



# Transport, Environment & Climate Change Select Committee Agenda

Date: Thursday 30 March 2023

Time: 10.00 am

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

## Membership:

B Chapple OBE (Chairman), R Carington (Vice-Chairman), P Brazier, M Caffrey, 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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<b>Agenda Item</b>	<b>Time</b>	<b>Page No</b>
<b>1 Apologies for Absence</b>		
<b>2 Declarations of Interest</b>		

**3 Minutes of the Previous Meeting** **5 - 10**  
That the minutes of the meeting held on 2 February 2023 be confirmed as a correct record.

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

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

**5 HS2** **10:10** **11 - 20**  
The Committee will receive an update on the HS2 project in Buckinghamshire.

**Contributors:**

HS2

David Emms, HS2 Project Client Director  
Gary Moreira, HS2 Senior Traffic Manager  
Alasdair Hassan, HS2 Head of Engineering and Environment  
Simon Matthews, EKFB Interface and Stakeholder Director  
Joel Sykes, HS2 Senior Engagement and Interface Lead  
Patrick Kelly, Buckinghamshire Lead  
Andrea Davidson, HS2 Head of Environmental Sciences  
Aaron Heer, HS2 Traffic Manager  
Ed Warner, Align Head of Environment and Sustainability

Environment Agency

Matthew Wales, Project Manager Phase 1 and Permitting lead – HS2  
Daniel Clancy, Flood Risk Specialist – HS2

Buckinghamshire Council

Cllr Steve Broadbent, Cabinet Member for Transport  
Cllr Peter Martin, Deputy Cabinet Member for Transport (HS2 and EWR)  
Steve Bambrick, Service Director for Planning & Environment  
Dr Laura Leech, Head of Major Projects

- |           |  |              |                |
|-----------|--|--------------|----------------|
| <b>6</b>  | <b>New Highways Model</b><br>The Committee will hear details regarding the mobilisation of the new Highways model which commences on 1 April 2023.<br><br>Contributors:<br>Cllr Steve Broadbent, Cabinet Member for Transport<br>Richard Barker, Corporate Director for Communities<br>Kevin Goad, Service Director for Highways & Technical Services  | <b>11:20</b> | <b>21 - 46</b> |
| <b>7</b>  | <b>Air Quality Monitoring in Buckinghamshire</b><br>To provide an overview of air quality monitoring across the county.<br><br>Contributors:<br>Cllr Gareth Williams, Cabinet Member for Climate Change & Environment<br>Lisa Michelson, Service Director for Economic Growth & Regeneration<br>Jacqui Bromilow, Head of Environmental Health & Trading Standards<br>Ben Coakley, Strategic Environmental Protection Manager<br>Cerys Williams, Environmental Protection Officer<br>Deborah Ferady, Environmental Protection Officer | <b>11:50</b> | <b>47 - 78</b> |
| <b>8</b>  | <b>Scoping Document for Rapid Review - Streetworks and Statutory Undertakers in Buckinghamshire</b><br>The Select Committee will consider a scoping document for a proposed Rapid Review on Streetworks and Statutory Undertakers in Buckinghamshire.  | <b>12:20</b> | <b>79 - 82</b> |
| <b>9</b>  | <b>Work Programme</b><br>Members are asked to suggest potential items so that they can be considered for the next municipal year's work programme – these can be emailed to the Chairman and the scrutiny officer.   |              |                |
| <b>10</b> | <b>Date of Next Meeting</b><br>The date is to be confirmed and will be circulated in due course.   |              |                |

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For further information please contact: Chris Ward [democracy@buckinghamshire.gov.uk](mailto:democracy@buckinghamshire.gov.uk)  
01296 585807



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

## Minutes

**MINUTES OF THE MEETING OF THE TRANSPORT, ENVIRONMENT & CLIMATE CHANGE SELECT COMMITTEE HELD ON THURSDAY 2 FEBRUARY 2023 IN THE OCULUS, BUCKINGHAMSHIRE COUNCIL, GATEHOUSE ROAD, AYLESBURY HP19 8FF, COMMENCING AT 10.00 AM AND CONCLUDING AT 12.30 PM**

### MEMBERS PRESENT

B Chapple OBE, R Carington, P Brazier, M Caffrey, M Collins, P Cooper, C Cornell, E Culverhouse, E Gemmell, M Rand, L Sullivan, D Watson and A Wood

### OTHERS IN ATTENDANCE

S Broadbent, G Williams, D King and P Martin

### Agenda Item

#### 1 APOLOGIES FOR ABSENCE

Apologies were received from Councillors M Knight and A Poland-Goodyer. Councillor P Cooper had substituted in for Councillor A Poland-Goodyer.

Councillor M Knight had replaced Councillor S Guy as a Member of the Committee.

#### 2 DECLARATIONS OF INTEREST

Councillor S Broadbent declared a personal interest in Item 5 as the Chairman of the East West Main Line Partnership.

#### 3 MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 3 November 2022 were confirmed as an accurate record.

#### 4 PUBLIC QUESTIONS

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

#### 5 EAST WEST RAIL

The Chairman welcomed Mark Cuzner (East West Rail Alliance) and Peter Hume (Network Rail) to the meeting and invited the Cabinet Member for Transport, Councillor Steven Broadbent, to introduce the item. The Cabinet Member noted that activities on the project had increased over

the last year which was heavily impacting local communities (e.g. road conditions and closures, and traffic management). A team of officers was in continual dialogue to manage road closure applications and community engagement, and the Council was supporting residents where possible. The work of the Deputy Cabinet Member for Transport, Councillor Peter Martin, was acknowledged as was the work of local Ward Members to support their communities.

The Cabinet Member announced that the Council had secured an agreement with EWR to carry out permanent repairs to 12 roads in the north of the county over the next 12 months. The first road in the programme, Queen Catherine Road, had already been repaired. The Cabinet Member hoped the programme reassured residents and that EWR would effectively communicate the closures required for the repairs to occur. The plans are appended to the minutes.

Prior to the presentation given by East West Rail, Mark Cuzner noted apologies from Jez Baldock and Kate Campbell. The following points were highlighted during the presentation:-

- The Alliance acknowledged the disruption the project caused residents and businesses and apologized for this impact. The Alliance had tried to mitigate the disruption and thanked Members and the community for its engagement.
- The infrastructure ready date was on target for its scheduled delivery of July 2024. Currently, work was underway on Sections 2A and 2B which involved HS2 carrying out the civil works.
- 54% of track laying was complete and materials were brought in via the rail network. Substantial work at Bletchley Station had completed whilst Winslow Station was underway. 9 footbridges (7 in Bucks) had been completed which aimed to reconnect community footpaths over the railway. 5 new bridges (3 in Bucks) were completed and open to traffic.
- The Alliance briefed HGV drivers on routes and expected behaviours (e.g. wheel-washing) in order to alleviate pressures caused by traffic movements to and from EWR compounds. Winter had been particularly challenging. Acoustic barriers had also been installed to protect the community during construction.
- There were three discussion workstreams with HS2 on traffic management which aimed to coordinate road closures and avoid joint-closures.
- EWR's 10% biodiversity net gain commitment required the provision of compensation sites adjacent to the railway. The intention was to minimise removal and protect vegetation where possible. The Alliance worked with Natural England on environmental mitigations and key species e.g. badgers and great crested newts. One example of vegetation retention was a cutting west of Salden Wood Bridge.
- The project considered climate resilience by being built to withstand a 40% rainfall increase and 65-70% river flow increase.
- Upcoming future works had a RAG rating to measure its impact on the community. Notable red items were 'Compound & Temporary Land Reinstatement' and Permanent Highway Repairs & Reinstatements' which would require traffic management and use of HGVs.

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

- Road repairs were carried out by EWR and were inspected by the Council. During the handover process, officers assessed the repair prior to being returned to Highways. The repairs were covered by a defect period of 12 months.
- Members were disappointed to note that mud on the roads was still an issue having been raised last year. The Alliance reiterated the measures in place to monitor and

control the problem (e.g. use of road sweepers) and reassured that areas of concern were followed-up by onsite inspections.

- The Alliance followed design standards for work to bridges and their associated signage. There were historic issues related to Sandhill Road bridge. The completed footbridges were located in rural areas did not have step-free access but did have handrails and tactile paving. The Chairman reminded the Alliance of the importance of accessibility for all Buckinghamshire residents.
- One Member raised concern regarding the height of the Marsh Gibbon railway bridge which was causing problems for local business. EWR advised they had replaced the bridge to the agreed specifications and understood there was a signage issue however the Council was actively challenging this position.
- The Alliance was confident in delivering the project on time however this was subject to the risk of HS2 suffering delays. An example of recent joint work was HS2 handing over the western fringe of an integration area of 3km. EWR did have ability to recover time in its programme if required.
- Members expressed significant concerns regarding the plans for the usage of diesel rolling stock on the line. Members also noted that electrifying the line would likely be more cost-effective during construction rather than retrofitting and requested figures on these estimated costs.

**Action: EWR Alliance / Network Rail**

- The legacy Buckinghamshire County and Aylesbury Vale District councils had supported the project's initial electrification plans. Network Rail advised that electrifying was de-scoped by Government before consent was granted for the project and that Government policy was to investigate decarbonising options which may use battery, hydrogen, or hybrid technologies in future rather than electricity. However, none of these options would be available until after the line was scheduled to open. Due to commercial sensitivities, an end date for the 'short-term' use of diesel rolling stock could not be provided however Network Rail would share information on this in future once publicly available.

**Action: Network Rail**

- EWR would also share information regarding the evaluation of different rolling stock options within the timescales which had considered capital outlay vs running costs e.g. engine maintenance and fuel.

**Action: EWR Alliance / Network Rail**

- The line would be closed daily between 12:30am – 5am for engineering works. The demand for freight, running at one per hour in accordance with the planning permission, would be better understood over the next 12 months when the new timetable would be created. It was estimated each freight train contained around 20 wagons.
- Network Rail viewed the Aylesbury Spur as a priority however it currently did not pass the central Government affordability test. The Cabinet Member for Transport continued working towards achieving the line's link to Aylesbury and all Members reiterated the importance of working together to this goal.
- Buckinghamshire Council held its £15m towards the project and release funds for works in agreement with EWR. One example was funding allocation towards the car park at Winslow which would enable access to the railway.
- Non-statutory consultation had been carried out 18 months ago regarding the line's development between Milton Keynes and Cambridge. Statutory consultation was planned this year with planning permission applications to follow.
- Areas of site access were on the list of reinstatement works but would be carried out last. The Spinney, Winslow, was one such area and aimed to be reinstated later this year.
- The Alliance's biodiversity 10% net gain would be supported by third parties and the supply chain, and currently the project was at parity for vegetation removal vs

replacement due to the number of compensation sites. The Strategy had been shared with the Council and further information on its implementation would be circulated to the Select Committee.

**Action: EWR Alliance**

- Over 150,000 trees and plants had been planted however Members would be advised of the number of trees lost to the project.

**Action: EWR Alliance**

- EWR had no requirement to produce an assessment of the project's carbon emissions however work was underway to look at its impact.
- The Cabinet Member for Transport reiterated the importance of the 12 road repairs over the next 12 months to impacted communities and the need to clearly communicate the timetable of works.

The Chairman thanked Mark Cuzner and Peter Hume for their attendance and reiterated the importance of the project's annual attendance at the TECC Select Committee due to its public interest and impact to Buckinghamshire residents. A follow-up letter from the Chairman would be drafted and circulated to members of the Committee.

## 6 PUBLIC TRANSPORT

The Cabinet Member for Transport introduced the report and highlighted the following points:-

- There were 60 schools accredited by Modeshift Stars in Buckinghamshire which made the county the top performing large local authority nationally.
- 28 out of the 95 bus services in Buckinghamshire were entirely supported by the Council.
- By May 2022, passenger numbers had returned to 80% of pre-covid figures.
- The national £2 bus fare cap scheme would cease at the end of March. The Enhanced Partnership was considering replacement schemes to maintain passenger numbers.
- The Demand Responsive Transport (DRT) offer in High Wycombe was performing well with up to 250 journeys taking place daily from between 700-800 'virtual' bus stops.
- There was evidence of repeat DRT use with 20% of users having done so 5+ times. Reviews were vastly positive with most negative reviews referring to wanting greater geographical coverage. This had been fed back to Department for Transport (DfT) who had funded and outlined the DRT area.
- After one year of usage, consideration may be given to developing the offering to cover evenings and weekends.

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

- One Member expressed interest in the High Wycombe DRT scheme being extended to Flackwell Heath and Little Marlow, whilst another Member encouraged a DRT in the Ivers following the trialling of a dial-a-ride scheme and the opening of the Elizabeth Line.
- The DRT scheme in Aylesbury may assist in the rural bus offering once it commenced later in the year.
- It was statutory for the Council to provide a concessionary fare offer which the Council chose to commence from 9am.
- Members considered the overall quality of bus services including engine quality. This would be addressed through the Enhanced Partnership and fleet upgrades in service contracts. Through the Enhanced Partnership, one operator in Ivinghoe would soon be expanding its timetable to include a last bus returning from Cheddington at 7pm.
- The High Wycombe DRT was not used for school buses but children aged 13+ could use the service. The DRT's operating area was based on a bid from 2020 that considered destinations such as the hospital and business parks with the intention of being reliable.



Terriers and Hazlemere had not been included due to this requirement and current usage-data supported this decision. Expanding the service times beyond 7pm or including weekends would need to consider its costs against demand.

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

## **7 WASTE OPTIONS APPRAISAL & STRATEGY**

The Cabinet Member for Climate Change & Environment introduced the report and advised that this was an update on the Council's activities regarding the waste strategy. Currently waste collection in the north was in-house and outsourced in the south at a total annual operational cost of around £18.2m (£7.2m north, £11m south). The southern waste collection service had improved since last coming to TECC.

All options for the service provision were open and any decision would be subject to the decision-making process and timelines, and would factor in costs, customer experience and the climate change agenda. Clarity was also required on the proposed Government schemes, such as packaging waste and free garden waste, which could add variance to future service provision.

The following points were noted in the Committee's discussion:-

- The Cabinet Member agreed with the principal of a gully clearance being followed by a street sweeper however town centres had a key focus for street sweepers.
- Members noted that satisfaction of residents by the waste collection service may be more important than cost due to the reputational harm of a poor service. The in-house service in the north ran effectively and was highly valued by Members.
- The outsourced Veolia contract had a five-year contract break clause which was being explored as part of the overall options appraisal.
- The Government's scheme regarding producer responsibilities for packaging waste varied between devolved nations e.g. glass would not be included in England. The update from Government on 20 January 2023 was being assessed by Local Authorities who had raised inconsistencies. The commencement of the scheme in England had been delayed until October 2025.

The Chairman thanked the Cabinet Member and officers for the report and welcomed a future update on the development of the strategy.

## **8 WORK PROGRAMME**

One Member requested that the Select Committee consider the Cycle Ways Strategy in its future work programme.

## **9 DATE OF NEXT MEETING**

Thursday 30 March at 10am.

