

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

When will the rest of the trees be planted?

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

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

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

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

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

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

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

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

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

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

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

Additional actions raised

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

information required.

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

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

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

Yours sincerely,



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

Transport Strategy Team – Current Schemes (March 2022)

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

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



Buckinghamshire Council

Transport, Environment & Climate Change Select Committee

Minutes

MINUTES OF THE MEETING OF THE TRANSPORT, ENVIRONMENT & CLIMATE CHANGE SELECT COMMITTEE HELD ON WEDNESDAY 18 MAY 2022 IN THE OCULUS, BUCKINGHAMSHIRE COUNCIL, GATEHOUSE ROAD, AYLESBURY HP19 8FF

MEMBERS PRESENT

B Chapple OBE, P Brazier, M Caffrey, C Cornell, L Sullivan, W Whyte, A Wood, M Collins, M Rand and D Watson

OTHERS IN ATTENDANCE

D Dhillon

Agenda Item

1 APOLOGIES

Apologies had been received from Councillors E Culverhouse, E Gemmell, S Guy and A Poland-Goodyer

2 ELECTION OF CHAIRMAN

It was proposed by Councillor M Caffrey and seconded by Councillor P Brazier.

Resolved: that Councillor B Chapple OBE be elected Chairman of Transport, Environment and Climate Change Select Committee for the ensuing year.

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Report to TECC Select Committee

Date: 22nd June 2022

Title: Overview of outputs and lessons learnt of the Buckinghamshire Local Nature Recovery Strategy (LNRS) Pilot and the proposed approach on producing the real LNRS

Author: David Sutherland

Executive Summary

- 1.1 Local Nature Recovery Strategies (LNRS) are a new, England-wide system of spatial strategies that will establish priorities and map proposals for specific actions to drive nature's recovery and provide wider environmental benefits. The requirement for there to be LNRS, what they are and how they should generally work has been established by the Environment Act 2021. LNRS are an important part of a package of measures that has been introduced by the Environment Bill aimed at reverse nature's decline. LNRS have been designed to work with all of these measures i.e. biodiversity net gain, and to help link them together in a coherent and effective way.
- 1.2 Buckinghamshire was one of five local authorities to pilot the preparation of a prototype LNRS.
- 1.3 This report provides an overview of the outputs and lessons learnt of the Buckinghamshire LNRS pilot and the proposed approach on producing a real LNRS as required by the Environment Act.

What is a Local Nature Recovery Strategy?

- 1.4 Local Nature Recovery Strategies (LNRS) are a flagship measure in the Environment Act. Key points to note:
 - Production of LNRS is a new statutory requirement set out in the Environment Act (Section 104-8)
 - They will agree priorities for nature's recovery and the wider environment
 - Opportunities to deliver the agreed priorities are required to be spatially mapped

- LNRS will cover the whole England. The government anticipates each strategy will cover an area roughly county sized and they will cover the entirety of England with no gaps or overlaps
- LNRS will be locally led and production will be undertaken by 'Responsibilities Authorities'
- Responsible Authorities will then have to report on progress on the LNRS every five years

1.5 LNRSs will consist of:

- **A Statement of Biodiversity Priorities**, which reflect stakeholder priorities for environmental outcomes, and the actions that need to be undertaken to achieve these outcomes.
- **A Local Habitat Map** which will identify the existing distribution habitats and the location of areas already important for biodiversity, overlaid by locations considered suitable for delivering the outcomes and actions identified by stakeholders.

1.6 The intention is that LNRS will identify areas of potential importance for biodiversity but that also deliver wider environmental benefits e.g.

- Climate change mitigation through tree planting
- Natural flood management
- Improved water quality

How does the government intend Local Nature Recovery Strategies to be used?

1.7 One of the key uses of the LNRS is to guide the location for delivery of biodiversity net gain investments in relation to the planning system when offsite locations are required. The introduction of a new mandatory requirement for biodiversity net gain in the planning system is another key measure within the Environment Act and will ensure that all new developments increase biodiversity by a minimum of 10%.

1.8 Local Nature Recovery Strategies are intended to be one of the crucial local delivery plans for the UK's Environment Act and support the National Nature Recovery Network. It will specify the local vision for nature's recovery, set out stakeholders' key environmental priorities, and importantly actions that need to be undertaken to reach those local goals.

1.9 The intention is that the documents will also be crucial in channelling investment into locally set priorities for nature recovery and enhancement from a variety of funding sources whether this be via biodiversity net gain, government grants for tree planting, nature-based solutions that deliver climate change objectives, as well as the new Environment Land Management Scheme.

- 1.10 The Environmental Land Management offer is the new way for government to pay farmers and land managers to deliver public goods such as clean air and water, mitigation of and adaptation to climate change and thriving plants and wildlife. The Local Nature Recovery component of Environmental Land Management seeks to support the delivery of locally targeted environmental goals. The LNRS provides the process and output for building these local priorities.
- 1.11 The strategies will also be key to help local planning authorities integrate these locally agreed nature priorities into emerging local development plans in terms of understanding locations important for conserving but also enhancing biodiversity

What did the Buckinghamshire LNRS pilot involve?

- 1.12 In late summer 2020, Buckinghamshire was chosen by the government to be one of 5 pilot authorities to test the end-to-end process of preparing and producing a prototype Local Nature Recovery Strategy.
- 1.13 Buckinghamshire Council led the development of the Local Nature Recovery Strategy Pilot, with the support of a Pilot Area Team, comprised of representatives from the Buckinghamshire and Milton Keynes Natural Environment Partnership, Natural England, Environment Agency, Forestry Commission, Chilterns Conservation Board, and the Berks, Bucks and Oxon Wildlife Trust.
- 1.14 The pilot ran from September 2020 – May 2021 and involved the creation of a prototype Local Nature Recovery Strategy (LNRS), which was evidence-based, locally-led and collaboratively produced. The intention is for LNRS to be co-owned and co-created by stakeholders in Buckinghamshire, therefore stakeholder engagement was a fundamental component of the pilot LNRS. A draft prototype LNRS was submitted to the government in May 2021.¹ The pilot itself did not itself involve funding to deliver specific projects on the ground and in the community.
- 1.15 The primary purpose of the 5 pilots was to help test the draft process for production of a LNRS and feedback lessons learnt to the government, with the intention that these would help shape the forthcoming government guidance and secondary regulations.

Overview of Outputs of Buckinghamshire LNRS

- 1.16 An extensive amount of work was undertaken in a very short period of time in order to test the required steps to follow in the production of a prototype LNRS. The steps are summarised in the section below.

¹ Prototype Buckinghamshire LNRS

Step 1&2 – Combining of national and local environmental data sets

1.17 Locally held data sets were added to national habitat and conservation data sets to create a series of baseline maps for Buckinghamshire.^{2 3}

Step 3 - Identification of outcomes to create or improve habitat and prioritisation of outcomes

1.18 An extensive stakeholder engagement process was held over a four-week period of February 2021 which involved:

- Introductory webinar, open to all stakeholders.
- Buckinghamshire-wide online survey, open to all stakeholders.
- Farmer, land manager, and forester online survey.
- Workshops for representatives of Buckinghamshire organisations as well as for farmers, land managers and foresters

1.19 In support of this engagement process a State of Nature Report was produced for Buckinghamshire. This document describes the current state of nature in Buckinghamshire – what there is and where, why it is valuable, and the pressures and threats it faces, to provide context for determining where the focus for nature’s recovery should be.⁴ The aim of the stakeholder engagement was to gain input into the proposed outcomes or nature as well as the activities to deliver the outcomes.