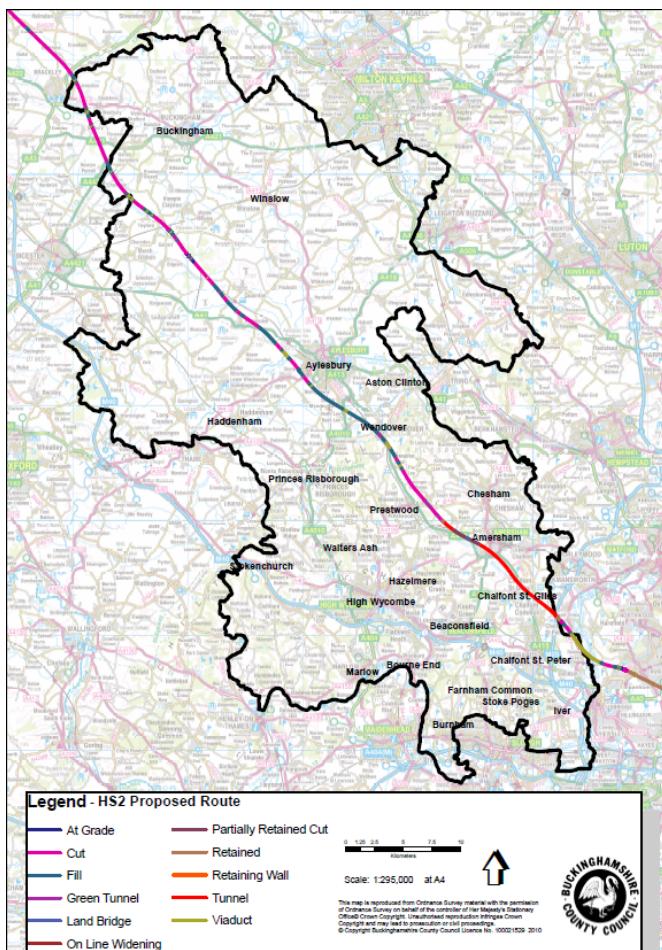
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# Report to TECC Select Committee

**Date:** 30 March 2023  
**Title:** HS2 Update  
**Author:** Laura Leech, HS2 & EWR SPoC for BC

## 1. 1 Background

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



- 1.3 The High Speed Rail Act grants deemed planning permission for HS2 Phase One of the route, but some of the detailed design and construction are subject to further approval.
- 1.4 Buckinghamshire Council is a Qualifying Authority (QA), which means that some of HS2's proposals need to come to the Council for "approval" (as per the definition in the Act) which gives the Council a small degree of influence over the details of the proposals. As a QA, Buckinghamshire Council has signed up to the Planning Memorandum which commits the authority to having appropriate staffing levels and use reasonable endeavours in its decision-making processes to meet the timescales for decisions (within 8 weeks for planning and 4 weeks for highways). It also commits the authority to not making unreasonable or onerous requests on HS2 Ltd which would lead to increases in cost or delays to the programme. The Planning Memorandum also places obligations and responsibilities onto HS2 Ltd.
- 1.5 Within Buckinghamshire Council, the HS2 Team has responsibility for processing all approvals for HS2 infrastructure and transportation arrangements both temporary and permanent as well as stakeholder engagement. The team is responsible for ensuring that HS2 Ltd and its contractors work within the HS2 Act and agreed consents and fulfil their obligations in terms of engagement with directly affected parties, the wider community, and those with an interest in the scheme.
- 1.6 The last 12 months has seen the first of three years of peak HS2 civils related activities and associated temporary traffic arrangements.
- 1.7 HS2 Ltd and their main works contractors attended the Communities & Localism Select Committee on 17 January 2022 and were scrutinised by Members on their engagement and communications approach with Buckinghamshire local communities, residents and businesses.

## **2. Progress update**

- 2.1 An update of the progress / construction of the project will be given by HS2 Ltd and their Main Works Civil Contractors (EKFB and Align) during their presentation to the TECC Select Committee on the 30 March 2023.

## **3. Current issues**

- 3.1 Buckinghamshire Council has taken steps throughout 2022 and into 2023 to assist and support local communities with mitigating the impacts of disruption caused by the HS2 line being constructed through the county, by ensuring HS2 Ltd is being held to account.

- 3.2 Key current issues include road closures and associated traffic management, coordination with other activities on the network, damage caused by construction traffic and associated road repairs, mud on the road, surface water runoff to the highway from construction sites, HS2 interface with EWR, the environmental impact and biodiversity.

## **Transport**

### **Traffic management & road repairs**

- 3.3 *Impact on our communities* – HS2 road closures and temporary traffic lights impacting traffic flow and our communities’ ability to go about their daily lives to get to/from work, the school run, doctors’ appointments etc. These impacts on the community are magnified where HS2 and EWR are constructing works in the same area.
- 3.4 *Emergency Services access* – there are concerns as to whether the HS2 and EWR national infrastructure projects road closure planning is considering properly the essential requirement for maintaining access for emergency services. There have been occasions where it has been clear this hasn’t been fully considered and discussions have taken place to rework plans to allow access, which EKFB has then actioned
- 3.5 *Diversions Routes* – diversion routes have been put in place by HS2 Ltd’s contractors for construction works and closed bridges. This has led to a number of complaints from residents regarding increased traffic through villages, increased journey times for commuters, and increased costs to residents and businesses following lengthy diversions. Where the diversion routes are lengthy there is an increased tendency for motorists to use ‘rat runs’ on unsuitable routes and in such situations HS2 is encouraged to provide appropriate signing to discourage such use or introduce temporary traffic calming in sensitive locations.
- 3.6 *Diversions Routes* – similar concerns have been expressed from residents affected by HS2 works which is further compounded where EWRA works are being undertaken in the same area.
- 3.7 *S17 Lorry Routes* – there have been many instances where HS2 construction vehicles have been observed on routes that are not approved lorry routes. HS contractors are required to install HS2 vehicle identifiers in the windscreens but in order to take action the registration numbers of individual vehicles are required before HS2 will take action.
- 3.8 *Damage to roads from construction traffic* - while funds are being made available by EWRA and HS2 Ltd to carry repairs to roads where the damage has been caused by the associated construction traffic, these funds are neither sufficient nor being

allocated in a timely manner to address the resulting damage. In some cases, roads have failed resulting in closure to repair the damage and further disruption to the local communities.

- 3.9 *HS2 damage* – While there is an established process for HS2 Ltd to reimburse the Council for damage caused by construction traffic, there are long delays between the claims submitted and award of funds. While the Pothole Fund was introduced by HS2 Ltd to partially compensate these delays, the level of funding is well below that required to address the damage being incurred. In addition, there is currently no opportunity to claim funds for preventative treatment which would avoid having to wait until the damage materialises or at the end of the construction period in accordance with HS2 Ltd’s methodology.
- 3.10 *HS2 methodology* – HS2’s methodology for calculating damage to the roads being used by their construction traffic has never been accepted and an alternative methodology has been submitted to HS2 Ltd for which discussions are now taking place after several months of delay. The principal concern is that HS2 Ltd’s compensation will largely be deferred until the end of the construction period during which time roads will continue to be damaged leading in some cases to closure to allow extensive repairs to be undertaken resulting in further impacts on the local communities affected.
- 3.11 *Sustainable travel* – While the challenges of promoting sustainable travel to/from construction sites in a largely rural setting are recognised, there are concerns at the delays in introducing robust Workplace Travel Plans along with the lack of robust travel data at the sites. As a result, there are fewer opportunities to monitor activity and introduce measures to improve sustainable travel. HS2 has been challenged on this point and further surveys are to be undertaken.
- 3.12 *Recommended action* – in light of these problems, the council is in discussion with HS2 to secure additional funds to allow some preventative treatment to key routes that are vulnerable to significant levels of HGV traffic as well as well as seeking an increase in the Pothole Fund. In parallel, discussions are taking place with HS2 Ltd on an alternative methodology put forward by the Council for calculating the overall level of deterioration since HS2’s methodology has never been accepted and has been challenged. HS2 Ltd’s methodology also fails to recognise that damage is occurring to the ‘A’ road network, although funding has already been given by HS2 Ltd in response to a claim for repairs at the A40/A412 junction.
- 3.13 *Deployment of three mobile CCTV cameras*; whilst the cost of the cameras was funded by HS2 Ltd, there is an overhead in the region of £50k pa being absorbed by Buckinghamshire Council. This covers co-ordination of redeployments, site assessments, review of CCTV footage, query resolution with contractors, compliance with regulatory requirements and stakeholder communications. The cameras are

primarily being used to monitor congestion and safety impacted by HS2 construction and to identify construction traffic using routes in contravention of agreed lorry routes. The deployment has proved to be a deterrent for repeated activity, e.g. Little Missenden on the A413 where 'U' turning lorries accessing the vent sat site were creating a safety hazard.

## Environment

- 3.14 The BC HS2 Planning Team has issued 45 Decision Notices since January 2022. Amendments to improve the design and reduce impacts were achieved on all applications. Eight (one in part) of these applications were refused, necessitating comprehensive review and resubmission. These consents agree the detailed design, appearance and function for structures and elements of the railway infrastructure and associated work. The table below provides a more detailed breakdown of applications processed in the last twelve months.

	number received	Number refused	Number approved	withdrawn / invalid	part refused part approved	awaiting decision
2022/2023	48	7	25	2	1	13
submitted 2021, processed 22 / 23	10	0	8	2	0	0
<b>Total</b>	<b>58</b>	<b>7</b>	<b>33</b>	<b>4</b>	<b>1</b>	<b>13</b>

- 3.15 The size and form of structures and elements varies and includes viaducts; road and pedestrian bridges (more than 30 along the Buckinghamshire section of the route); Amersham Headhouse and ventilation shaft; cuttings and embankments; tunnel openings; drainage systems; noise barriers; road re-alignment; associated earthworks; and associated buildings. Part of Stoke Mandeville Relief Road has been granted consent within the proposals for the line south west of Aylesbury.

- 3.16 The full scope of work covers fences, walls, substations, transformers, telecommunications masts and pedestrian accesses to railway lines, minor works to

Listed Buildings, relocation of farm buildings / farm access, relocation / reprovision of utility infrastructure, and changes to footpaths.

- 3.17 A related matter in this respect is 'new burdens' – assets that will become the responsibility of the Council. This may include substations and verge maintenance. The Council continues to seek confirmation from the DfT with respect to the scope and costs; and the financial support that will be provided by the Government.
- 3.18 The team is currently processing applications for major structures including an overbridge at Addison Road, and the Infrastructure Maintenance Depot at Calvert / Steeple Claydon. Smaller scale applications include land restoration at Bishopstone, Turweston and alongside the River Colne; and the installation of movement / vibration monitoring equipment at Ash Grove House (Shardeloes Park and Garden).
- 3.19 The team is engaged in pre-application discussion with respect to future submissions including the bat mitigation / protection structure at Sheephouse Wood; the details of earthworks, landscaping and drainage management associated with the intersection with the Princess Risborough / Aylesbury rail line (PRA); and detailed design of earthworks South West of Aylesbury adjacent to the Aylesbury Garden Town 2 site (AGT2).
- 3.20 The majority of works benefit from outline consent courtesy of the HS2 Act. Matters that fall within the scope of consideration for the detailed submission include design and appearance, impact on the local environment, impact on local amenity, and road safety.
- 3.21 The BC HS2 Planning Team interrogates, reviews and seeks appropriate amendment to proposals within this context. Key matters that have been / are scrutinised and discussed with the applicant (HS2 contractors) are most frequently landscape, ecology, drainage and amenity (including noise). Combined Officer time (Planning Officers, Highways Officers and specialist advisors) spent on an application, including pre-application discussion, typically vary between a minimum of ten days to a maximum of 40 days.
- 3.22 Many structures will be prominent in the landscape, notably tunnel openings / vent shafts and bridges. Planning Officers and landscape specialists representing Buckinghamshire Council have influenced the design such that where visible the structures are less intrusive and less dominant; and that all details, have been considered in the local landscape context.
- 3.23 Located south of Wendover the 450m-long Wendover Dean viaduct will be the first major railway bridge in the UK to be built with a 'double composite' structure, using significantly less carbon-intensive concrete and steel in comparison to a more traditional design. The design has been influenced by Council Officers with the



objective of minimising its visual / landscape impact through the incorporation of design features that give the appearance of a light and narrow structure.

- 3.24 The physical construction phase will result in significant disruption to traffic flows due to the need to re-align the A413 on two occasions.
- 3.25 The Council has placed a standard condition on more than 20 overbridges such that further design will need to be presented that demonstrates contextually appropriate treatment with respect to matters including carriageway width, the provision of green verges reflecting the immediate surroundings either end of the bridge; and parapet heights and their surface finish.
- 3.26 Council Officers continue to scrutinise the detailed design of the Calvert IMD, paying particular attention to the need to create earthworks with planting to minimise the impact on the neighbouring villages and individual properties; the impact of lighting on residential properties and wildlife, notably bats; and to ensure drainage modelling is comprehensive and accurate and has informed an appropriate water management system.
- 3.27 In scrutinising and influencing the design Council Officers work with HS2 Ltd's contractors to consider not only the inherent landscape impact, but also the experience of the road user, walker, horse rider and in the context of a 120 year life of the structure / element being considered.
- 3.28 The HS2 Act for the stretch of railway running through Buckinghamshire requires 'no net loss' to biodiversity. The Council requires HS2 to report on and demonstrate species protection (in accordance with line wide licences for protecting bats and other species); and seeks to ensure that opportunities are taken to improve / re-establish connectivity and to engage on advanced planting. The Council seeks enhancement where possible and engages the principle of evidence based decisions that optimise avoidance, mitigation and / or compensation. At Sheephouse Wood, for example, the Council has requested detailed information from HS2 with respect to the impact on the Ancient Woodland and Site of Special Scientific Interest of the proposed bat mitigation / protection structure.
- 3.29 In terms of amenity a key matter that has recently been discussed is flood risk South West of Aylesbury. The HS2 contractor has provided details of modelling water flows in the Stock Brook post construction. The Council is satisfied that sufficient details have been provided to date, but the final design has yet to be presented to the Council, meaning that further scrutiny of modelling and proposals for water management will be undertaken. The Council's interest will primarily be to ensure all measures have been utilised to prevent any increase in flood risk to properties. The Council works collaboratively with the Environment Agency, which scrutinises water modelling and proposals to manage water with respect to main rivers and water quality. The discharge permits issued by the EA provide further assurance that

appropriate measures are in place; and the Council remains vigilant in ensuring the overlapping regimes for approving work are co-ordinated.

- 3.30 Elsewhere along the route, south of Sheephouse Wood the Council is reviewing proposals by HS2 to create an underpass for a footpath (CAG/2) which links to the Greenway project. Complexities at the location include proposals, that have yet to be finalised, in association with the landfill operations to the west of the line for the re-instatement of Muxwell Brook.

### **EWR/HS2 interface**

- 3.31 The Council is keen that the handover of civils works in the Calvert area to EWRA from HS2 Ltd and their contractor EKFB happens on time. These East West Rail civils works are being undertaken by EKFB on behalf of EWRA which presents a programme risk.
- 3.32 The Council has requested from both HS2 Ltd and their contractor EKFB on a number of occasions for a copy of the interface and handover documentation in order to understand the risks associated with the handover and mitigate any risk linked to the Council, to facilitate the process to ensure EWR programme timings do not slip resulting in on-going community impact. This documentation has yet to be provided by HS2 Ltd.

### **Climate change**

- 3.33 The impact of the construction phase will be significant with respect to climate change. Again, this is a complex scenario since a key premise of the project is to reduce carbon emissions overall with rail representing a better option than flying or driving.
- 3.34 For all proposals HS2 seeks to minimise carbon emissions whilst ensuring high quality design. At Wendover Dean viaduct, for example, instead of using solid pre-stressed concrete beams to form the bridge spans, the viaduct will use two steel girders sandwiched between two layers of reinforced concrete to create a lightweight and super strong hollow span. According to HS2 Ltd this approach is set to save an estimated 7,433 tonnes of embodied carbon within materials – the equivalent of someone taking 20,500 return flights from London to Edinburgh.
- 3.35 Other initiatives include the creation of a railhead near Quainton to facilitate the removal and delivery of construction materials by rail instead of HGVs.
- 3.36 As referenced above, Council Officers scrutinise flooding and drainage proposals; and this includes a consideration of climate change rainfall scenarios.

- 3.37 The creation of substantial new woodland is a not only necessary for landscape mitigation, but also acts as a carbon sequestration measure. The Council encourages advanced tree planting wherever this is possible.
- 3.38 The Council is keen to understand HS2 Ltd's response to the Wildlife Trusts' evidence review of "no net loss" of carbon published in February 2023.

#### **4. Actions taken by Buckinghamshire Council to support residents in the construction of the line**

- 4.1 Over the course of the year Buckinghamshire Council has continued to assist residents, communities, and businesses with mitigating the impact of the construction of HS2 to support communities to address the issues set out above.
- 4.2 The Council is working with HS2 Ltd to secure the necessary remuneration from the statutory undertaker for both temporary and permanent road repairs to be completed to align with their on-going construction activities and their demobilisation programme.
- 4.3 The Council is also working hard to require HS2 Ltd to provide more transparency in terms of the forward programme of construction activity, particularly in sensitive locations and strategic routes which are most affected by the works.
- 4.4 The Cabinet Member for Transport had to announce at Full Council EKFB's plans for Christmas A413 closures because they just email and mail out a notice. The Council has additionally advertised these road closures on social media because they refuse to use such platforms to inform the public of their impact.

#### **5. Your questions and views**

- 5.1 If you have any questions about the matters contained in this report, please get in touch with the author of this report. This can be done by telephone: 07506011434 or email: [laura.leech@buckinghamshire.gov.uk](mailto:laura.leech@buckinghamshire.gov.uk).

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# TECC Meeting 30th March 2023

*Highways Service Transition*

*Cllr. Steve Broadbent, Cabinet Member for Transport*

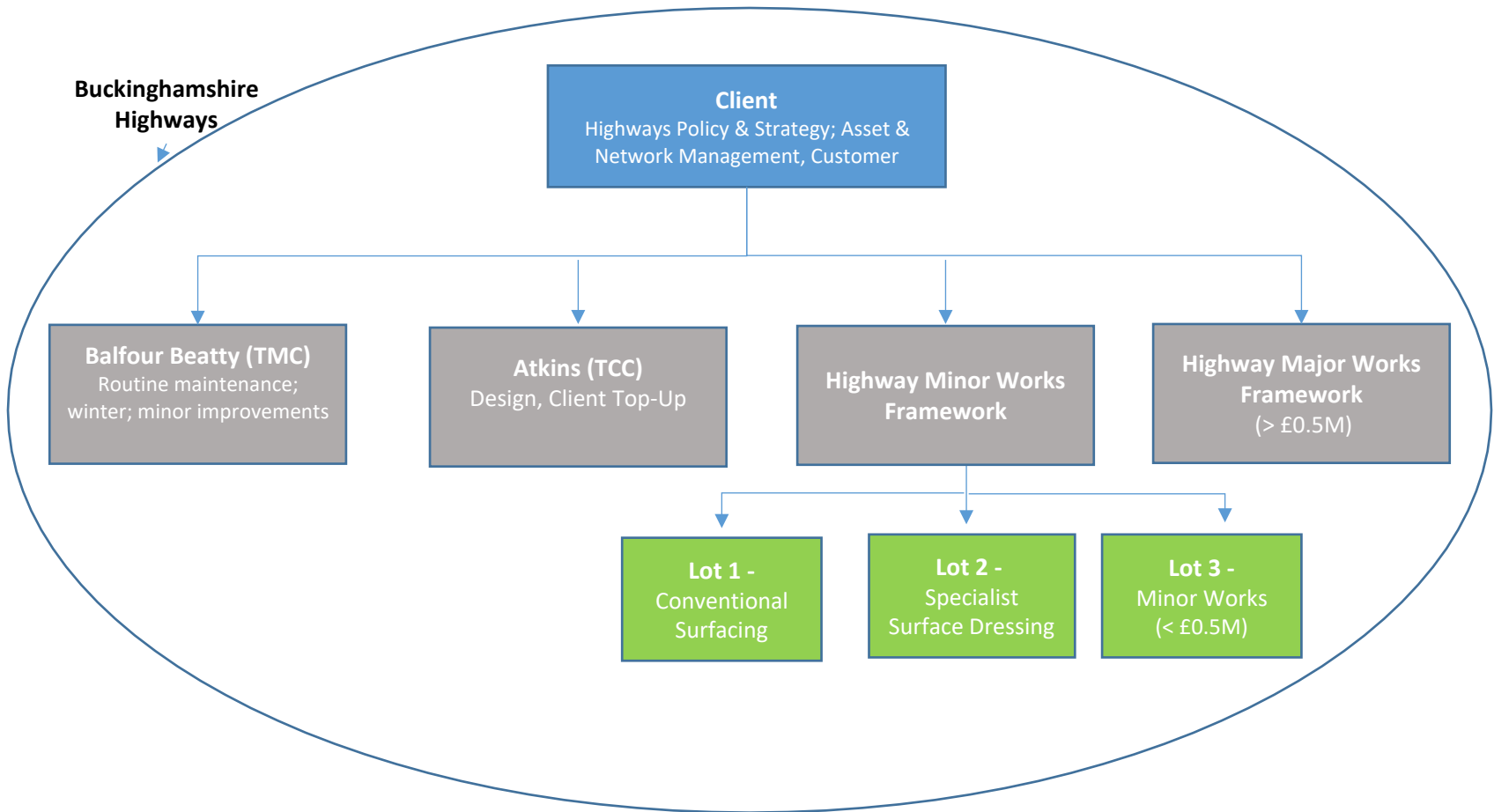
*Kevin Goad, Service Director Highways and Technical Services*



# Brief reminder

- Current Transport for Buckinghamshire arrangements end on 31 March 2023
- We are changing the operating model so the Council have more control in setting priority and policy to ensure improved quality outcomes and demonstrate Value for money (VfM)
- The contracts required for the future delivery of this key service are ranked as 'Platinum Plus', requiring a council Key Decision by Cabinet.
- All contracts were assessed and awarded on a 60% quality 40% cost ratio
- The Council will commission work through a new Term Maintenance Contractor (TMC), BBLP, a new Term Consultancy Contractor (TCC), Atkins, and 2 new Frameworks
- The TMC and TCC will be for an initial term of 8 years with up to 2 x 2-year extensions and are based on a schedule of rates. The frameworks will be for 4 years
- Service delivered through an Alliance called 'Buckinghamshire Highways'

# Buckinghamshire Highways



# Benefits of the new model

- Client team with capacity and ability to set direction, policy and priorities.
- Improved customer relationships, with Members, Parish and Town Councils and the wider Community.
- Range of service providers who bring challenge and expertise, as well as elements of competition.
- Ability to commission works via one route, whilst retaining competition and benchmarking.
- A working arrangement through the Alliance which brings together all parties to operate and function, in effect as a single unit, while maintaining individual accountability of each partner.
- Improved future planning, programming and resilience.
- Open and transparent information and costings for all services and works including local projects
- Promotion and support for innovation and sustainability which enables the evolution and development of the service, ensuring that it keeps pace with changes within the industry, and within the Council.



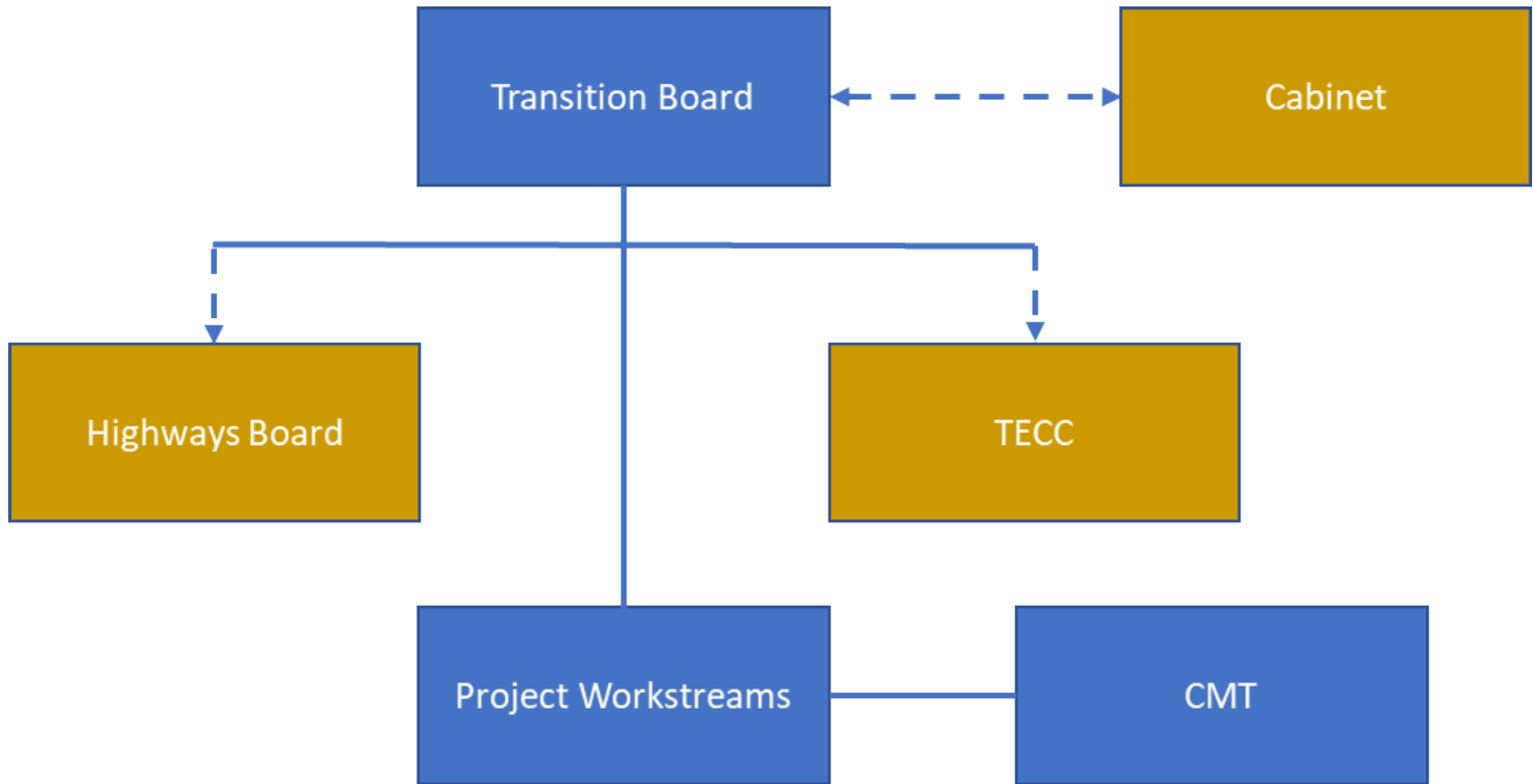
# Go Live on 1<sup>st</sup> April 2023

- Winter and other emergency cover in place from midnight on the 31 March
- All handover arrangements, agreed and in place to ensure smooth transfer
- Dual operation of Management and works ordering systems during March prior to go live to ensure seamless change
- Monitoring of works ordered to ensure business continuity of delivery
- Advance programmes of work identified allowing coordinated and early start on the ground

# Current Governance

1. Transition Board – strategic lead for transitioning to the new contract model. Ensures that the programme of works is well managed and efficiently resourced. Builds strategic partnership with new service providers. Reviews Risks and issues. Leads on communications.
2. Project Board – oversight and governance of the procurement processes.
3. Project Team – delivery of project workstreams through effective project planning, management of risks and escalation of issues.

# Governance



# Buckinghamshire Highways Governance Arrangements

- **Executive Board** – Chaired by Cabinet Member for Transport.  
Provide strategic oversight and direction, monitors overall performance and establish future policy and strategy options.
- **Strategic Board** - Chaired by Service Director, Highways and Technical Services.  
Responsible for the development and implementation of the strategic direction set by the Executive Board.
- **Operations Board** – Chaired by Head of Highways.  
Responsible for development and implementation of all operational matters, performance, finance and quality.
- Programme and Scheme Delivery Groups as required.

# Buckinghamshire Highways Objectives

- *Improve customer engagement and satisfaction*
- *Improve service delivery – “right first time”*
- *Demonstrate Value for Money (VfM)*
- *Maximise innovation and opportunities*

# Progress and achievements to date

- All Transition Workstreams delivered to programme ensuring a smooth transition to the new operating model
- Implementation of the new Road Management System which will improve works ordering and information capture.
- Full TUPE process carried out, including consultation with all potentially transferring staff involving one to one meetings
- Culture and Behaviour Programme commenced to assist change and contribute to improved delivery
- Training of key staff commenced to ensure they meet all safety standards.

# Progress and achievements to date

- Alliance Terms of Reference agreed by all partners, a key part of building relationships.
- Arrangements for data transfer are agreed and well progressed
- FAQs developed and shared with members and Parish & Town Councils, for gaining a better understanding of the changes.
- Complete re-structure of client team to improve planning, programming, contract management and resilience.

*All being achieved while business as usual being delivered including the demands of recent severe weather events*

# Key Performance Indicators and Performance Management

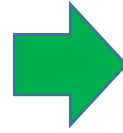
- 1 set of KPI's for Buckinghamshire Highways Alliance (AKPI's) reported quarterly and also formally annually to Cabinet.
- Also 1 set of KPI's for each contract (KPI's) reported and monitored monthly, and reported formally annually to Cabinet.
- There are also performance standards for the frameworks
- Alliance KPI's mostly based around outcomes, e.g. customer satisfaction, VfM, Environment, innovation & delivery and will be used for assessment of extensions
- Contract KPI's mostly based around outputs and form part of performance management



# Contract Key Performance Indicators (KPI's)

- Contracts have 2 levels of performance, 'Acceptable' and 'Desirable'.
- 3 stage approach, with action being escalated if they don't achieve the 'Acceptable' performance level.
- Performance Improvement Plan (PIP) which escalates to a Performance Rectification Plan (PRP).
- Deductions are applied if the 'Acceptable' level of performance is not achieved
- Similar escalation measures to address failures across a basket of measures and also repeated failures of the same indicator
- Incentive to enhance from 'Acceptable' to 'Desirable' if they aspire to have any extensions awarded
- Potential escalation up to and including termination of the contract

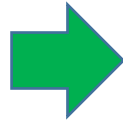
Performance is 'acceptable'



Full Payment

Month One

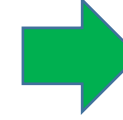
Performance is not 'acceptable'



Performance *improvement* plan required.



If performance Achieved following month



Full Payment

Month Two

If performance still not 'acceptable'



Retention monies applied



Performance *rectification* plan



If performance achieved - Full Payment

Month Three

If performance still not 'acceptable'



Monies permanently deducted each month until performance reaches 'acceptable'

If performance levels continue to fail. Service Manager can take further action including terminating contract.

# Commissioning Works

- All the new contract arrangements are available to be used by any council service areas provided it is within scope.
- A streamlined Task Order process has been established.
- A Task Order is required for all commissions.
- All Task Orders will be managed through the Highways Contract Management team and the new contract management system (CEMAR).
- A governance structure will be established to enable escalation of issues.

# Use of Frameworks

- The Frameworks are for a period of 4 years.
- Available for use by all council services and works provided it is within scope.
- Three contractors per Lot/Framework
- Availability to use a direct call off or carry out a mini tender or undertake a full procurement exercise.
- Brings efficiencies in commissioning works to the council and known costs
- All contractors are subject to performance standards and checks. Work will not be awarded if performance is poor.
- Highways Contract Team will act as gatekeepers for all contracts providing guidance, help and advice.

# Deliverables for start of contracts

- Advance programmes of work identified and communicated
- New Operational Hub completed
- 'Pothole Pro' deployed and delivering work on the ground
- Plan for dealing with outstanding works while still delivering to the new programme, including a full review and assessment of street lighting.
- EV charging points implemented at depots by first anniversary, majority in place sooner

# Deliverables for start of contracts

- Advance works commenced on time critical projects including:
  - Strategic and planning led traffic modelling
  - Community road safety schemes (HS2 funded)
  - Structures projects including Pedmormead End culvert and Berry Hill footbridge replacement
- Development of Community Board brochure and projects
- LAT access to dedicated community design teams, initially through Atkins

# Deliverables for start of contracts

- Client team with capacity to set direction, priorities and develop forward plans.(ensure efficient and effective service delivery?).
- Transfer of Streetworks into the Council, providing better control and co-ordination of works on the highway network
- All customer related systems integrated for improved customer experience
- Provision of real-time information to members via Member App (to be rolled out, including training as required)
- Clear contact points communicated for members and parish & town councils.

# Contact with the Service

- First contact should be via Fix my Street (FMS) followed by your local area Technician (LAT)
- The LAT will have support from a team with expertise to answer most other questions
- Range of improvements to FMS, particularly in the messages sent to customers
- It is now being used successfully by 60,000 people within Buckinghamshire
- We have created an internal triage arrangement to pass full details to the correct team while keeping the customer informed
- There is also additional advice for users when the issue is not highways related
- If it is a devolved service area, it now seamlessly passes this information to the correct town or parish council



# Reviews

- 90 day review of improvements to be undertaken, to identify early successes and any areas of concern.
- 6 month review to report on progress against objectives and performance levels across the service.
- 12 month review and thereafter annual review, reporting on delivery, customer satisfaction, performance, quality, and service improvements and innovations.

All reviews to be reported to Cabinet

# Deliverables - Example 1



# Deliverables – Example 2



Operational  
Control Hub

# Risks/Issues that have been addressed

- Maintaining the relationship with Ringway Jacobs, including no drop in service standards in run up to end of existing contract.
- Successful appointment of all contracts for 1<sup>st</sup> April 2023
- TUPE transfer of staff and still ongoing
- Ensuring effective data transfer
- Timely agreement of branding for vehicles and PPE
- Robust communication system in place to provide information to staff, members, P&T councils etc.