² Environmental Data used <https://bucksmknep.co.uk/download/3198/>

³ Baseline maps data sources <https://bucksmknep.co.uk/download/3192/>

⁴ State of Nature report for LNRS Pilot <https://bucksmknep.co.uk/download/3181/>

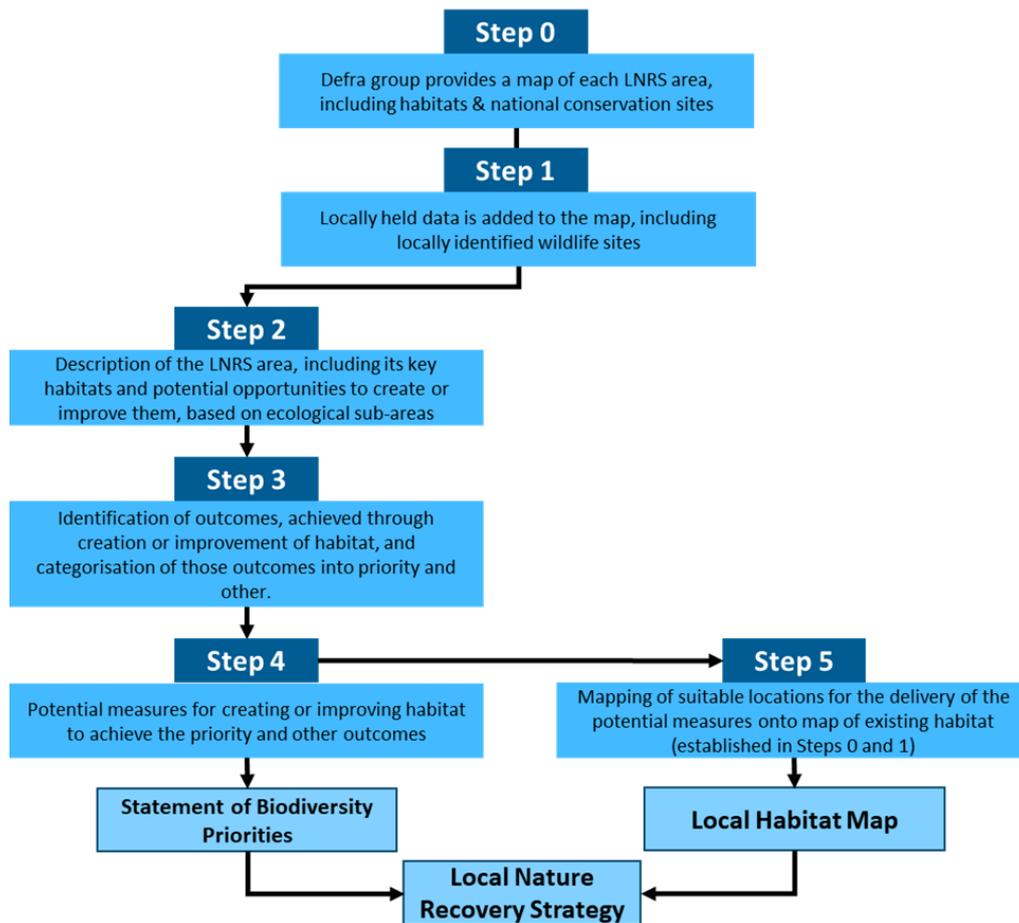


Fig 1. LNRS Pilot Process showing steps to follow

Step 4 Identification of potential measures to create/improve habitat

- 1.20 Following the engagement process a stakeholder summary report was completed⁵. The engagement process resulted in over 700 proposed outcomes and activities. These proposed outcomes then went through a review and prioritisation process which resulted in 54 outcomes and associated actions being prioritised.

Step 5 - Mapping of suitable location for delivery of potential outcomes/ measures

- 1.21 With the help of external consultants, the Buckinghamshire pilot trialled the use of Systematic Conservation Planning approach to translate the prioritised biodiversity outcomes into a spatial Bucks Local Habitat Map taking account of agreed local and national environmental data sets. The systematic conservation planning approach ensures that the nature recovery network that is spatially represented is:

- **Connected:** networks of connected conservation areas (“joined up”).

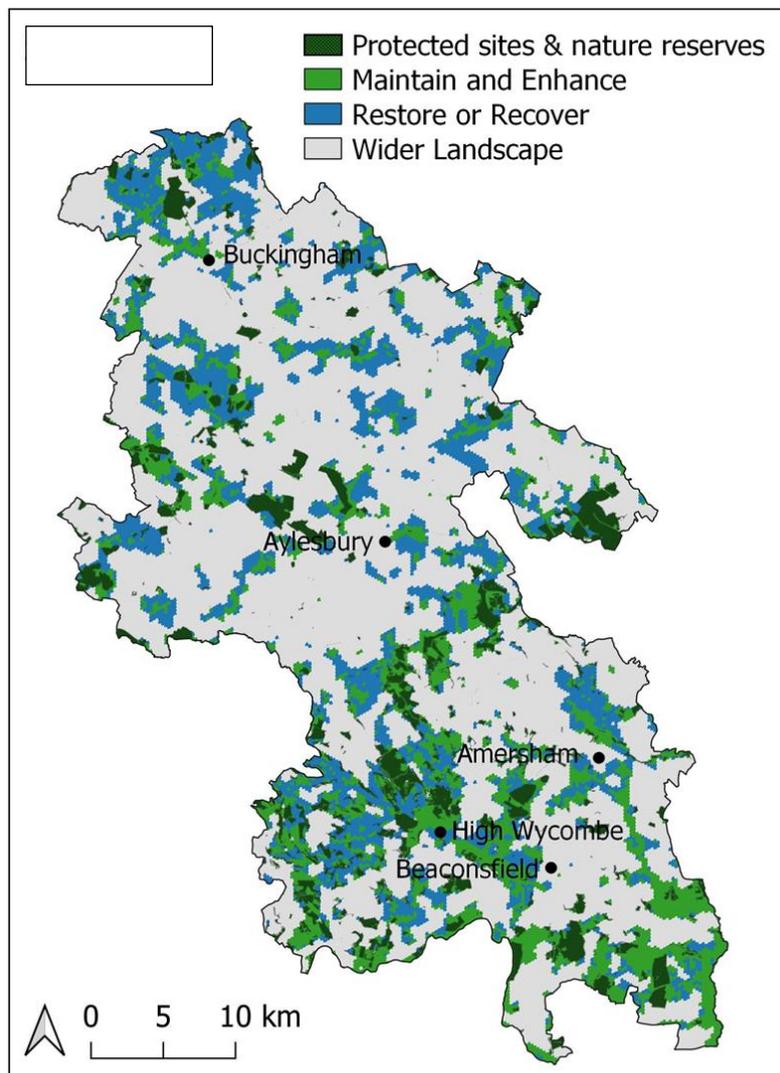
⁵ Stakeholder engagement summary report <https://bucksmknep.co.uk/download/3183/>

- **Adequate:** enough of each conservation feature is selected to ensure its long-term persistence (“bigger and better”).
- **Representative:** every aspect of biodiversity is represented (“more”).
- **Efficient:** achieves the conservation goals at minimum cost to other sectors, partly by considering the network as a whole, rather than on a site-by-site basis

1.22 A couple of maps were produced purely for illustrative purposes to demonstrate what a local habitat map for a LNRS could like for Buckinghamshire. The Buckinghamshire pilot went down a zoning approach to show a cohesive nature recovery network. The map shows 4 possible zones:

- Zone 1 - Protected sites and nature reserves
 - i. i.e Nationally or locally designated sites
 - ii. Land owned/managed by environment bodies i.e. Wildlife Trust
- Zone 2- Maintain and enhance
 - i. Priority Habitats
 - ii. Ancient and Semi Natural Woodland
 - iii. Other important habitats
- Zone 3 – Restore and Recover
 - i. Potential areas for priority habitat restoration or creation
- Zone 4 - Wider Landscape
 - i. Still important to support nature’s recovery but do not contain spatially distinct features (measures in this zone could be planting/restoring hedgerows etc)

1.23 Two scenario maps were produced, one which illustrates a nature recovery network that would represent a doubling of nature (approx. 40% coverage of Zone 1-3) and one which shows a network indicating a 70% coverage. The map showing the nature recovery network that represents a doubling of nature is shown in Figure 2.