# On-going Challenges

- TUPE transfer of staff, still ongoing
- Business Continuity through the changeover period and early days of the new contracts.
- Improving the highways asset and network
- Demonstrating the effectiveness of Buckinghamshire Highways.
- Implementation of the new operating model with noticeable improvement.
- Demonstrate Value for Money
- Improve customer engagement and satisfaction
- Maximise innovation and opportunities

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

**Date:** 30<sup>th</sup> March 2023

**Title:** Information item on Air Quality in Buckinghamshire

**Author:** Cerys Williams and Deborah Ferady

**Recommendations/Outcomes:** That the Committee note the content of the report.

### 1. Background

- 1.1. The Local Air Quality Management (LAQM) process places a legal obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely, the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. Details on the objectives and where they apply as well as providing prescriptive instruction on how to undertake the review and assessment process is given in the LAQM Technical Guidance provided by Defra.
- 1.2. At the core of LAQM delivery are three pollutant objectives; these are: Nitrogen Dioxide (NO<sub>2</sub>), Particulate Matter (PM<sub>10</sub>) and Sulphur Dioxide (SO<sub>2</sub>). All current Air Quality Management Areas (AQMA) across the UK are declared for one or more of these pollutants, with NO<sub>2</sub> accounting for the majority. Table 1 in Appendix 1 shows the national objectives for the three main pollutants and Table 2 in Appendix 1 outlines where they apply to in the UK.
- 1.3. The purpose of this report is to outline:
  - 1.3.1. How the LAQM process is carried out in Buckinghamshire
  - 1.3.2. What Air Quality is currently like in Buckinghamshire
  - 1.3.3. What the Council are doing to improve Air Quality

### 2. Main content of report

- 2.1. Buckinghamshire Council and its predecessor councils have undertaken LAQM reporting since its inception in 1995. The LAQM process can be split into the following steps:

- 2.1.1. Monitoring
  - 2.1.2. Review and reporting to Defra
  - 2.1.3. Declaration of AQMAs where necessary
  - 2.1.4. Develop an AQAP for AQMAs and/or an Air Quality Strategy where there are no AQMAs
- 2.2. Report on progress to Defra with the aim of revoking AQMAs
- 2.3. **Air Quality Monitoring** - The main source of LAQM pollutants in the Buckinghamshire area is road transport and so consequently monitoring is focussed on nitrogen dioxide. Buckinghamshire Council utilise both monitoring methods, automatic and non-automatic, accepted by Defra. There are 2 types of monitoring:
- 2.4. **Automatic monitoring** - uses highly technical equipment which continuously monitors levels of pollutants such as nitrogen dioxide 24 hours a day and is therefore also known as continuous monitoring. Continuous monitoring equipment is expensive to install and maintain but it provides valuable real time data. There are currently 2 continuous monitors in Buckinghamshire. One is located on Marlow Hill in High Wycombe and the second is next to the M40 in Stokenchurch. Data from our continuous monitoring sites can be downloaded from the Air Quality England website <https://www.airqualityengland.co.uk/>.
- 2.5. **Non-automatic monitoring** - utilises passive monitoring techniques, such as diffusion tubes, which unlike continuous monitors are relatively inexpensive. As a result, they allow a greater number of sites to be monitored. The tubes are deployed monthly and are useful for assessing compliance with both the annual and hourly mean objective for NO<sub>2</sub>. Diffusion tubes can be placed in many different locations, though are typically placed on building facades or lampposts in heavily trafficked areas. Diffusion tubes are generally less accurate than automatic forms of monitoring. However, for NO<sub>2</sub> adjustment factors can be applied to take in to account measured differences between the continuous monitoring technique and passive diffusion tube.
- 2.6. There has also been a significant growth in the development of **low-cost sensor systems** capable of measuring air pollutants in recent years, and both the technology and methods of operation continue to evolve rapidly. Typically, these instruments represent a lower capital investment cost when compared to more complex continuous methods of monitoring, and their use can reduce the extent of running costs over a yearly period. As such, they are potentially an attractive option that allows measurements to be undertaken at improved spatial and temporal resolutions. However, this comes with a significant trade-off on the accuracy and precision of the measurements being made.



- 2.7. These instruments are not currently approved for gaseous pollutants or PM monitoring, as they have not yet been tested, though they may be suitable as supplementary monitoring or for identifying short-term pollution events at construction, demolition, or waste transfer sites (PM) and are suitable for short, local campaigns.
- 2.8. Working with Spelthorne Council and Heathrow Airport, the Strategic Environmental Protection Team received funding from an Air Quality Grant to trial several types of sensors in the South Buckinghamshire area. Using the lessons learnt from this trial the Strategic Environmental Protection Team were able to secure a second grant to purchase and trial more monitoring sensors and will be using these to work with Local Community Boards on local campaigns. More information on this work is given further on in the report. Data from our low-cost sensor systems can also be downloaded from the Air Quality England website <https://www.airqualityengland.co.uk/>.
- 2.9. **Air Quality in Buckinghamshire** - The results of the air quality monitoring conducted within Buckinghamshire for the years 2017 – 2021 can be found in Appendix 2 of this report and Appendix A of the Annual Status Report 2022 on our website <https://www.buckinghamshire.gov.uk/environment/air-quality/>.
- 2.10. Monitoring has been undertaken in 2022 however at the time of writing this report Defra had not released the tools and adjustment factors required to ratify and process the monitoring data. It has therefore not been possible to carry out the necessary ratification and diffusion tube data processing required by Defra for the 2022 monitoring data. The Strategic Environmental Protection Team will endeavour to process the data as soon as the relevant tools and adjustment factors have been made available by Defra and will publish the results as an addendum to this report.
- 2.11. Only one exceedance of the annual mean nitrogen dioxide national objective was identified in Buckinghamshire in 2021. This was in the Stoke Road AQMA in Aylesbury with a concentration of 42.2  $\mu\text{g}/\text{m}^3$  recorded. Once distance corrected to the nearest sensitive receptor, the concentration of  $\text{NO}_2$  dropped to 39.5  $\mu\text{g}/\text{m}^3$  which is just below the objective level of 40  $\mu\text{g}/\text{m}^3$ . Six other locations measured concentrations within 10% of the objective and these were located within either the Stoke Road AQMA or Wycombe AQMA. All other diffusion tube sites in 2021 reported levels well below the annual mean objective level of 40  $\mu\text{g}/\text{m}^3$ .
- 2.12. Although the results of the air quality monitoring have not varied significantly in the previous 5 years there was a significant decrease at most monitoring locations in Buckinghamshire in 2020 followed by a slight increase in 2021 due to the COVID-19 pandemic. In 2021 it was noted that concentrations had not returned to pre-pandemic levels, and this has been attributed to the lockdown in January 2021 and people continuing to work from home where possible.

- 2.13. This reflects the national trend where in 2021, the annual mean NO<sub>2</sub> concentration at the roadside increased by an average of 1.9 µg/m<sup>3</sup>, rising by 8% from 2020. This is a result of increased road traffic following the removal of lockdown restrictions. Concentrations are still 20% lower than concentrations in 2019, after falling to the lowest point in 2020.
- 2.14. As 2022 is the first calendar year without any Covid-19 pandemic restrictions it is anticipated there will be a slight increase in concentrations in 2022.
- 2.15. **Air Quality Management Areas** - There are currently 9 AQMAs within Buckinghamshire and these are listed in Appendix 1. Maps showing the location of the AQMAs can also be found on our website, <https://www.buckinghamshire.gov.uk/environment/air-quality/air-quality-management-reviews-and-annual-reports/>.
- 2.16. The majority of the AQMAs were declared over 10 years ago, 3 of the AQMAs were declared in the last 5 years. There is now an expectation for action taken in relation to air quality not only to reduce concentrations within the AQMAs but to improve reduce emissions across the County in general.
- 2.17. In 2021, only 1 monitoring location within the 9 AQMAs was above the annual mean nitrogen dioxide objective. However, in most AQMAs there has not been enough years where concentrations have been significantly below the objective to consider revocation of the AQMAs.
- 2.18. **Action Planning** - The responsibility for developing and reporting on Buckinghamshire Council's Action Plans is held by the Strategic Environmental Protection Team. However, its success relies on input and cooperation from other teams in the Council such as the Transport Strategy, Public Health and Climate Change Teams as well as other agencies such as National Highways and the Environment Agency.
- 2.19. Progress on the Air Quality Action Plans is reported annually in the Annual Status Report. A snapshot of the achievements made by Buckinghamshire Council in 2022 is outlined below:
- 2.20. **Climate Change and Air Quality Strategy** - The Strategic Environmental Protection team are co-authors, along with the Climate Change Team, of the Climate Change and Air Quality Strategy published in October in 2021. The purpose of the strategy is to improve air quality not just in those areas designated as an AQMA but throughout Buckinghamshire where there is no action plan in place. It is also to ensure that when an AQMA is revoked there is a policy in place to ensure that the level of air quality pollutants remains below the National Air Quality Objectives.
- 2.21. A progress report on actions taken in 2021 – 2022 was presented to cabinet in October 2022. A copy of this report and the Climate Change and Air Quality Strategy

can be found on our website

<https://www.buckinghamshire.gov.uk/environment/sustainability-and-climate-change/energy-and-climate-change/the-climate-change-and-air-quality-strategy/>.

- 2.22. **Defra Grants** - Defra runs an air quality grant scheme which provides funding to eligible local authorities to help improve air quality in their areas and has awarded more than £81 million in funding to a variety of projects since it started in 1997.
- 2.23. The team submits bids each year to the scheme and has been highly successful in obtaining funding for a variety of projects. The successful projects that have either been started, completed or where an application has been submitted in 2022 are:
- 2.24. **Defra Grant Bid 2020/21: EV (Electric Vehicles) in business project** – Completed in December 2022, The Strategic Environmental Protection Team worked with Global Action Plan as key delivery partner and local business engagement groups, to lead a campaign to accelerate the mode shift to electric vehicles and e-bikes in Buckinghamshire. Aimed at employers and their staff, 30 large employers received tailored, high quality, and independent support to implement actions to increase EV and e-bikes in their own operations and to encourage and enable their staff (including staff on low to middle income brackets) to buy or lease EVs and e-bikes taking advantage of attractive incentives on offer.
- 2.25. This project will make purchasing cars and bikes a more realistic option for many citizens who live and work in Buckinghamshire, especially those on lower incomes. More information on the project including case studies and testimonials can be found on the Council’s website. [Electric vehicles in business | Buckinghamshire Council](#).
- 2.26. **Defra Grant Bid 2021/22: Clean up Our Air Toolkit** – The team are in the process of providing local Community Boards with the materials necessary to enable them to carry out campaigns and to raise awareness of local air quality issues in their board area.
- 2.27. Each board area will receive a toolkit containing anti-idling correx signs, high visibility vests, refillable pens, pencils, and a mesh banner to be used in campaign work. Access to information on how to organise an event, a no idling event information pack, PowerPoint presentations on citizen science and introduction to air quality for schools and other useful information will also be available on the Council’s intranet.
- 2.28. Working with a key partner of the project Ricardo each Community Board will also have access to real time pollution monitoring data from an air quality sensor which will be placed in a suitable location within each Community Board area.
- 2.29. **Defra Grant Bid 2022/23: Travel Planning and Eco-Driving** - In February 2023, the team were awarded funding to work with Bucks Business First to promote the benefits of Travel planning and eco-driving to employers within Buckinghamshire and

to assist businesses in the creation of a travel efficiency plan and encourage Eco-driving. Eco-driving training will also be offered to a several businesses as part of the project. As funding has just been secured it is anticipated the project will begin in April 2023.

- 2.30. **Local Transport Plan 5** - As previously discussed, transport emissions contribute significantly to air pollution in Buckinghamshire. Buckinghamshire's AQMAs are all focused around major transport routes, or road junctions within urban areas. The pollutant responsible for Buckinghamshire's AQMAs is NO<sub>2</sub>, the primary source of which is road traffic. Road traffic also accounts for 49.8% of total greenhouse gas emissions in Buckinghamshire. This is a higher proportion than the national average of 27%, highlighting that the management of transport will play a significant role in reducing emissions across the county.
- 2.31. The Strategic Environmental Protection Team have therefore participated in workshops and consultations the Transport Strategy team have run in connection to a new Local Transport Plan 5 (LTP5) currently being produced. The LTP outlines the Council's approach to transport provision in Buckinghamshire and any improvements in transport provision will also have the co-benefit of improving air quality.
- 2.32. **Active Travel** - The relative affluence and semi-rural nature of the county has also historically led to higher car usage than other parts of the UK. Between 1993 and 2019 the number of vehicle miles driven in Buckinghamshire increased by 23.6%, from 2.7 billion vehicle miles to 3.3 billion. This increase is above the 17.9% average for the Southeast and is the 4<sup>th</sup> highest increase amongst counties in the Southeast. To help improve air quality within Buckinghamshire it is therefore vital to encourage a shift from the reliance of using the car to alternative forms of transport such as active travel.
- 2.33. The team has therefore supported the proposals outlined within the draft Transport Strategy and draft Local Cycling and Walking Infrastructure Plan (LCWIP) for High Wycombe completed by the Transport Strategy Team which went out to public consultation in October 2022. We have also attended and participated in a workshop run by the Public Health Team in connection to a renewal of Buckinghamshire's Physical Activity Strategy for 2023-2028.
- 2.34. **Collaborating with other Departments within Buckinghamshire Council** - The Strategic Environmental Protection Team have built on the relationships held with other departments within the council who's work although primarily does not directly have an impact on air quality would have significant co-benefit to improving air quality. As part of this the team regularly attends Public Health and Transport Strategy Collaboration Meetings, Electric Vehicle Charging Infrastructure Working Group meetings, Collaboration meetings with Public Health and the Energy and Climate Change Communications meetings.

- 2.35. **Upgrading of traffic signals at Stoke Road Gyratory, Aylesbury** - In 2021, the Council secured a £500k traffic signals maintenance grant from the Department of Transport for refurbishing the signals at the Walton Street Gyratory in Aylesbury. SCOOT (split cycle offset optimisation technique) sensors enable groups of traffic lights to pick up traffic data which is then used to synchronise the lights to reduce delays. MOVA (Microprocessor Optimised Vehicle Actuation) signals are used at standalone junctions, altering the length of time a light stays red according to traffic volume.
- 2.36. Work began on installing the SCOOT and MOVA (microprocessor optimised vehicle actuation) systems in October and since November, engineers have been fine-tuning the system to ensure it is able to respond to traffic volume and achieve the best balance of vehicles flowing into, around and out of the gyratory.
- 2.37. The team has been working with Transport for Bucks in connection to this project as the gyratory junction forms the Stoke Road Air Quality Management Area (AQMA), and it is anticipated that the upgrade will also benefit air quality in the local area.
- 2.38. **Planning Consultations** - The Strategic Environmental Protection Team review and provide comments on air quality assessments submitted to the council as part of planning applications for proposed new developments. Where such assessments are not included and they meet the thresholds, they can be requested. This is to ensure that any new development will not have a negative impact on air quality within Buckinghamshire.

### 3. Next steps and review

- 3.1. The Environment Act 2021 obligated Defra to introduce new air quality standard for PM<sub>2.5</sub>. The following indicators amongst others were published in December 2022:
  - 3.1.1. An Annual Mean Concentration Target for PM<sub>2.5</sub> levels in England to be 10 µg m<sup>-3</sup> or below by 2040.
  - 3.1.2. A Population Exposure Reduction Target for a reduction in PM<sub>2.5</sub> population exposure of 35% compared to 2018 to be achieved by 2040.
- 3.2. Defra have not yet published any updated information on the role of Local Authorities in the delivery of meeting these new targets. It is anticipated that an updated National Air Quality Strategy to be published relatively soon would clarify the future role of Local Authorities in assisting Defra to achieve these targets.
- 3.3. Next steps for Buckinghamshire Council:
  - 3.3.1. Continue to meet the Council's LAQM obligations
  - 3.3.2. Enact upon the guidance from Defra with regards to the new air quality standards for PM<sub>2.5</sub> and if possible, extend focus of air quality monitoring to include this pollutant.

3.3.3. Continue to collaborate with key Departments within the Council and outside partners to improve air quality within Buckinghamshire.