Zone	area_km2	prop of bucks
Protected sites & NRs	159.48	10.19%
Maintain & enhance	212.64	13.59%
Restore or recover	267.23	17.08%

Fig 2 Illustrative nature recovery network representing a doubling of nature

1.24 The maps were produced to demonstrate to the government what one type of nature recovery network might look like. Depending on the final government guidance further thinking would be needed

- on total coverage of the network compared to Buckinghamshire baseline of habitats,
- The number of meaning of the zones taking account of proposed end users i.e. planning, land management, funding etc
- How stakeholder priorities are mapped.

Lessons Learnt

1.25 There were some key lessons coming out of the five pilots who tested the process notably covering 5 themes:

Preparation of Local Nature Recovery Strategies

1.26 The pilots showed how responsible authorities can best set up for the LNRS process:

- strong leadership and transparency from the responsible authority was crucial in getting others involved from the outset
- establishing good governance quickly was important - all of the pilots had a 'pilot area team' which included Defra group arm's-length bodies, environmental non-governmental organisations, Areas of Outstanding Natural Beauty and Local Nature Partnership representatives.
- tapping into existing networks was crucial given the time constraints, on the basis that LNRSs require a wide range of inputs and no single existing group can provide this.

Resources and capacity

1.27 It is essential for LNRSs to be adequately resourced with appropriate expertise and capacity to have the required impact:

- LNRSs require contributions from different parts of an organisation at different stages for instance environmental data collation, mapping and planning
- existing capacity within the responsible authority is important to completing the process quickly and effectively - whilst the pilot areas had some existing capacity, all had to bring additional specialist capacity into the project. The skills required included project management, stakeholder engagement as well as technical skills including GIS and mapping.
- The pilots also needed to draw on partners to give them the capacity and expertise they needed - we did not have everything we needed 'in-house' so will need to draw on others when producing the real LNRS. As well as our own ecology input, there was considerable time and technical input from a variety of our partners but notably the Bucks and MK NEP as well as The Bucks, Berks and Oxon Wildlife Trust who led a number of the working groups and drafted key sections with the LNRS and supporting documentation.

Data and evidence

1.28 Good and accessible data is essential to the preparation of LNRSs. There were a number of important lessons here, including:

- national-level habitats information provided to the pilots by Defra and Natural England was too voluminous and hard to use locally. Defra is considering how best to support responsible authorities with the information it provides to them, including via a national habitat map
- the forthcoming guidance needs to be clear on what data responsible authorities should ideally be seeking to use to prevent LNRS partnerships spending too long gathering data
- assessing habitat quality was difficult due to a lack of recent data
- presentation of data needs to be accessible enough to empower non-specialists to make informed suggestions about what their priorities are
- data licensing is a significant issue but it is possible to include datasets whilst protecting their commercial value

Collaboration

1.29 The pilots took different approaches to collaboration. The main lessons include:

- early engagement of a wide range of people and organisations is crucial to secure genuine engagement - effective collaboration takes time, so it is one of the first things to think about in preparing an LNRS
- there cannot be 'one-size-fits-all' engagement - different stakeholders need to be engaged differently. In particular, land managers' role as stakeholders and key delivery partners must be recognised
- professional facilitation expertise was brought in in several pilots to support stakeholder engagement workshops and was valuable
- use of stakeholder inputs needs to be transparent so individuals can see their priorities and views reflected
- establishing a common understanding of the purpose of LNRSs and the process with all stakeholder groups is essential to gathering constructive inputs.

Using the products

1.30 The end users of the strategies were an important consideration throughout the process:

- the prototypes will appeal to a range of potential end users (including local authorities, Defra group, public bodies, landowners, Local Nature Partnerships, environmental organisations and developers) as they cover a broad set of potential environmental benefits as well as more specific habitats and species requirements

- LNRS products should look to achieve consistency across boundaries to make it easier to use more than one at a time
- certain end users require specific guidance on how to use the LNRS products for their means, such as planners or land managers
- a delivery plan is wanted by stakeholders to set out how to implement the potential measures identified in the LNRS

1.31 The above lessons have been taken into account by Defra and we are awaiting the publication of Secondary Regulations and associated guidance by the government to support the roll out of LNRS.

Next Steps and proposed approach

National next steps

- 1.32 Following the royal assent of the Environment Act 2021, the government is now putting in place a national framework to enable the preparation of LNRSs to commence across the country. This includes confirming strategy boundaries and formally agreeing the roles of the ‘responsible authority’ to lead in each area.
- 1.33 Regulations and statutory guidance are a key part of the national framework the government is putting in place to underpin LNRS development. The intention is for them to be published later in 2022. Defra will also publish a national habitat map and make available national data to support LNRS preparation.
- 1.34 Following the publication of secondary regulations, the level of new burdens funding will be announced for each responsible authority to enable them to prepare a LNRS. It is envisaged that LNRS will be required to be produced by the end of 2023 in order to align with the mandatory biodiversity net gain implementation date.

Local next Steps

- 1.35 Defra have been undertaking conversations with local authorities to determine appropriate geographic areas on which to prepare LNRSs. The proposed scale of LNRS aims them to join up with the planning system, alongside taking ecological considerations across a sufficiently large scale. Buckinghamshire Council has provisionally been identified as the ‘responsible authority’ for the production of the LNRS for Buckinghamshire and Milton Keynes. Discussions have been ongoing between ourselves, Defra, MK Council and the Bucks and MK Natural Environment Partnership in terms of agreeing an approach.
- 1.36 The agreed intended approach is that the Bucks and MK Natural Environment Partnership would be commissioned jointly by Buckinghamshire Council and Milton Keynes Council to lead the preparation of the LNRS which would then require formal approval by each authority. To formalise this a tripartite service level agreement would set out respective roles and how the governance would work between the

three bodies. The exact nature of this somewhat depends on the final guidance and secondary regulations that are due to be published by the government. The Bucks and MK NEP are very well placed to deliver this taking account the nature of the partnership and their recent updating of the Biodiversity Action Plan for Bucks and MK.

- 1.37 A new project manager that would be recruited into the Bucks and MK NEP would manage the project. We would envisage that a similar officer steering group would be set up as per the Buckinghamshire pilot.

Funding

- 1.38 Defra distributed approx. £16,000 of seed funding to provisional responsible authorities in March 2022. This funding is intended as seed funding to help build capacity ahead of full funding later in 2022. The government has committed to funding new burdens arising from the Environment Act, including LNRSs. Funding for FY 2022/2023 will be made available later in 2022 to support LNRS preparation, along with formal appointments of responsible authorities.
- 1.39 It should be noted that the 5 pilots each received approximately £125,000 to help prepare the prototype LNRSs and we are envisaging at least a similar amount being provided to responsible authorities.
- 1.40 The seed funding identified above together with a small carry forward of funding from the pilot is enabling us to the start the recruitment process for the project manager role to try and ensure this officer is in place for when guidance is issued and to progress with key preparatory work.

Conclusion

- 1.41 Local Nature Recovery Strategies are one of the key Local Nature Recovery Strategies (LNRS) are a flagship measure in the Environment Bill. They are a new system of spatial strategies for nature which will plan, map, and help drive more coordinated, practical, focussed action and investment in nature's recovery to build the national Nature Recovery Network.
- 1.42 They will be a powerful new tool that will help the public, private and voluntary sectors work more effectively together for nature's recovery, and enable collective effort to be focussed and to drive investment and funding where it will have most benefit
- 1.43 The benefit of Buckinghamshire being a pilot to trial the process has enabled it to get a key insight into the work and preparation required to produce a LNRS. The report sets out the proposed approach for commissioning the Bucks and MK NEP to lead the preparation of the LNRS and the early recruitment of a fixed term project manager.

Background papers:

The outputs from the pilot LNRS process are published below.

[Buckinghamshire Pilot Draft Local Nature Recovery Strategy](#)

Appendices:

Appendix 1: [Strategies and Policies of Relevance](#)

Appendix 2: [The State of Nature in Buckinghamshire](#)

Appendix 3: [Stakeholder Engagement Summary Report](#)

Appendix 4a: [Stakeholder Data Processing Methodology](#)

Appendix 4b: [Stakeholder Data Processing](#)

Appendix 5: [Baseline Maps - Source Data and Citations](#)

Appendix 6: [Biodiversify Local Habitat Maps Method](#)

Appendix 7: [Environmental Data](#)



Tree Planting Update

22/06/2022

Transport, Environment and Climate Change Scrutiny Committee

Councillor Gareth Williams



Contents

1. The Right Place for the Right Tree
2. Stakeholder Activity and Responsibilities
3. New Trees Planted to Date
4. Replacement Highways Trees Planted to Date
5. Trees on Council Land – '22/'23 Planting Plans
6. Finance
7. Added Value

1. The Right Place for the Right Tree

England Tree Action Plan 2021-2024 sets out a target of 30,000ha woodland being planted per annum.

In 2021, the Council

- committed to planting 543,000 trees on Council land by 2032
- launched the Bucks' Tree Mission in 2021 - a shared mission encouraging everyone to plant trees for a greener future.

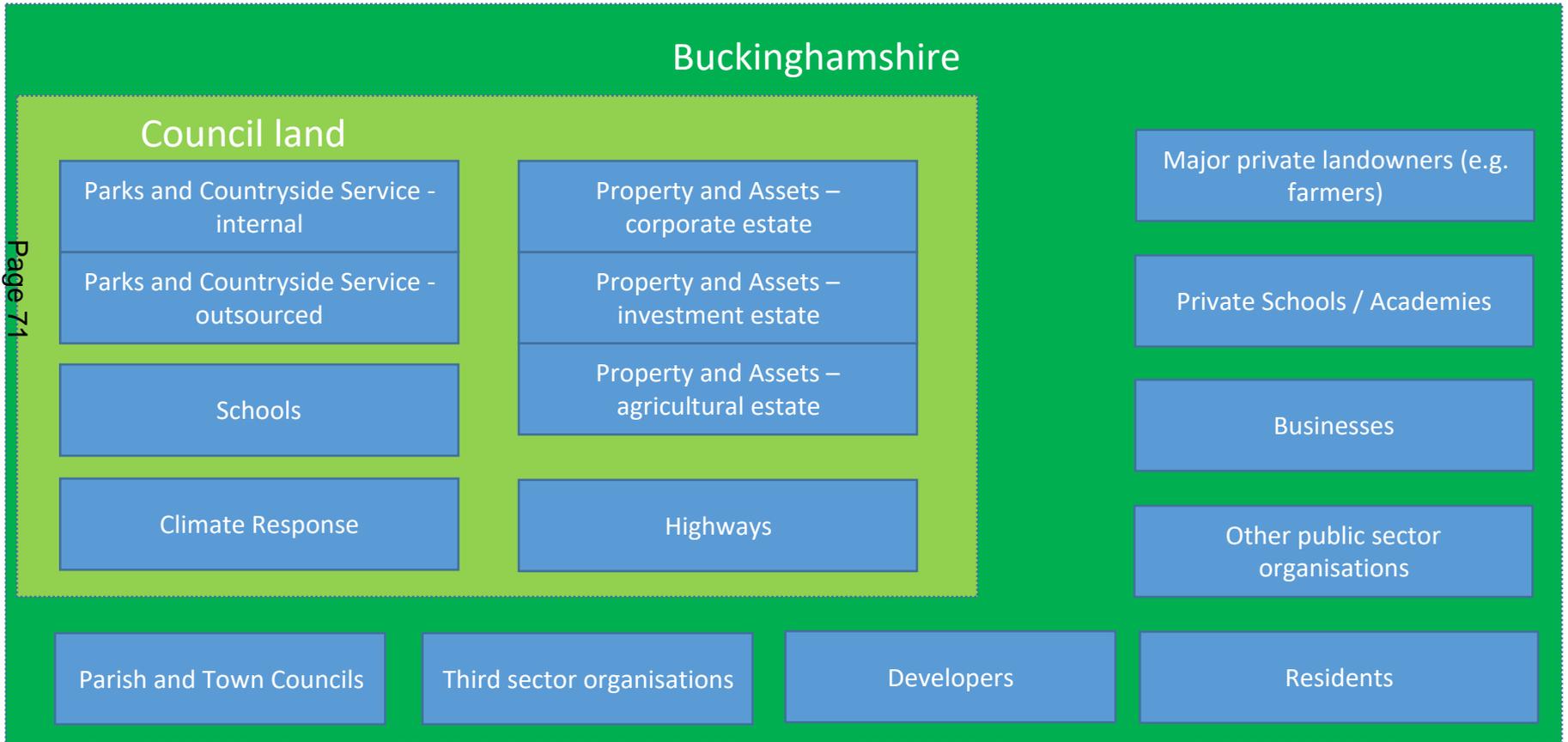
Page 70
Considerations when planting trees

1. Soil type and suitability
2. Proximity of natural water features
3. Biodiversity and ecology of the area proposed for planting (e.g. chalk grassland?; local tree species)
4. Landscape
5. Historic environment (e.g. statutory designations)
6. Presence of utility services
7. Climate (e.g. rainfall, wind)
8. Protection against weeds and pests (e.g. mulch mats, and rabbit netting)
9. Stakeholder access
10. Maintenance, security, and safety
11. Property ownership, rights and covenants
12. Biosecurity
13. Purpose (e.g. for fruit; roadside tree)
14. Conformance (e.g. UK Forestry Standard)
15. Cost

2. Stakeholder Activity and Responsibilities

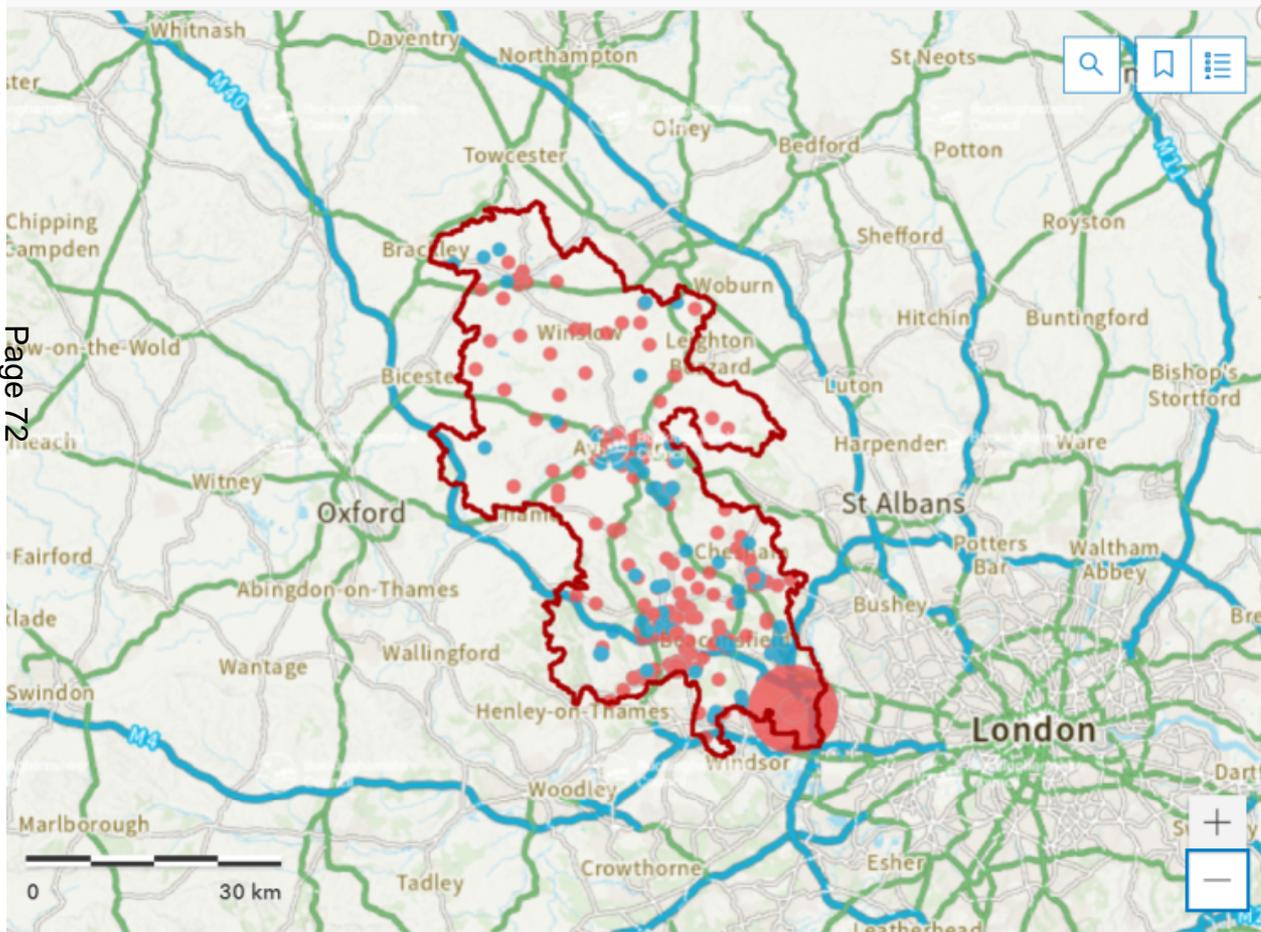
Multiple stakeholders undertaking planting, maintenance, and felling works