## Appendix 1

**Table 1 – UK National Air Quality Objectives**

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO <sub>2</sub> )	200µg/m <sup>3</sup> not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO <sub>2</sub> )	40µg/m <sup>3</sup>	Annual mean
Particulate Matter (PM <sub>10</sub> )	50µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM <sub>10</sub> )	40µg/m <sup>3</sup>	Annual mean
Sulphur Dioxide (SO <sub>2</sub> )	350µg/m <sup>3</sup> , not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO <sub>2</sub> )	125µg/m <sup>3</sup> , not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO <sub>2</sub> )	266µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	15-minute mean

**Table 2 – Where the Air Quality Objectives Should Apply**

Averaging Period	Objectives should apply at:	Objectives should generally not apply at:
Annual Mean	All locations where members of the public might be regularly exposed. Building façades of residential properties, schools, hospitals, care homes etc.	Building façades of offices or other places of work where members of the public do not have regular access. Hotels, unless used as a permanent residence. Gardens of residential properties. Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term

Averaging Period	Objectives should apply at:	Objectives should generally not apply at:
24 hour mean and 8 hour mean	All locations where the annual mean objective would apply, together with hotels. Gardens of residential properties.	Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be shorter than either the 24- or 8-hour relevant mean.
1 hour mean	All locations where the annual mean and 24- and 8-hour mean objectives apply. Kerbside sites (for example, pavements of busy shopping streets). Those parts of car parks, bus stations and railway stations etc. which are not fully enclosed, where members of the public might reasonably be expected to spend one hour or more. Any outdoor locations where members of the public might reasonably expect to spend one hour or longer.	Kerbside sites where the public would not be expected to have regular access.
15-minute mean	All locations where members of the public might reasonably be exposed for a period of 15 minutes or longer.	



## Appendix 2

**Table 3 – AQMAs within Buckinghamshire**

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	Description
Friarage Road AQMA	16 <sup>th</sup> June 2008	NO <sub>2</sub> Annual Mean	An area encompassing several properties along the A418 (Friarage Road and Oxford Road) in Aylesbury
Stoke Road AQMA	16 <sup>th</sup> June 2008	NO <sub>2</sub> Annual Mean	An area encompassing the junction of the A413 Wendover Road, Walton St, and the B4443 Stoke Road in Aylesbury
Tring Road AQMA	4 <sup>th</sup> June 2005	NO <sub>2</sub> Annual Mean	An area encompassing a stretch of the A41 Tring Road and properties bordering it between the Oakfield Road/King Edward Avenue junction and Queen Street in Aylesbury
Broad Street / Berkhamstead Road AQMA	20 <sup>th</sup> August 2007	NO <sub>2</sub> Annual Mean	A small part of the A416 including Broad Street and Berkhamstead Road
South Bucks 1 AQMA	2004	NO <sub>2</sub> Annual Mean	An area surrounding the M25, M40 and M4 motorways
South Bucks 2 AQMA	August 2018	NO <sub>2</sub> Annual Mean	Iver Parish
M40 Motorway AQMA	Declared 1 <sup>st</sup> August 2001 Amended 22 <sup>nd</sup> December 2017	NO <sub>2</sub> Annual Mean	Along the M40 Motorway throughout District. Area includes land and property to each side of the carriageway that were modelled to have exceeded national air quality

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	Description
			objectives for NO <sub>2</sub> (annual mean)
Wycombe AQMA	22 <sup>nd</sup> December 2017	NO <sub>2</sub> Annual Mean	Main arterial roads of High Wycombe including West Wycombe Rd, Oxford St, Hughenden Rd, Abbey Way, Marlow Hill, Bridge St, Crendon St, Queen Victoria Rd, Easton St, London Rd, and Amersham Hill (part of). Area also includes properties to the side of these roads where exceedances were modelled to include an area that passed through a significant part of a building or plot of land
Marlow AQMA	22 <sup>nd</sup> December 2017	NO <sub>2</sub> Annual Mean	Area incorporates the High Street (between Station Rd / Pound Ln roundabout and West St / Spittal St roundabout), West St (between High St / Spittal St roundabout and Westwood Rd), Spittal St, Chapel St, Little Marlow Rd (between Chapel St and Foxes Piece School), and areas of land to either side of the carriageway on the roads

### Appendix 3

#### Monitoring Results for 2017 – 2021

Table 4 - Results from Continuous Monitoring completed between 2017 - 2021

Monitor ID	Site Name	2017 <sup>1</sup>	2018	2019	2020	2021
CM1	Marcourt Road, Stokenchurch	30.7	28.8	28.9	21	18
CM2	(Wycombe Abbey 5) - Abbey School, Marlow Hill, High Wycombe				23.39	26

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<sup>1</sup> The annual mean concentrations are presented as  $\mu\text{g}/\text{m}^3$ .

Exceedances of the  $\text{NO}_2$  annual mean objective of  $40\mu\text{g}/\text{m}^3$  are shown in **bold**.

$\text{NO}_2$  annual means exceeding  $60\mu\text{g}/\text{m}^3$ , indicating a potential exceedance of the  $\text{NO}_2$  1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

**Table 5 - Results from NO<sub>2</sub> Diffusion Tube Monitoring completed between 2017 - 2021**

Diffusion Tube ID	Site Name	2017 <sup>2</sup>	2018	2019	2020	2021
AV1	West Street, Buckingham	31.3	31.0	30.2	21.8	24.1
AV2	3 Bridge Street, Buckingham	38.3	34.8	32.1	22.8	25.6
AV3	Well Street, Buckingham	15.6	14.9	13.8	10.3	11.7
AV4	Candleford Court, Bridge Street, Buckingham	15.7	15.8	14.9	11.5	11.9
AV5	Oxfam, Market Square, Buckingham	27.9	27.2	25.2	19.0	18.8
AV6	16 Market Sq, Buckingham	<b>41.8</b>	37.2	35.3	25.4	27.0
AV7	6 High Street, Buckingham	32.2	29.6	28.5	22.1	20.6
AV8	29 High Street, Winslow	32.9	28.8	27.3	21.8	22.7
AV9	27 Elmhurst Road, Aylesbury	36.9	35.4	34.1	26.7	27.5
AV10	181 Aylesbury Road, Bierton	24.9	23.7	23.2	18.4	18.1
AV11	Cambridge Street, Aylesbury	36.7	33.2	31.7	25.0	28.0
AV12	87 Tring Road, Aylesbury	30.7	30.5	27.7	21.9	20.4
AV13	183 Tring Road, Aylesbury	<b>45.5</b>	<b>40.7</b>	37.4	28.2	32.2
AV14	25 Wendover Road, Aylesbury	<b>57.6</b>	<b>47.9</b>	48.2	39.1	<b>42.2</b>
AV15	2 Stoke Road, Aylesbury	<b>43.4</b>	39.0	37.6	31.8	32.7

<sup>2</sup> The annual mean concentrations are presented as µg/m<sup>3</sup>.

Exceedances of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

NO<sub>2</sub> annual means exceeding 60µg/m<sup>3</sup>, indicating a potential exceedance of the NO<sub>2</sub> 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

Diffusion Tube ID	Site Name	2017 <sup>2</sup>	2018	2019	2020	2021
AV16	31 Stoke Road, Aylesbury	44.1	39.5	40.1	33.8	35.5
AV17	Viridian Square, Walton Street, Aylesbury	54.0	45.1	49.9	40.2	39.8
AV18	1 -5 Wendover Road, Aylesbury	45.2	41.6	41.6	32.7	37.2
AV19	Exchange Street, Aylesbury	41.9	39.9	40.7	31.2	33.0
AV20	Friarage Road/Oxford Road Roundabout, Aylesbury	40.7	37.9	36.6	29.6	31.5
AV21	Oxford Road, Aylesbury	22.6	21.3	21.9	17.2	18.6
AV22	10 Gatehouse Road, Aylesbury	30.1	25.4	25.8	20.9	22.8
AV23	Moorlands House, Friarage Road, Aylesbury	41.7	45.3	39.8	31.7	36.5
AV24	Stonehaven Road/Bicester Road, Aylesbury	35.8	33.8	33.6	26.9	28.0
AV25	Buckingham Road, Aylesbury	30.8	29.7	29.5	22.8	23.6
AV26	High Street, Wendover	29.7	24.1	25.9	18.3	19.8
AV27	91 Leighton Road, Wing	38.9	31.6	32.5	24.7	27.4
AV28	133 Tring Road, Aylesbury		33.9	32.5	25.3	26.1
AV29	149 Tring Road, Aylesbury		35.6	35.6	27.7	27.4
AV30	Oakfield Road, Aylesbury		27.4	26.2	21.6	22.3
AV31	41 Aston Clinton Road, Aylesbury					32.2
AV32	Mandeville Road, Aylesbury					25.0
AV33	Weedon Road, Aylesbury					23.6
AV34	New Street, Aylesbury					39.8
AV35	Long Meadow, Aylesbury					12.6

Diffusion Tube ID	Site Name	2017 <sup>2</sup>	2018	2019	2020	2021
CDC1, CDC1a	Ashley Green Bus Stop	22.2	22.9	20.5	12.0	13.9
CDC2, CDC2a	Ashley Green Speed Camera	18.8	19.4	18.8	11.9	12.1
CDC3	Petrol St Nashleigh Hill	27.1	31.3	28.4	21.7	22.5
CDC4	St Columbas Church Berkhamstead Road	25.8	27.4	25.5	19.5	20.7
CDC5, CDC5a	Berkhamstead Road Chesham 305	27.9	31.7	29.1	18.0	21.7
CDC6, CDC6a	Berkhamstead Road 336	32.9	29.1	26.7	18.7	24.5
CDC7, CDC7a	Dentist Chesham	29.9	29.9	26.9	17.3	23.0
CDC8, CDC8a	Jolly Sportsman PH	36.9	<b>40.7</b>	35.9	21.4	29.7
CDC9, CDC9a	Broad Street 170	36.6	37.9	32.2	24.3	28.3
CDC10	Cemetery Broad Street	23.6	28.7	22.8	17.1	18.8
CDC11, CDC11a	Uplands Court Broad Street	36.2	<b>40.1</b>	36.2	27.7	27.2
CDC12, CDC12a	Police St Broad Street	37.3	<b>40.7</b>	33.8	20.8	29.0
CDC13, CDC13a	St Marys Way	29.0	34.8	29.6	19.6	24.4
CDC14, CDC14a	St Marys roundabout Outside New Flats	34.4	<b>40.2</b>	34.6	26.1	27.3
CDC15	High Street Great Missenden 75	19.9	20.9	18.3	13.7	13.8
CDC16	Wycombe Road Prestwood 10	20.1	21.5	19.3	13.2	13.4
CDC17	Broombarn Lane Little Missenden	15.1	21.3	17.4	11.9	12.7
CDC18	Speed bumps Old Amersham	22.7	25.3	23.1	15.4	17.0
CDC19	Amersham Hosp Old Amersham	26.5	30.5	25.4	17.0	20.9

Diffusion Tube ID	Site Name	2017 <sup>2</sup>	2018	2019	2020	2021
CDC20	Stanley Hill	36.6	<b>44.6</b>	36.9	26.0	27.4
CDC21, CDC21a	Gore Hill	38.2	<b>43.6</b>	34.6	25.3	27.1
CDC22	Station Rd Amersham Opp 76	26.9	35.0	29.2	20.2	21.5
CDC23	Hervines Park Amersham	10.5	13.4	11.8	7.9	8.0
CDC24, CDC24a	Rickmansworth Road Amersham	26.6	28.7	23.7	17.0	16.9
CDC25	Nightingales Lane Little Chalfont	27.9	30.8	27.6	18.9	20.1
CDC27	High street Chalfont St Peter	25.6	27.3	24.1	16.9	18.4
CDC28, CDC28a	Vets Chalfont St Giles	32.7	35.8	28.7	18.9	20.2
SB1	Iver Old Slade Lane	27.0	27.0	25.2	16.1	16.2
SB2	Iver, Victoria Crescent	27.0	29.3	27.7	17.4	18.3
SB3	Iver High Street Police Station	31.0	39.6	36.0	23.6	27.2
SB4	Iver Heath, Uxbridge Road	<b>42.0</b>	<b>43.8</b>	<b>42.0</b>	29.0	30.7
SB5	New Denham Oxford Road/Knighton-Way Lane	32.0	32.8	31.6	22.0	24.5
SB8	Gerrads Cross/Packhorse Rd	27.0	36.0	35.4	22.8	24.8
SB12	Farnham Common Beaconsfield Road	27.0	35.4	32.3	23.1	26.4
SB13	Beaconsfield, Station Rd	31.0	34.0	30.5	22.1	23.2
SB14	Beaconsfield North Drive	<b>40.0</b>	35.9	37.9	25.6	25.5
SB15	Beaconsfield Shepherds Lane	26.0	25.3	24.1	15.2	17.1
SB16	Burnham High St	20.0	18.6	19.7	13.6	15.9
SB17	Bath Road, Taplow	34.0	32.9	30.9	20.9	23.3

Diffusion Tube ID	Site Name	2017 <sup>2</sup>	2018	2019	2020	2021
SB21	47 Richings Way, Iver	39.0	38.2	37.2	25.4	28.1
SB22	29 Thorney Lane South	34.0	37.8	34.3	23.7	27.2
SB23	82 Thorney Lane North	35.0	33.9	33.2	23.6	26.7
SB24	Langley Park Road, Iver	31.0	31.2	29.5	19.8	21.7
SB25	Bangors Road South, Iver	34.0	31.6	32.7	22.7	22.8
SB26	Wood Lane, Iver	30.0	29.1	29.1	20.0	20.7
SB27	Church Road, Iver	38.0	35.3	37.3	26.8	30.3
SB28, SB29	Swan Pub, High Street, Iver	39.5	39.0	36.8	25.7	30.2
SB30, SB31	Colne Cottage, 6 Thorney Lane North, Iver	<b>45.0</b>	<b>42.0</b>	<b>43.6</b>	26.4	32.6
SB32, SB33	Tower Arms, Thorney Lane South, Iver	<b>42.5</b>	<b>42.0</b>	39.2	26.4	28.6
SB34, SB35	Wood Cottages, 2 Slough Road, Iver	31.0	31.0	28.9	19.3	22.5
SB36	Black Horse Pub, 95 Slough Road, Iver	38.0	37.3	39.1	28.4	30.0
SB37	Beaconsfield, Aylesbury End	33.0	30.8	29.6	19.0	20.4
SB38	Grand Union House, Iver	27.0	27.5	28.0	18.0	21.2
SB39, SB40	Fulmer	<b>41.0</b>	38.5	38.7	26.3	28.5
SB41	Iver Village Junior School		27.5	25.5	19.1	20.6
SB42	Belle Farm Lodge, Seven Hills Road		27.1	28.2	19.4	19.1
SB44	Burnham Beeches		17.7	17.4	10.7	11.6
SB45	South Drive		24.6	24.9	18.4	19.7
SB46	Alderbourne Cottage		33.6	30.7	20.4	22.3
SB47	Wilton Lodge			42.1	28.3	29.6