Project underway to map trees planted as a result of Council activity

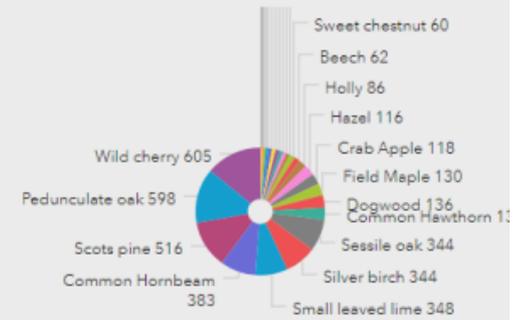


2. Stakeholder Activity and Responsibilities

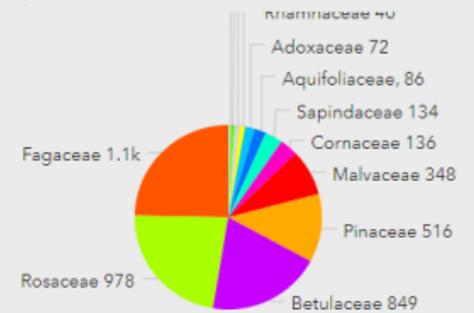
Page 72



Species



Family



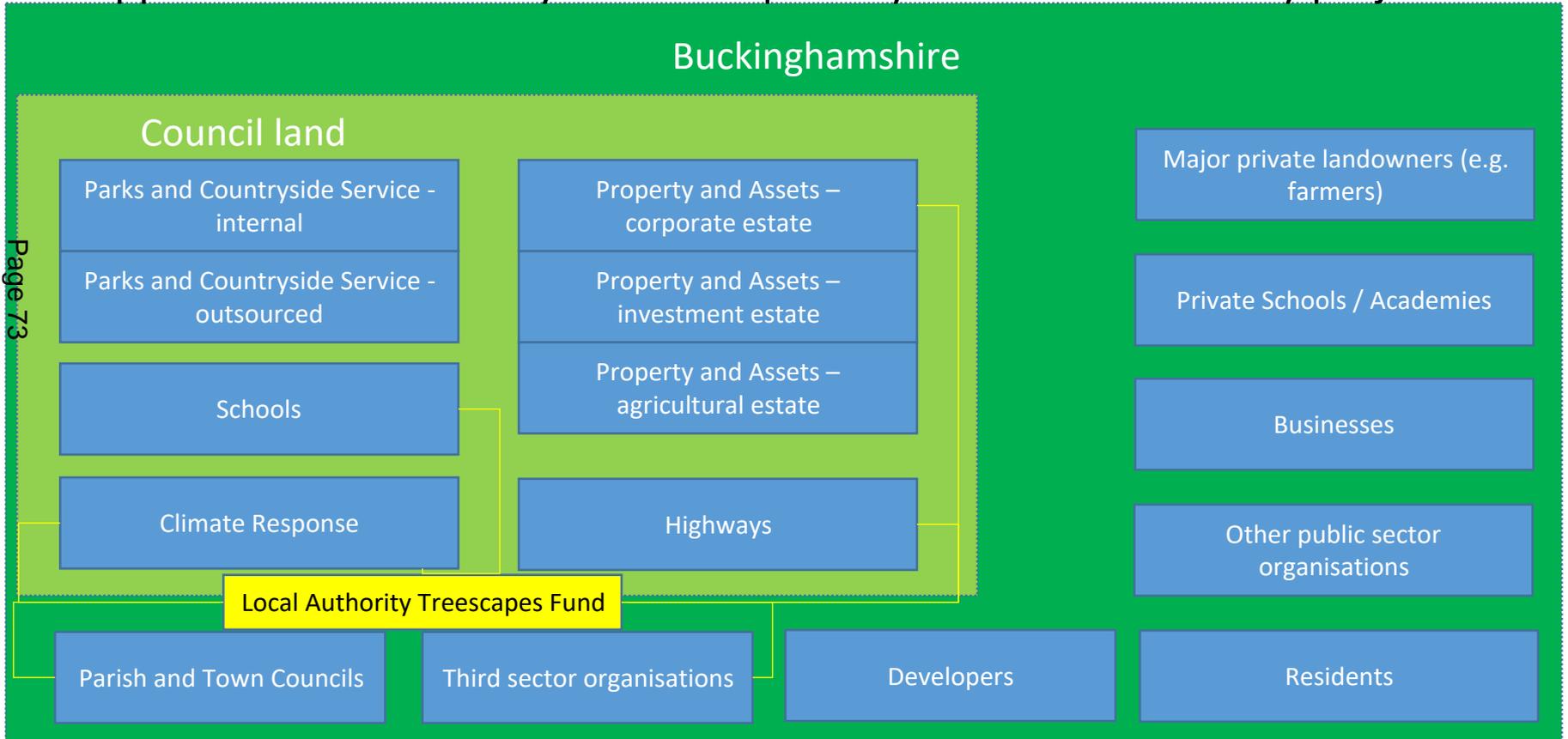
NONE | © Crown Copyright and database rights 2021. Ordnance Survey 0100062456.

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2. Stakeholder Activity and Responsibilities