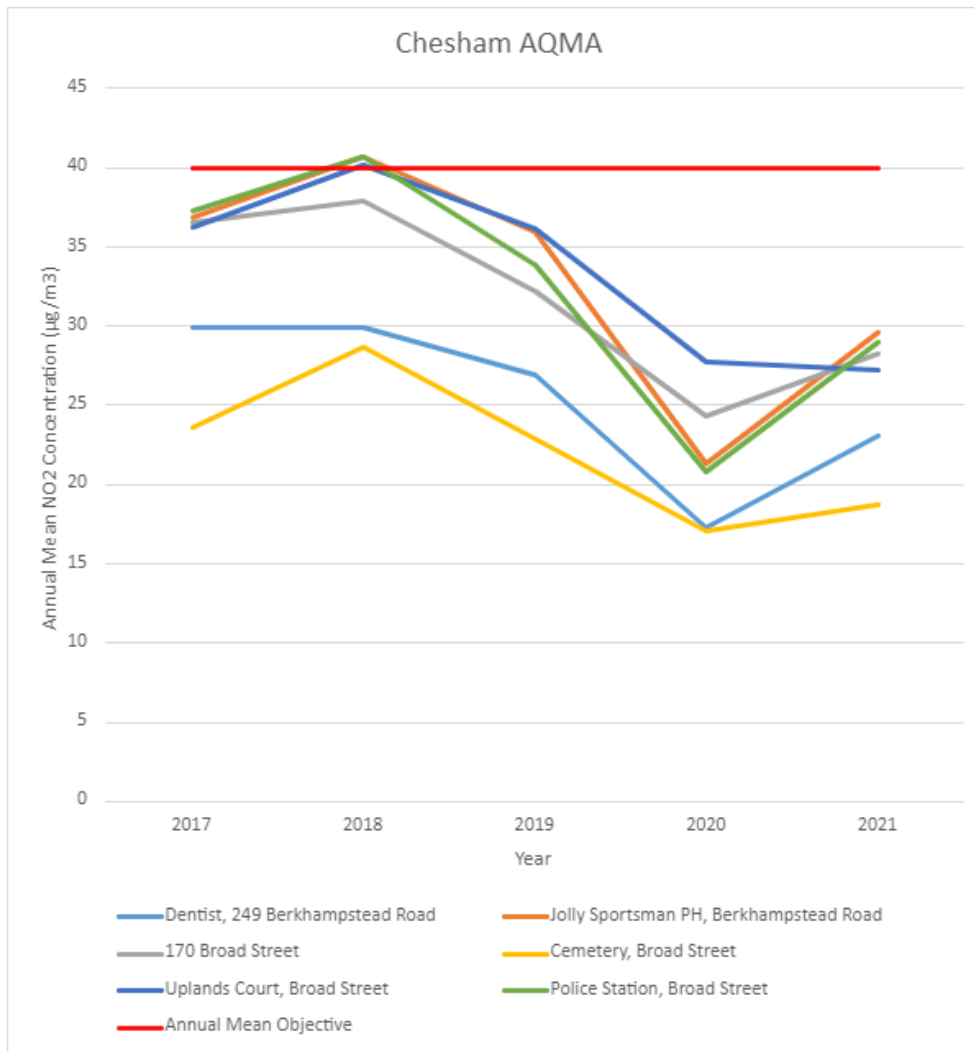
Diffusion Tube ID	Site Name	2017 <sup>2</sup>	2018	2019	2020	2021
W1	High Street Crossing, Marlow	28.5	28.5	23.8	17.5	17.8
W2	Solicitors, Chapel Street, Marlow	<b>40.0</b>	<b>44.3</b>	37.4	26.1	31.2
W3	Barber Shop, Cambridge Road, Marlow	30.8	31.4	32.1	22.5	22.8
W4	Abbey Accommodation, Abbey School, Marlow Hill, High Wycombe	<b>64.9</b>	<b>62.1</b>	48.8	-	-
W5	Morrisons, Hughenden Road, High Wycombe	33.6	32.3	36.4	26.0	27.3
W6	Desborough Avenue, High Wycombe	26.3	30.1	35.4	25.2	24.2
W7	Suffield Road 1, High Wycombe		27.3	26.4	17.5	18.3
W8	London Road, High Wycombe	37.6	36.7	35.3	23.7	30.2
W9	Marlow Road, High Wycombe		34.8	37.5	21.2	26.7
W10	White Horse, West Wycombe Road, High Wycombe	37.7	<b>50.6</b>	42.9	32.1	32.6
W11	Lilys Walk, High Wycombe	27.2	29.2	25.1	14.5	-
W12	Dovecot Road, High Wycombe	25.6	24.9	25.9	19.1	19.7
W13	School Close, High Wycombe	29.4	25.9	26.2	20.7	18.3
W14	Amersham Hill (School), High Wycombe	20.6	18.8	19.1	17.0	14.1
W18	Crendon Street, High Wycombe	39.1	39.2	38.3	30.3	32.8
W19	Rail Bridge, Amersham Hill, High Wycombe	36.8	32.3	34.3	29.5	34.3
W20	Marsh Retail Park, London Road, High Wycombe	<b>46.1</b>	<b>41.1</b>	<b>43.0</b>	25.5	23.8
W21	Chapel Street Crossing, Marlow	<b>42.3</b>	39.7	39.1	32.7	33.8
W22	West Wycombe Road, High Wycombe	31.5	30.5	30.9	29.5	28.8

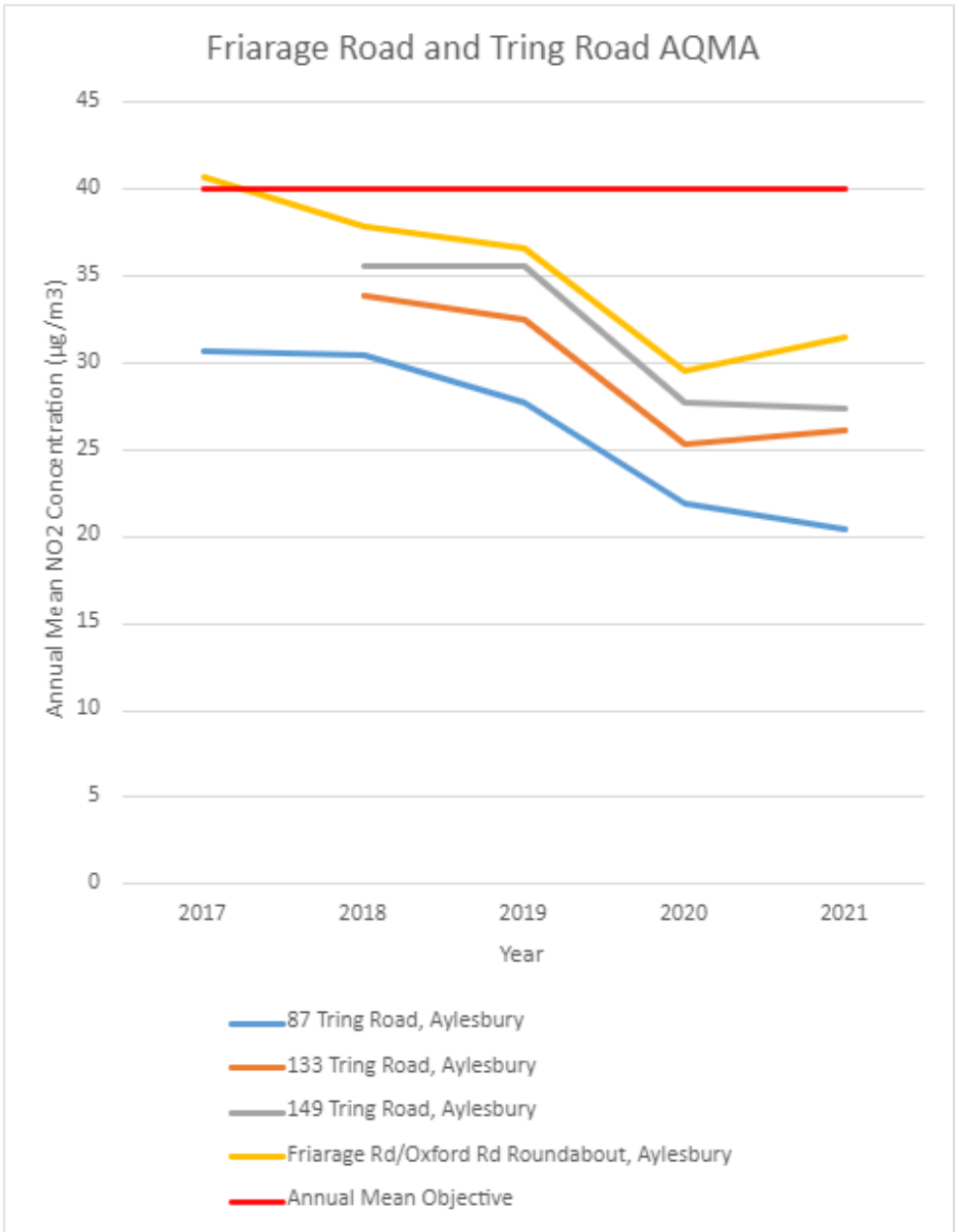
Diffusion Tube ID	Site Name	2017 <sup>2</sup>	2018	2019	2020	2021
W23	Amersham Hill, High Wycombe	<b>45.0</b>	36.3	<b>40.9</b>	23.4	22.3
W24	Hughenden Road, High Wycombe	19.8	26.6	27.1	31.3	31.6
W25	Suffield Road 2, High Wycombe	22.1	19.3	17.9	20.6	21.3
W29	Wedding Centre, Little Marlow Road, Marlow	28.4	29.2	27.6	12.9	14.3
W30	Butchers Tap, Spittal Street, Marlow	30.9	25.1	26.6	21.8	22.6
W31	Marlow High Street		<b>40.4</b>	<b>40.3</b>	17.6	19.3
W32	Knives Beech, Loudwater, High Wycombe		<b>48.5</b>	<b>46.0</b>	19.3	19.0
W33	Dentist, London Road, Loudwater, High Wycombe	30.7	32.2	30.8	29.2	32.1
W34	Pedestal Roundabout, West Wycombe Road, High Wycombe	35.4	34.4	31.4	36.0	37.8
W35	West Street 1, Marlow	34.5	33.4	32.1	22.3	23.4
W36	West Street 2, Marlow		30.8	29.7	21.3	23.6
W37	West Wycombe Village, High Street, West Wycombe		39.3	35.4	22.5	27.0
W38	Kwik Fit, London Road, High Wycombe	31.8	29.7	30.1	24.1	27.6
W39	Chapel Lane, High Wycombe	36.6	38.7	37.1	21.4	33.1
W40	Handy Cross Roundabout, Marlow Road, High Wycombe	33.9	26.9	27.6	19.4	21.4
W41	55 Chapel Street, Marlow	34.6	26.3	24.8	28.7	30.8
W42	Tanning Centre, High Street, Marlow	28.8	29.2	21.1	19.0	19.9
W43	Glade View, Little Marlow Road, Marlow	28.5	27.2	25.9	15.4	18.5
W44	Daws Hill Lane, High Wycombe	<b>42.9</b>	37.8	36.5	14.0	19.4

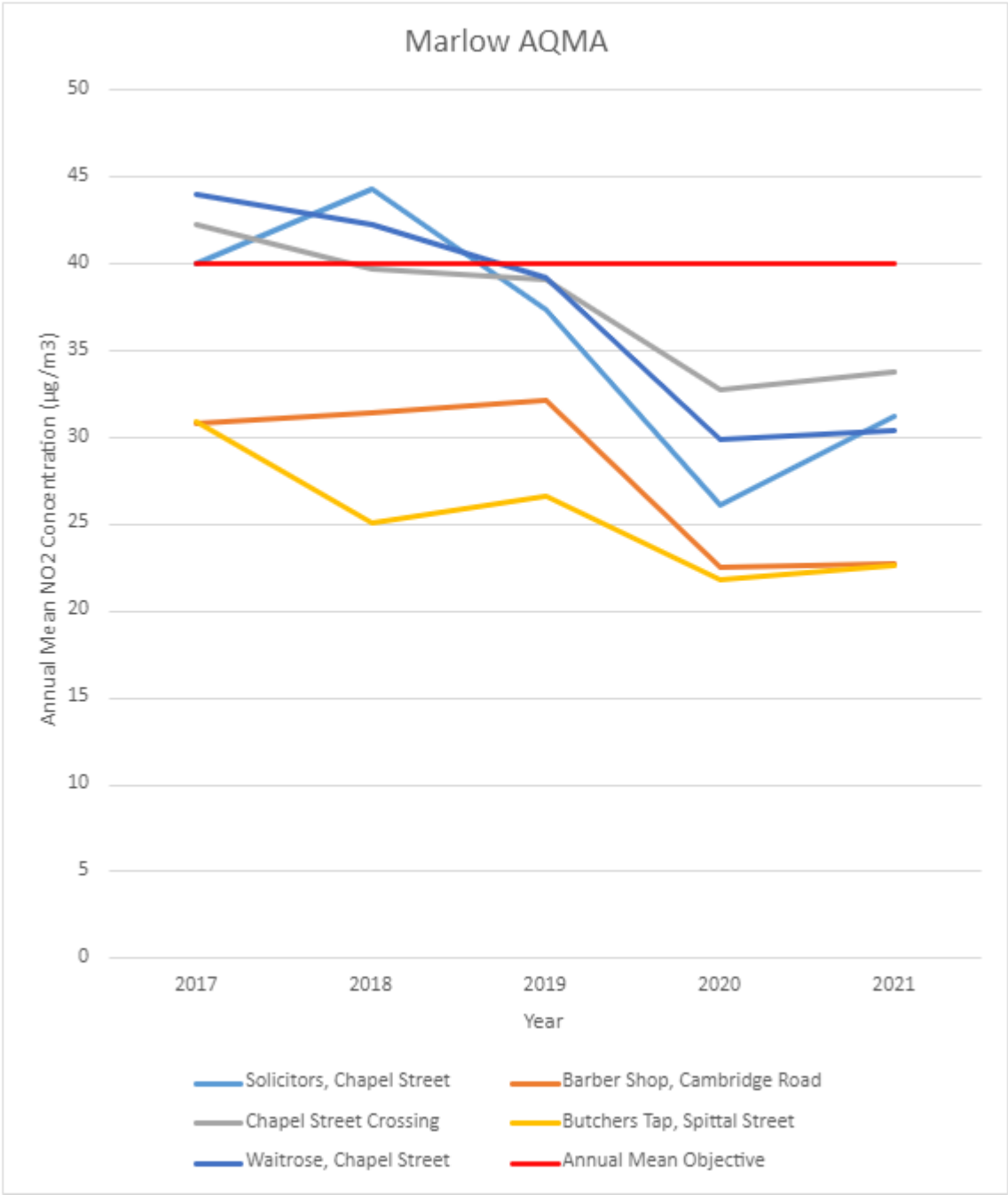
Diffusion Tube ID	Site Name	2017 <sup>2</sup>	2018	2019	2020	2021
W45	Church Street, High Wycombe		35.5	35.1	19.9	21.4
W46	Chiltern Shopping Centre, Church Street, High Wycombe	<b>50.3</b>	<b>43.6</b>	<b>40.0</b>	26.6	32.0
W47	Castle Street, High Wycombe	<b>43.9</b>	<b>45.0</b>	<b>43.8</b>	25.5	28.3
W48	Oxford Street, High Wycombe	30.8	29.4	31.2	29.7	35.8
W49	Waitrose, Chapel Street, Marlow	<b>44.0</b>	<b>42.3</b>	39.2	29.9	30.4
W50	Zabida Court, Green Street, High Wycombe	32.1	30.8	30.4	24.9	23.2
W51	Bridge Street, High Wycombe	<b>48.6</b>	<b>40.0</b>	32.7	35.8	36.7
W52	West Street 3, Marlow	30.4	31.7	30.1	21.0	21.7
W53	Chapel Street 2, Marlow	39.4	37.6	29.2	20.5	22.9
W54	Desborough Avenue, High Wycombe	30.4	31.7	30.1	22.3	24.3
W55	Easton Street, High Wycombe	39.4	37.6	29.2	20.1	22.9