Local Authority Treescapes Fund

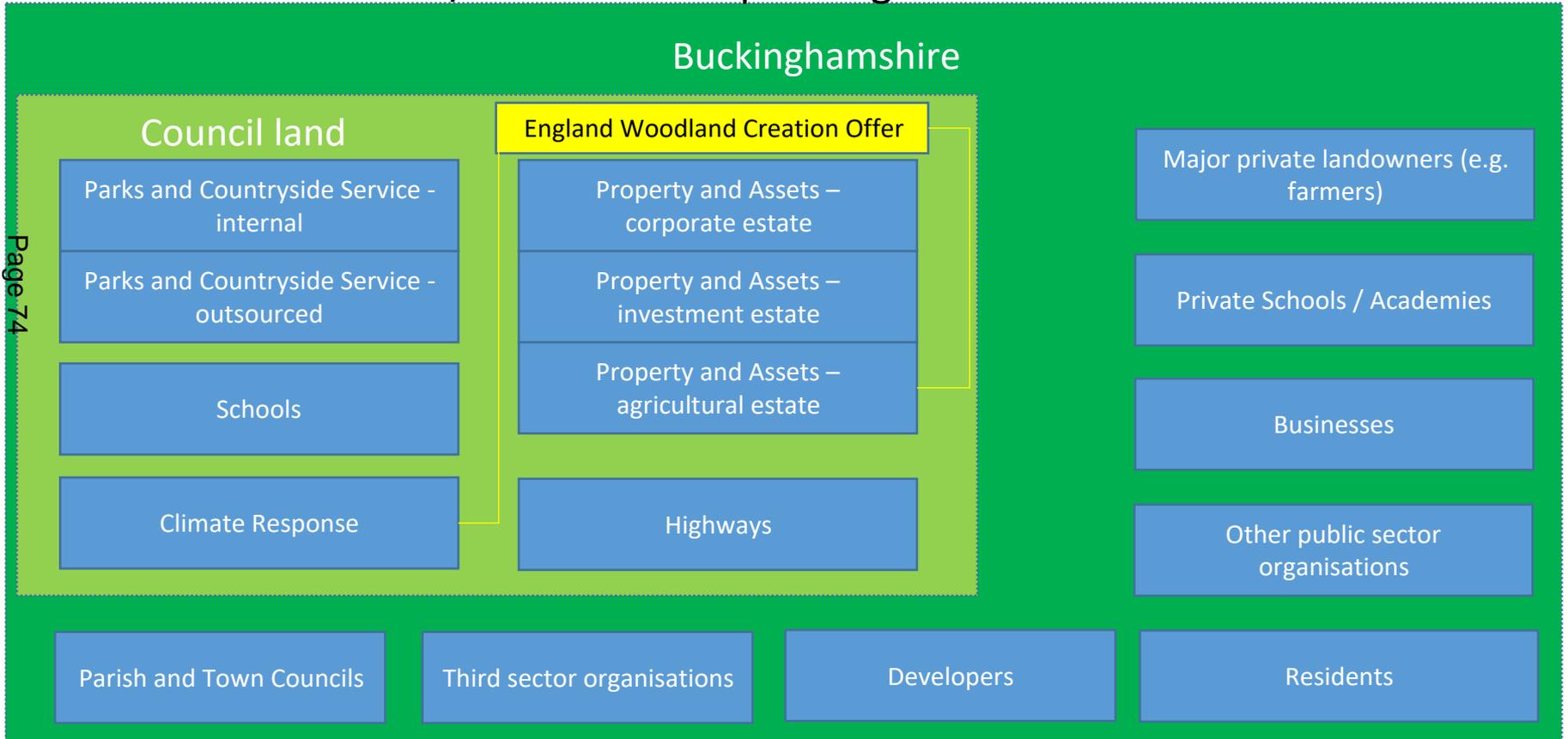
- Secured £203k in '21/'22 to support tree planting (in stands of ≤ 0.5 ha) and maintenance (3 yrs) in non-woodland locations
- Upper tier local authority led with a primary focus on community projects



2. Stakeholder Activity and Responsibilities

England Woodland Creation Offer

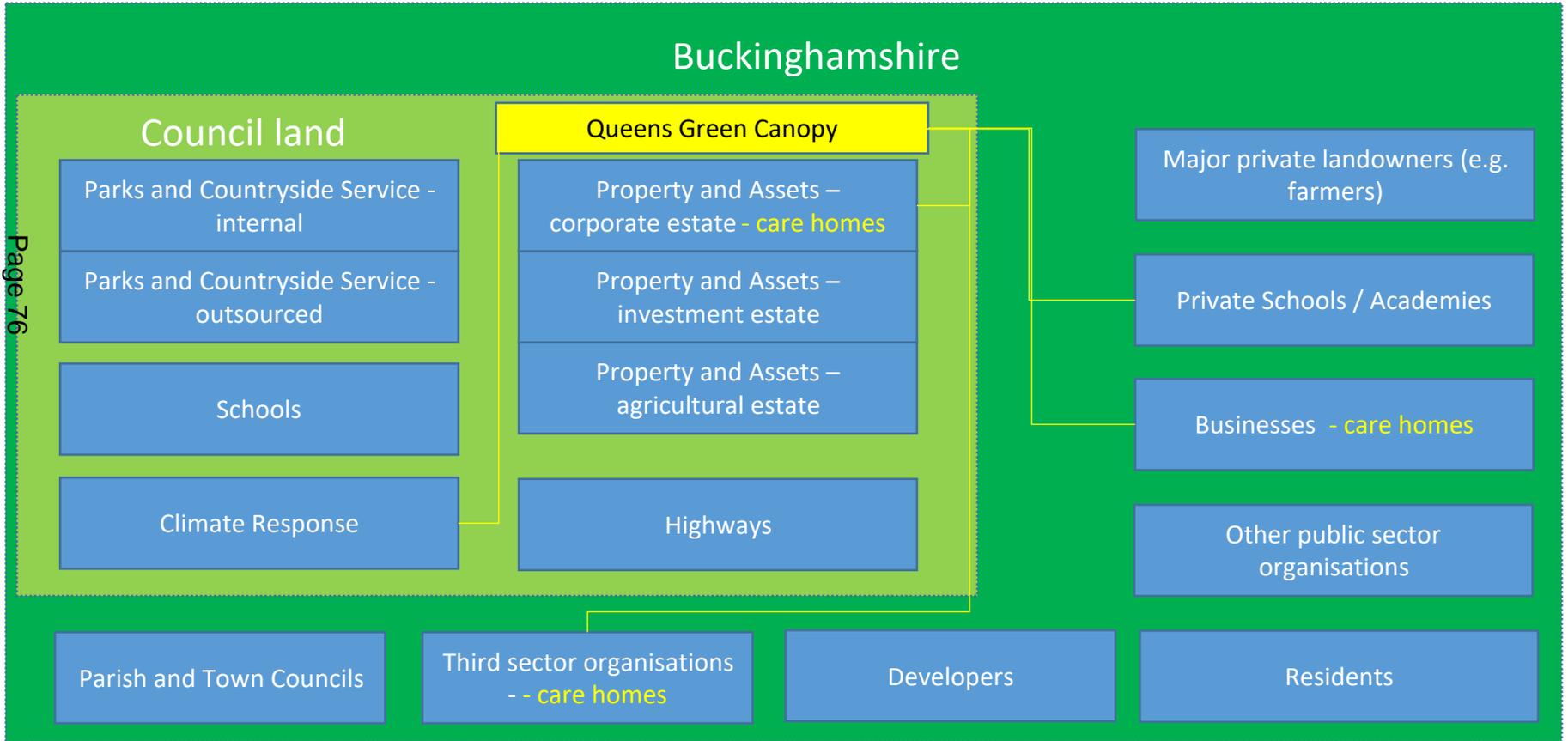
- Open to all landowners and has 1 ha minimum size requirement
- Launched in 2021 providing 25% more grant funding than previous schemes
- Secured £28k in '21/'22 to for tree planting and maintenance at Billet Field