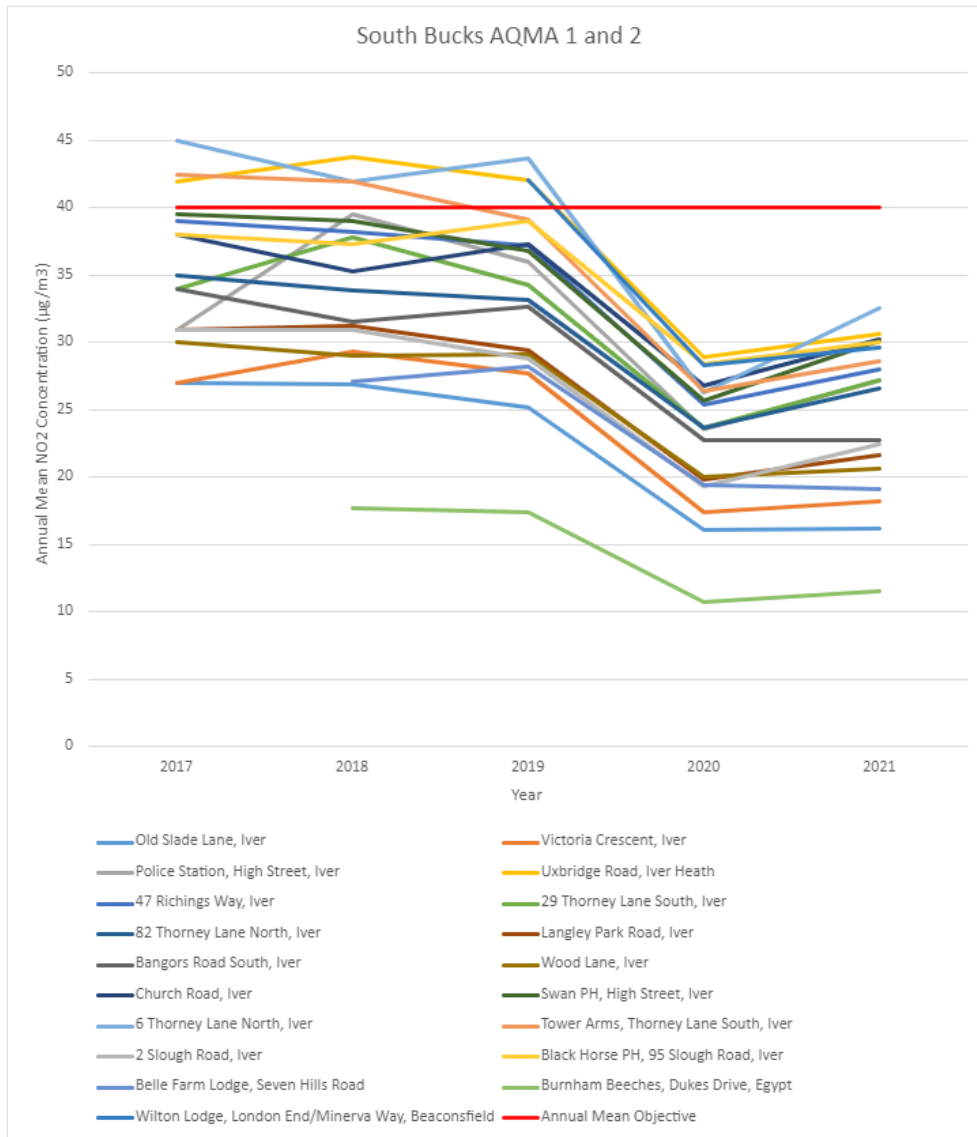
## Appendix 4

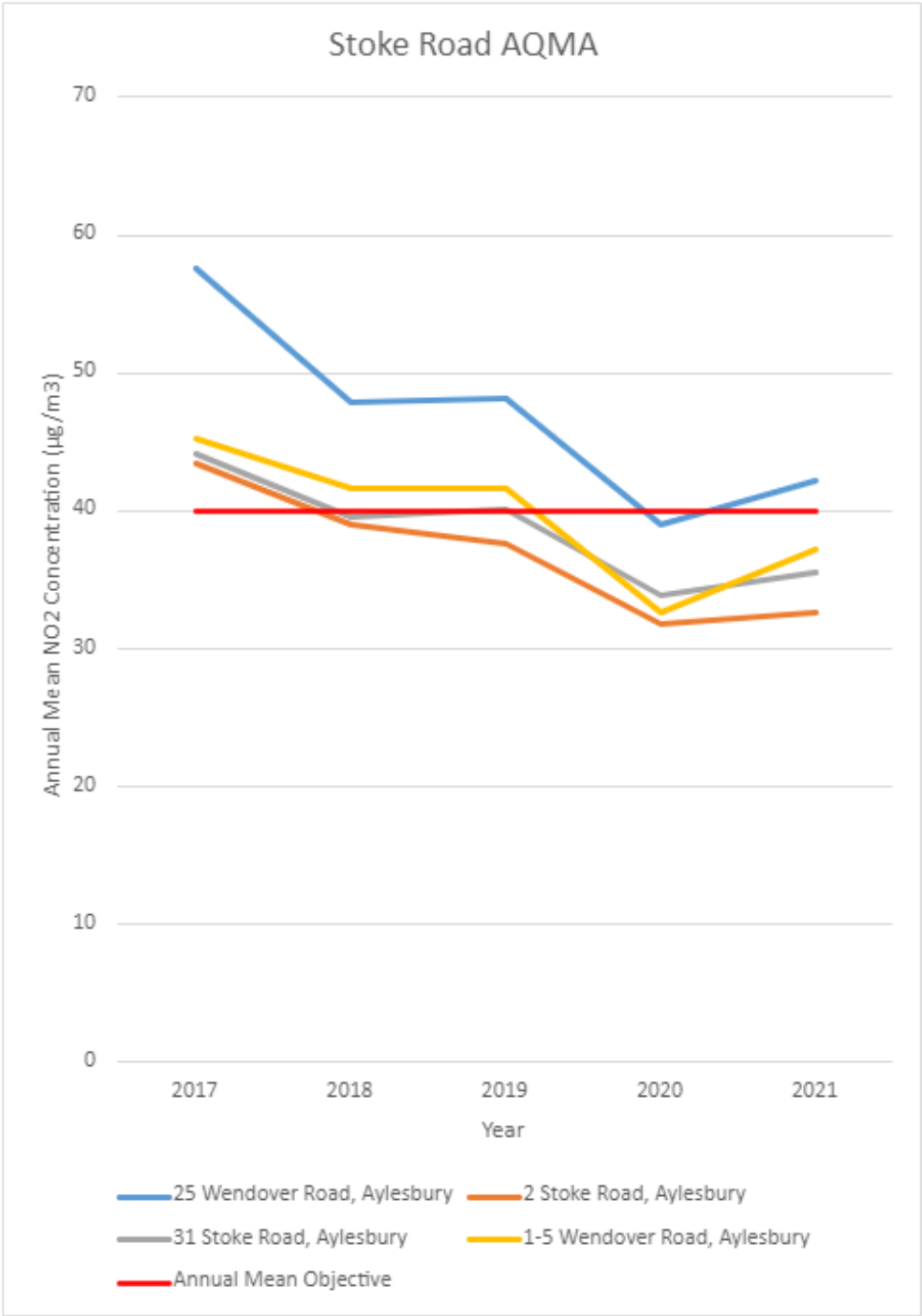
### Graphs showing NO<sub>2</sub> Concentrations between 2017 – 2021 within Buckinghamshire's AQMAs