2. Stakeholder Activity and Responsibilities

Queens Green Canopy

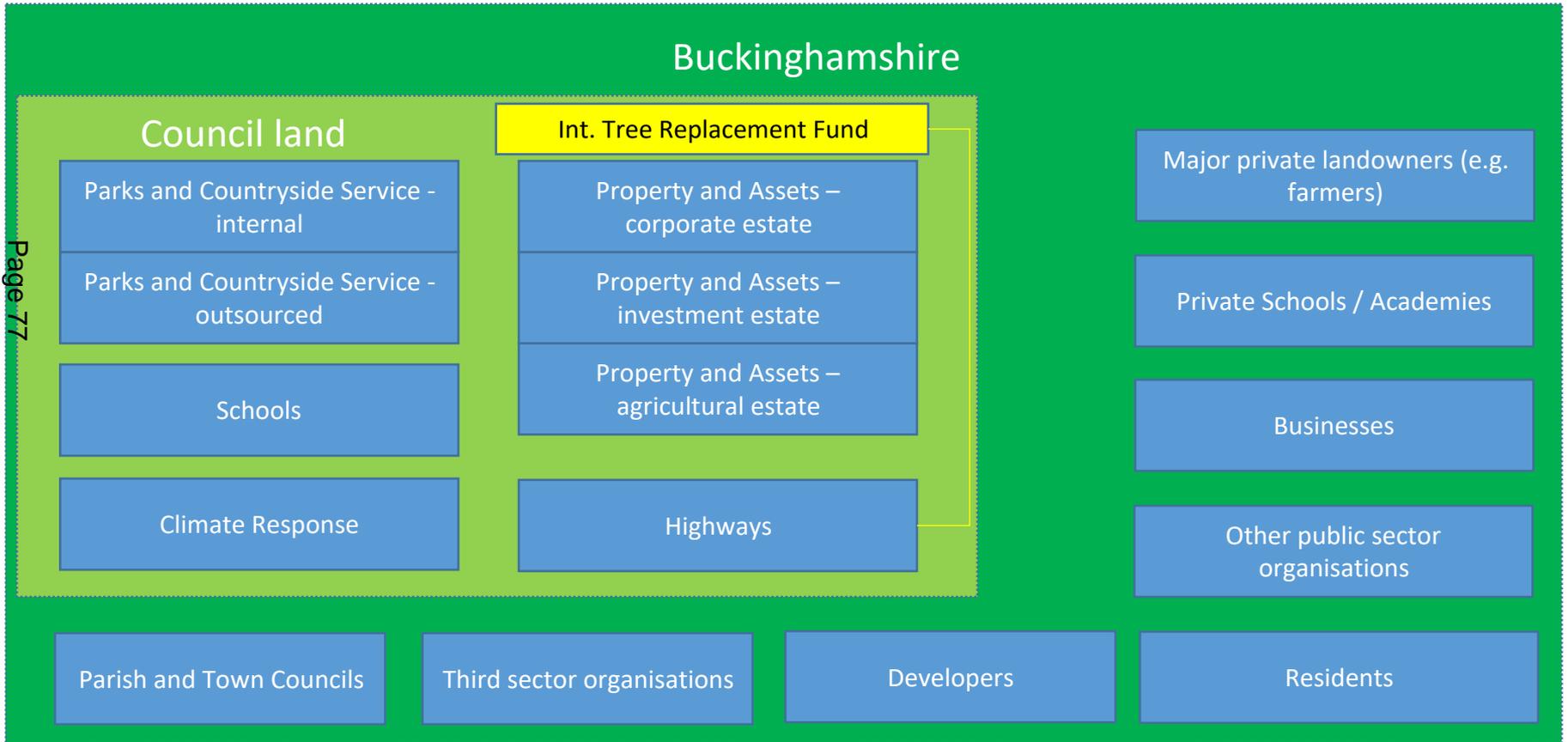
- Offered a free tree to care homes and schools in Buckinghamshire
- Interested parties received trees from the Woodland Trust and plaques



2. Stakeholder Activity and Responsibilities

Internal Tree Replacement Fund

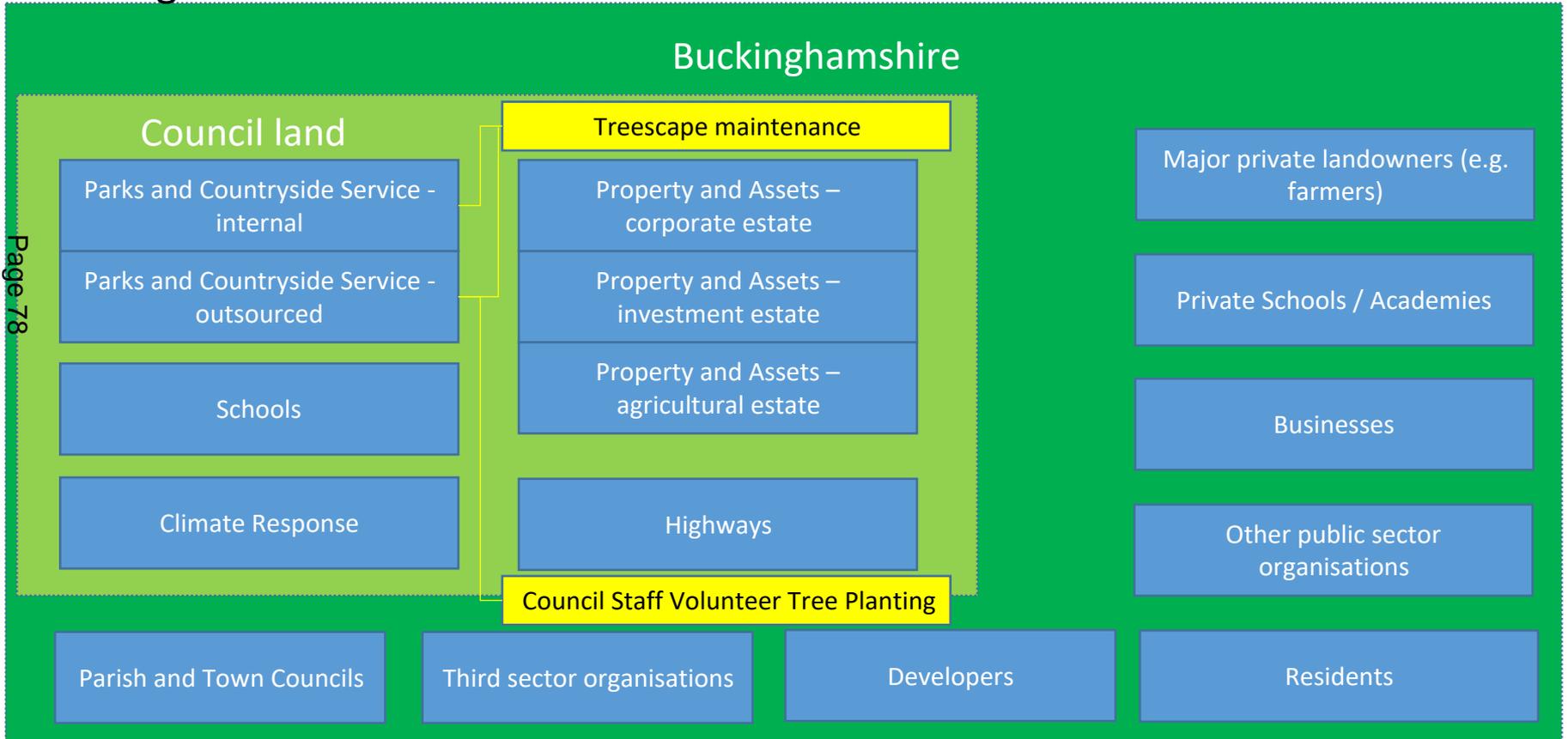
- £138k to replace 158 trees removed from the public highway



2. Stakeholder Activity and Responsibilities

Parks and Countryside

- Ongoing activity to maintain treescapes in Council parks and PROWs
- Volunteer tree planting undertaken by Council staff '21/'22 with Chiltern Rangers



3. New Trees Planted to Date – Billet Field

Planting and maintenance

- Planting design includes:
 - the use of plastic-free biodegradable mulch mats and spiral guards, and deer and rabbit netting to suppress weeds and help prevent tree damage from pests.
 - Pedestrian and vehicle access gates

Pryor and Rickett Silviculture was the contractor chosen in 2021 to plant and maintain (5+5 years) the trees at Billet Field.

- Maintenance obligations include:
 - clearing weeds (without using chemical weedkillers)
 - inspecting and affecting minor repairs to fencing and gates
 - replacing any dead trees
 - mowing grass along the rides (walking routes)
 - removing litter from the site.

3. New Trees Planted to Date – Council Land

Billet Field	3450
Local Authority TreescapE Fund (LATF)	586
Queens Green Canopy (QGC)	168
Parks and Countryside	1656

Page 80



Target: 543,000. '21/'22 Total: 5860

3. New Trees Planted to Date – '21/'22 Summary

Council Land	5860
Non Council Land	469
Total	6329



Marlow community trees

Fruit Trees at the Lady Ryder Memorial Garden, Parnmoor

Wye Dene housing development Trees, High Wycombe

Page 81



Trees for Buckland Parish Council's public Green space



Haddenham community trees

4. Replacement Highways Trees Planted to Date

Aylesbury Vale Area	65
High Wycombe Area	47
Amersham Area	34
Total	146



Target: 158. Planted: 146

5. Trees on Council Land – ‘22/’23 Planting Plans

In 2021

- funding for contractor planting increased by 25% for tree establishment and started offering contributions towards ongoing maintenance
- a mechanism where the Council wouldn't have to bear contractor costs became available for the Council – the Forestry England Woodland Partnership scheme

Long term policy appears to support more generous support packages for trees

3 pronged approach for '22/'23

Page 83

- Use the **Forestry England Woodland Partnership (FEWP) scheme** as far as practicable for sites on the agricultural estate
- Where FEWP isn't possible, **secure funding from the most generous grant schemes for contractor planting** on the agricultural estate (e.g. England Woodland Creation Offer)
- **Local Authority Treescapes Fund** – maximise funding from this source for tree planting at all other sites

5. Trees on Council Land – ‘22/’23 Planting Plans

Forestry England Woodland Partnership (FEWP) scheme

- Tree establishment and maintenance is the responsibility of Forestry England
- Public can access the newly forested sites
- Council benefits from the Woodland Carbon Units generated
- Rental income received from Forestry England (FE)
- Site must be 50ha (but can be a smaller area if located close to FE operational sites)
- 50ha site in east Buckinghamshire
 - Natural break in tenancy contracts mean that the site could become available for planting in the ‘22/’23 planting season
 - Potential for 83,000 – 102,000 trees

5. Trees on Council Land – ‘22/’23 Planting Plans

Contractor Planting

- 3 potential sites near High Wycombe (5ha and 7.1ha), and Amersham (7.44ha) could accommodate 41,700 trees.
- Woodland Creation Design Plans currently being updated which consider
 - Soil and water aspects
 - Biodiversity and ecology
 - Landscape and the historic environment
 - Access and stakeholder interest
 - Timber production
 - Carbon sequestration
- Sites would become available for planting in September following crop harvests
- Compensation would be paid to tenants if:
 - They forego agricultural subsidies for the land
 - Contracts are amended ahead of established renewal dates

5. Trees on Council Land – '22/'23 Planting Plans

Contractor Planting

- England Woodland Creation Offer grant applications will request:
 - ~£10,700 per ha 'one-off' contribution, made up of:
 - £8,500 per ha cap for standard items (trees, fencing etc)
 - £2,200 per ha for recreational access
 - £300 per ha per annum contribution for maintenance (10 years max.)
 - Additional 'one-off' grant contributions will be sought where sites:
 - Are close to settlements (£500 per ha)
 - Provide nature recovery benefits – e.g. woodland expansion (£1,100 / £2,800 per ha)
 - Provide water quality benefits – e.g. reduce pollution to watercourses (£400 per ha)
 - Mitigate flood risk (£500 per ha)
 - Provide shading / wildlife corridors for watercourses (£1,600 per ha)



6. Finance - For 543,000 Trees

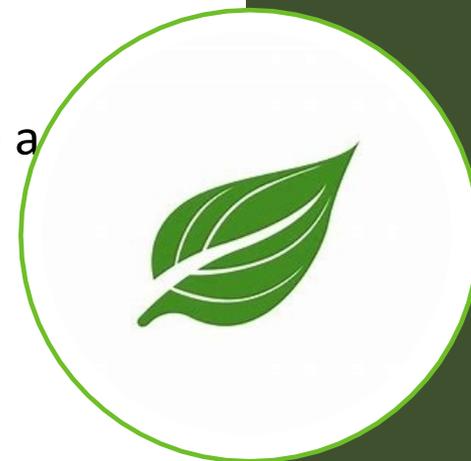
Changes to the funding landscape have brought down net projects costs

Expenditure for the entire programme is expected to remain within the budget earmarked from the Climate Change Fund due to:

- Funding support increasing from external sources
- Optimising our approach to procurement so that it's sensitive to market demand and capitalises on economies of scale

6. Finance - LATF

- LATF fully funds the planting of trees by community groups, NGOs, Parish Councils etc. in non-woodland areas of 0.5ha or less
- 21-22 bid - 817 planted of which 586 are on Council Land (CL)
- 22-23 application -
 - Miyawaki 'Tiny Forests' 1800 whips – planting within a school and two other locations
 - Very dense planting of trees
 - Community group projects planting 1316 trees
 - Likely that 849 will be planted on CL
- If LATF supported the planting of an average of 718 trees a year on CL then a total of 7,175 trees would be planted over the next 10 years
 - **Saving of £88k**



7. Added Value

Carbon Offsetting

The price of units used to offset carbon continues to increase dramatically. 'Growing' our own Woodland Carbon Units offers the Council a financial saving in the long term.

Biodiversity Net Gain

It may be possible to use the increase in biodiversity units from new woodland planted on Council land to help some developers fulfil some of the forthcoming 10% biodiversity net gain requirements. This could provide additional revenue to support the woodland.

Wellbeing

The recent pandemic saw unprecedented increased use of public green spaces. Providing additional areas will contribute to combatting health issues.

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Select Committee Work Programmes 2022/23

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

Date	Topic	Description & Purpose	Lead Officer	Contributors
22 June 2022	Local Nature Recovery Strategy	For members to hear the outputs and lessons learnt of the Buckinghamshire Local Nature Recovery Strategy (LNRS) Pilot and to hear the Council's approach on producing the real LNRS pending formal guidance from Government.	Ed Barlow Alexander Beckett	Gareth Williams
	Tree Planting	To provide members with details on the tree planting work and their management.	David Sutherland Ed Barlow	Gareth Williams
	Work Programme	To consider the work programme for 2022/23	Chris Ward	Bill Chapple
8 September 2022	Flooding	To receive an update and consider the effectiveness of flood mitigation measures including SUDS. AN update on gully clearance will also be provided.	Karen Fisher	Gareth Williams Steve Broadbent
	Waste & Resources Strategy	To consider the scope of the work for Phase 1: an Options Appraisal of alternative waste collection models (confidential session may be required)	Martin Dickman Richard Barker	Gareth Williams
	Inquiry Report: Pollution in Buckinghamshire's Rivers and Chalk Streams	To consider the inquiry report before it is submitted to Cabinet.	Chris Ward	Robert Carington
	FOR INFORMATION ONLY: Report on the new waste contract & amalgamation	To receive an update on the new contract.	Martin Dickman Richard Barker	Gareth Williams
3 November 2022	Climate Change & Air Quality Strategy: Annual Review	To review the strategy one year after its implementation.	Ed Barlow Alexander Beckett	Gareth Williams
	School Transport	To receive an update on the service including SEND transport and PTBs	Sara Turnbull	Steve Broadbent

	Electric Vehicle Action Plan	The Action Plan will be the council's plan to increase EV charging infrastructure in Buckinghamshire, in support of its commitment to net zero carbon by 2050.	Hannah Joyce Joan Hancox Richard Lumley	Steve Broadbent Gareth Williams
2 February 2023	East West Rail	To hear an update on the project	Gavin Jones Dr Laura Leech Richard Barker	Steve Broadbent Peter Martin EWR Reps
	Public Transport	To receive a report including progress on Demand Responsive Pilots	Sara Turnbull Richard Barker	Steve Broadbent
	Overall Performance on Waste Collection	To consider the last six months of performance.	Martin Dickman Richard Barker	Gareth Williams Veolia Reps
30 March 2023	HS2	To receive an update on the project	Dr Laura Leech Richard Lumley	Steve Broadbent Peter Martin HS2 Reps
	New Highways Model	To hear details regarding the mobilisation of the new Highways model	Richard Barker	Steve Broadbent
	Air Quality Monitoring in Buckinghamshire	To provide an overview of air quality monitoring across the county	Ben Coakley	Gareth Williams