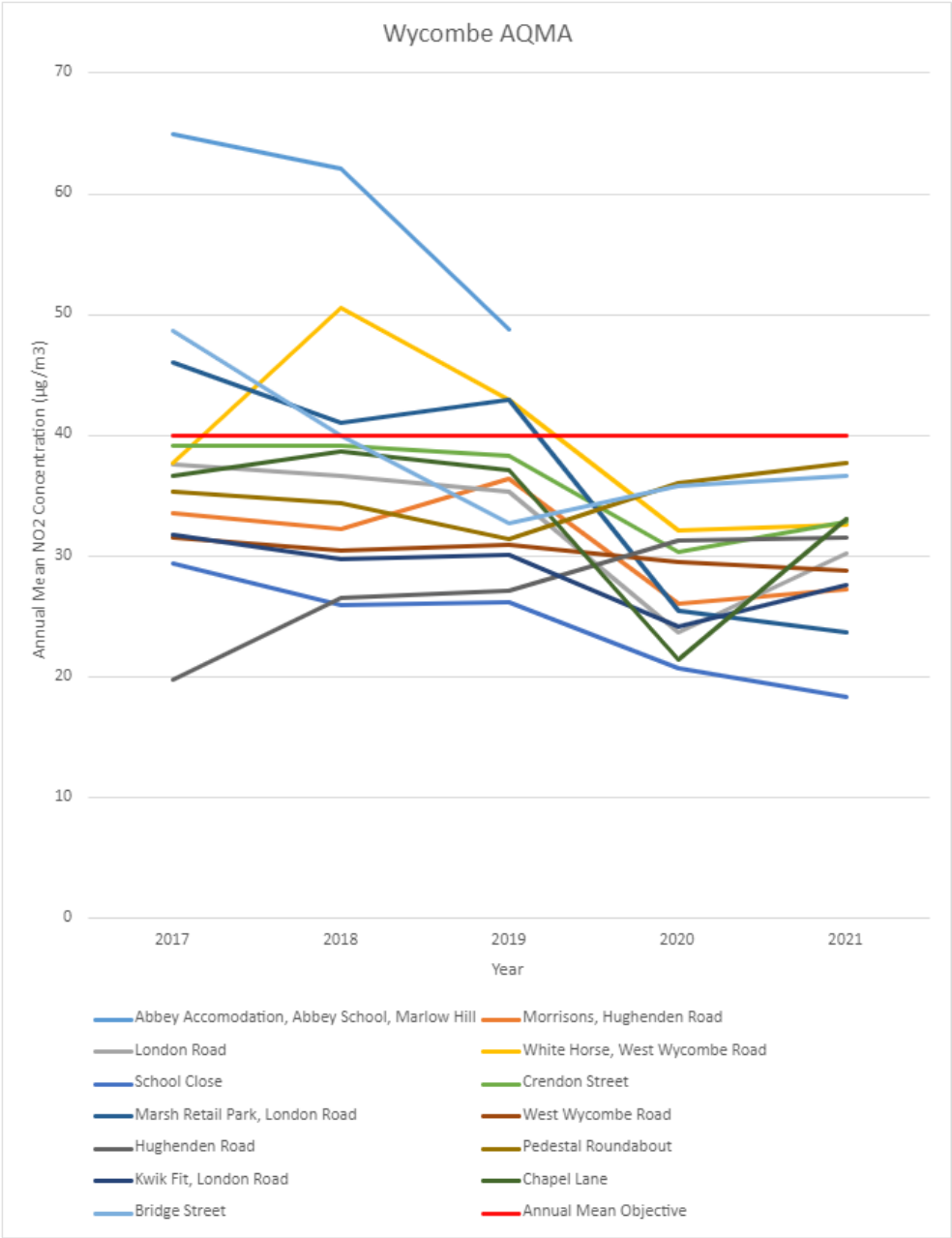






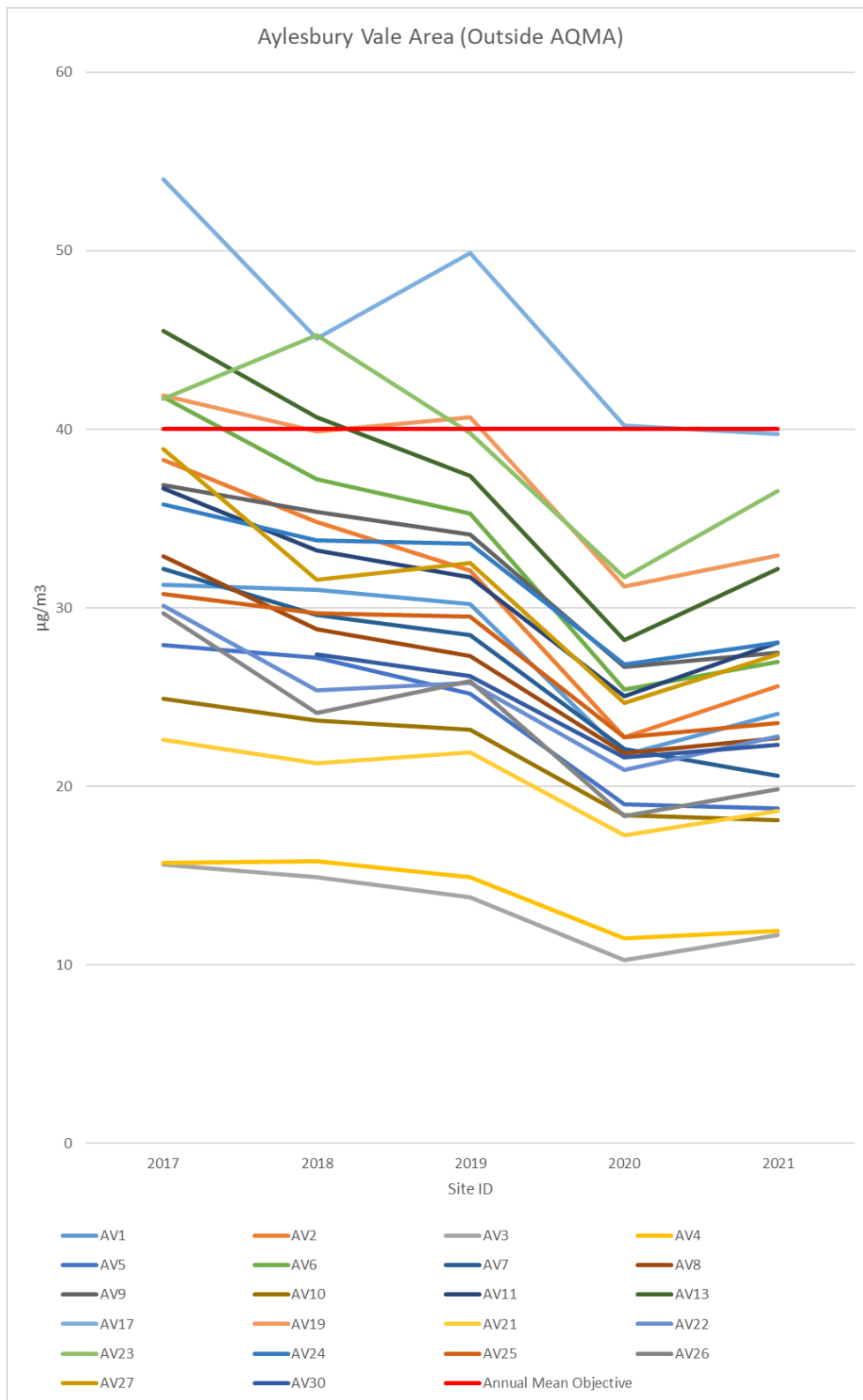


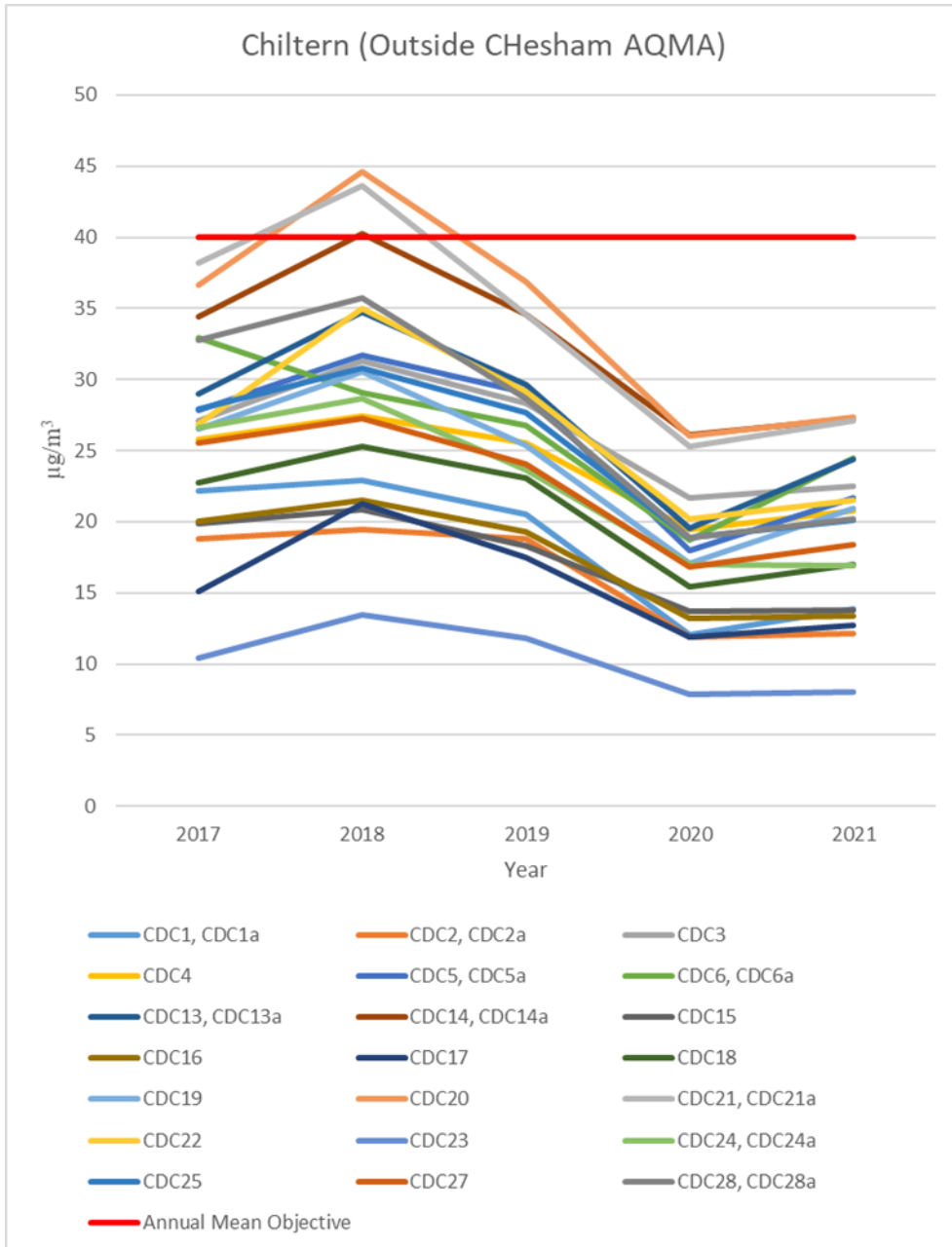


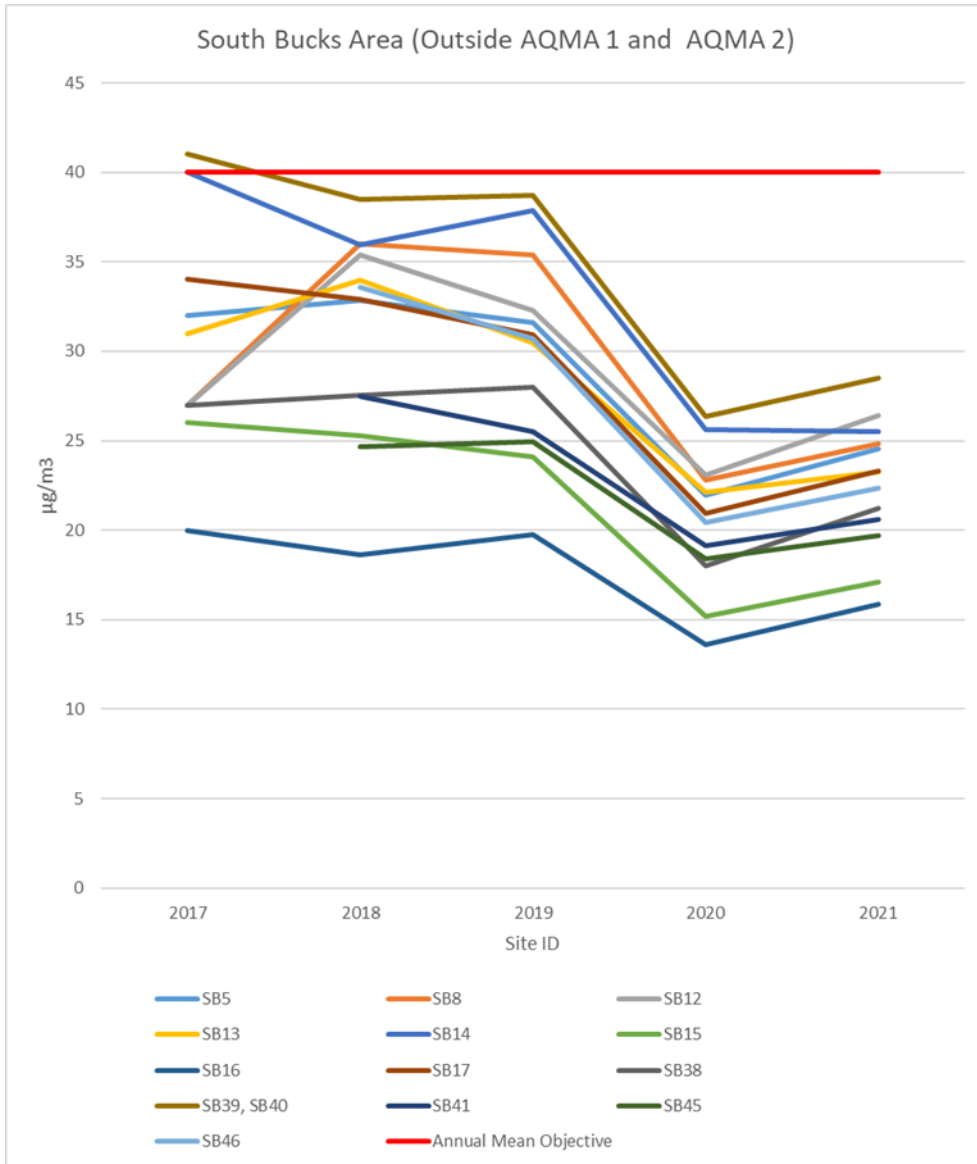


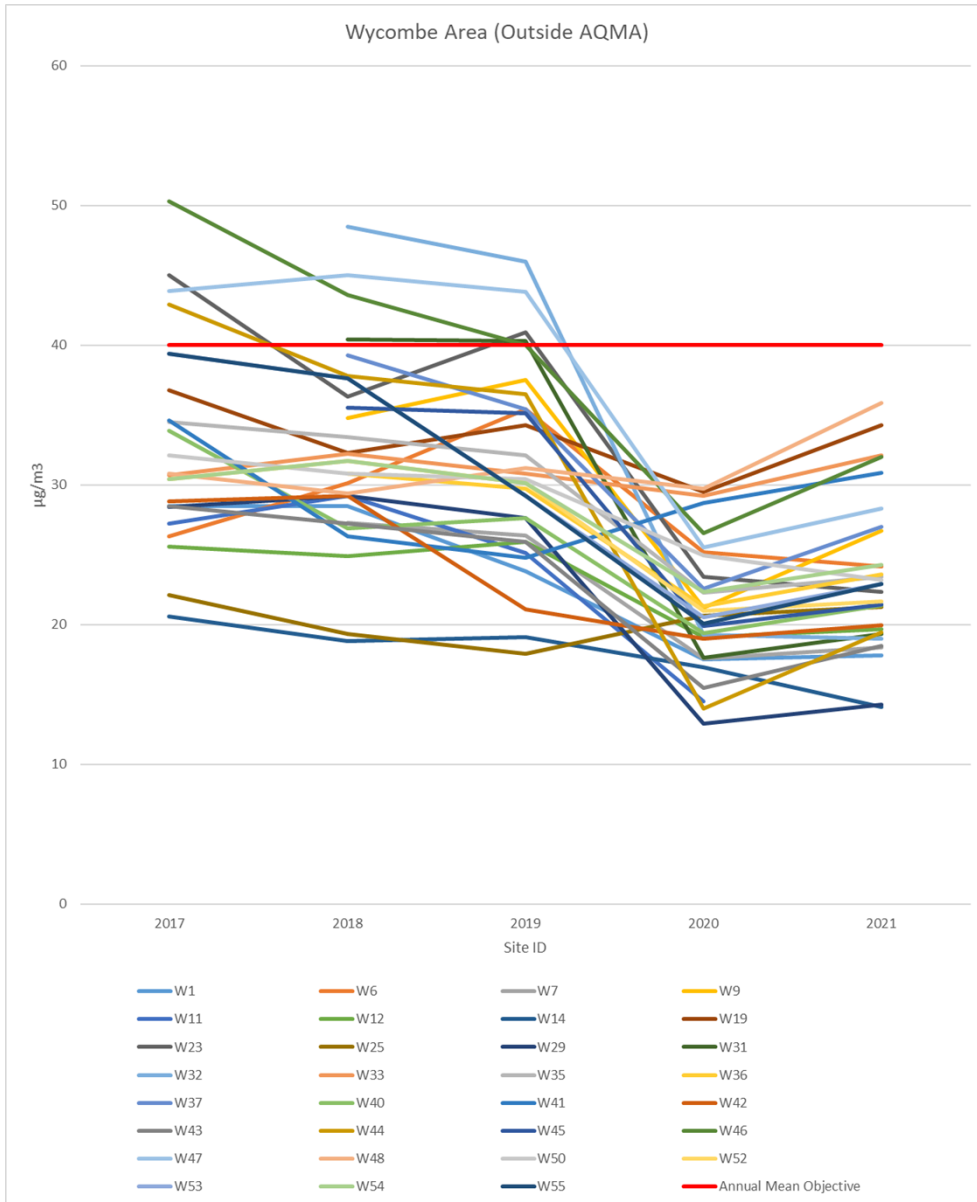
## Appendix 5

### Graphs showing NO<sub>2</sub> Concentrations between 2017 – 2021 outside the AQMAs









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**Rapid Review Scope**

<b>Title</b>	Street Works in Buckinghamshire
<b>Select Committee Chairman</b>	Cllr Bill Chapple OBE Transport, Environment & Climate Change Select Committee
<b>Scope reviewed and signed-off by</b>	Kelly Sutherland, Scrutiny Manager
<b>Author</b>	Chris Ward, Senior Scrutiny Officer
<b>Date</b>	30 March 2023
<b>Rapid Review Group Membership</b>	TBC
<b>Lead Cabinet Member</b>	Cllr Steven Broadbent, Cabinet Member for Transport
<b>Lead Service Officer</b>	Kevin Goad, Service Director for Highways & Technical Services  Other representatives: Buckinghamshire Highways
<b>What is the problem that is trying to be solved?</b>	<p><b><i>National context</i></b></p> <p>A Highway Authority has a formal Network Management Duty to ensure the expeditious movement of traffic throughout the network and co-ordinate works in a fair manner, balancing Statutory Undertakers’ rights and the needs of all highway users. A Highway Authority cannot prevent works from occurring but can use legislation, Codes of Practice and negotiation to mitigate its impacts.</p> <p>Statutory Undertakers (e.g. Network Rail, utility and broadband providers) have a legal right to carry out work on the highway subject to a permit being granted as they have an obligation to provide and maintain a supply or service to customers. They also have a statutory duty to co-operate with the Highway Authority. In emergencies, works may commence prior to applying for a permit – genuine emergencies cannot be refused by Highway Authorities however conditions can be imposed. Statutory Undertakers must reinstate the highway to a safe and clean position, as outlined in the Code of Practice for reinstatement, with a guarantee of 2 or 3 years (subject to depth of excavation).</p> <p>Highway Authorities’ Streetworks teams work under two main Acts of Parliament:</p> <ul style="list-style-type: none"> <li>• <a href="#">New Roads and Street Works Act (NRSWA) 1991</a></li> <li>• <a href="#">Traffic Management Act (TMA) 2004</a></li> </ul> <p><b><i>Local context</i></b></p> <p>Buckinghamshire Council is the Highway Authority and the Streetworks team administers and enforces <a href="#">the Buckinghamshire Streetworks Permit Scheme (BuPS)</a> which covers around 2,000 miles of highway (including carriageway, adjacent footways and verges).</p> <p>Last year the Council received around 65,000 permit requests which has increased significantly from 22,000 requests in the financial year 2019/20. Duration lengths vary from 2 days to over six months for major projects (e.g. HS2 &amp; EWR). 43 Statutory Undertakers are currently being co-ordinated, of</p>

	<p>which 15 are broadband fibre companies, along with the Council's own works and private licenses.</p> <p>The service is on track to deliver £5m of income in 2022/23, an increase from £2m in 2019/20. Permit fees must only be spent on the Permit Scheme and related activities.</p>
<p><b>What might the Rapid Review achieve?</b></p>	<p>The overarching aim of the rapid review is to understand the extent of the current issue in Buckinghamshire and explore possibilities for improvement. It is proposed to hold evidence gathering sessions from April 2023 onwards which would conclude with recommendations being developed and reported to Cabinet and other key partners.</p> <p>The in-depth review would look to address the following areas:</p> <ul style="list-style-type: none"> <li>• Consider how the Council carries out major road and street works in Buckinghamshire.</li> <li>• How the Council plans and publicises its work on the network to residents and businesses.</li> <li>• Co-ordination of scheduled street works with Statutory Undertakers and private developers.</li> <li>• Communication/clarity of organisation carrying out works and its planned duration.</li> <li>• How disruption is mitigated to residents and businesses.</li> <li>• Consider incorporation of best practice from other Local Authorities.</li> </ul>
<p><b>Is the issue of significance to Buckinghamshire as a whole and is the topic within the remit of the Select Committee?</b></p>	<p>As the Highway Authority, the Council has a statutory duty to maintain the safety and usability of the roads which needs to be balanced against Statutory Undertakers' rights to carry out streetworks to maintain their services.</p> <p>This is within the remit of the TECC Select Committee and Members have expressed an interest in the topic. The service has also delivered two briefing sessions to all Members on 24 and 26 January 2023. Buckinghamshire residents and businesses are also impacted by works carried out on the highway which may cause travel disruption, and the county hosts two major infrastructure projects: HS2 and EWR.</p> <p>The service is also subject of an independent review as part of its transfer from the currently outsourced arrangements to the Council which will take effect from 1<sup>st</sup> April 2023, the results of which will be shared with the Committee.</p>
<p><b>What work is underway already on this issue?</b></p>	<p>The Streetworks team mitigate impacts of works through a number of measures including:</p> <ul style="list-style-type: none"> <li>• Co-ordinating works to reduce conflicts of traffic management;</li> <li>• Facilitating collaboration of works to reduce disruption of multiple works;</li> <li>• Inspections to ensure adherence to legislation, Codes of Practice and health &amp; safety regulations;</li> <li>• Informing emergency services and stakeholders or road closures and/or other major works;</li> <li>• Manging the BuPS to ensure conditions are applied correctly and enforced;</li> <li>• Inspecting sites and responding to complaints to ensure safety</li> </ul>



	<p>compliance throughout the duration of works.</p> <p>The team assess permit requests which are submitted electronically via Street Manager. The software also flags conflicts on the network which the team manage. <a href="#">One.network</a> publicises planned closures and diversions and is also used to assess the impact nearby. The team have quarterly co-ordination and performance meetings with all Statutory Undertakers and have monthly co-ordination meetings with individual Statutory Undertakers.</p> <p>Fines and penalties are in place to encourage those who work on the Highway to minimise their impact on road users and work safely. Measures include:</p> <ul style="list-style-type: none"> <li>• Fixed Penalty Notices (FPNs) for incorrect traffic management and permitting – up to £120 per offence;</li> <li>• Section 74 overstay on the highway without permission – up to £10,000 per day;</li> <li>• Working without a Permit – up to £500;</li> <li>• Power to prosecute Statutory Undertakers which carries an unlimited fine by the courts.</li> </ul> <p>The team uses the Code of Practice for Reinstatements to quality control works by Statutory Undertakers which have a guarantee period of 2-3 years. Reinstatement failure within the guarantee period requires the utility company to fix the fault. The team also do trench coring to ensure quality and material compliance as these have a lifetime guarantee. The service is on track to complete 65,000 inspections this year (24,000 Sample &amp; 41,000 Routine) which is up from 23,000 in 2019/20.</p>
<p><b>Are there any key changes that might impact on this issue?</b></p>	<p>From the 1 April 2023, the way the service inspect works on the highway is changing to a performance-based system. This means good performing Statutory Undertakers will have 20% of their works inspected and the worst performing Statutory Undertakers will have 100% of their works inspected. Performance ratings will be evaluated each quarter.</p> <p>Consideration is being given to applying for a lane rental scheme which would allow the Council to charge works promoters for the time that street and road works occupy the highway. To implement and operate a lane rental scheme is subject to formal consultation and approval by the Secretary of State for Transport.</p>
<p><b>What are the key timing considerations?</b></p>	<p>The review would take place as the new Buckinghamshire Highways contract comes into effect.</p>
<p><b>Who are the key stakeholders &amp; decision-makers?</b></p>	<ul style="list-style-type: none"> <li>• Buckinghamshire Council / Buckinghamshire Highways</li> <li>• Statutory Undertakers <ul style="list-style-type: none"> <li>○ e.g. Network Rail, SSE, utility &amp; broadband providers.</li> </ul> </li> </ul>
<p><b>What are the resource implications in doing this piece of work?</b></p>	<p>Attendance at evidence gathering meetings – TECC Inquiry Group and Senior Scrutiny Officer, service officer(s) and expert witnesses.</p> <p>Meeting preparation, research and report writing – TECC Inquiry Group and Senior Scrutiny Officer.</p>
<p><b>What is out of scope?</b></p>	<ul style="list-style-type: none"> <li>• Planning and development.</li> </ul>

## Outline Project Plan

<b>Stage</b>	<b>Key Activity</b>	<b>Dates</b>
<b>Scoping</b>	Agreed by Select Committee	30 March 2023
<b>Evidence-gathering</b>	Anticipated over 3-4 meetings (estimate)	To commence from May.
<b>Reporting</b>	Final Group report/letter with recommendations (signed off by the Select Committee Chairman)	TBC
	Select Committee agree report is submitted to decision-maker(s)	
	Cabinet/Partner considers recommendations. Response reported back to Select Committee.	