



Buckinghamshire Council

Transport, Environment & Climate Change Select Committee

Minutes

MINUTES OF THE MEETING OF THE TRANSPORT, ENVIRONMENT & CLIMATE CHANGE SELECT COMMITTEE HELD ON THURSDAY 1 FEBRUARY 2024 IN THE OCULUS, BUCKINGHAMSHIRE COUNCIL, GATEHOUSE ROAD, AYLESBURY HP19 8FF, COMMENCING AT 10.00 AM AND CONCLUDING AT 12.26 PM

MEMBERS PRESENT

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

OTHERS IN ATTENDANCE

S Broadbent, T Broom, D Barnes, J Jordan, P Martin, A Schaefer, S Bambrick, R Barker, A Beckett, S Browning, K Campbell, M Cuzner, J Fuller, P Hoskins, D Johnson, H Joyce, L Leech, C Ward and S Moore

Agenda Item

1 APOLOGIES FOR ABSENCE

Apologies were received from Cllr N Naylor. Apologies were also received from Jez Baldock (East West Rail Alliance) and Peter Hume (Network Rail).

2 DECLARATIONS OF INTEREST

There were none

3 MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 9th November 2023 were agreed as an accurate record.

4 PUBLIC QUESTIONS

Five public questions had been received to be considered at the meeting. Four were answered during the meeting by the Cabinet Member for Transport, the fifth would receive a written reply. The questions and answers would be appended to the minutes.

5 EAST WEST RAIL

- The Chairman welcomed Mark Cuzner and Kate Campbell (East West Rail Alliance) and Pip Hoskins (Network Rail) to the meeting then invited the Cabinet Member for Transport, Councillor Steven Broadbent, to introduce the item.
- The Cabinet Member thanked Cllr Martin for working on the East-West Rail (EWR) project, which was now in its fourth year. Visible progress had been made in the last 12

- months, notably in Winslow where the station had been built. The infrastructure was due to be completed by the end of 2024 and the service due to start in 2025.
- On behalf of residents, the Council had a duty to hold national construction projects to account. This was so that disruption to the road network and to communities was mitigated. Section 3 of the report detailed work to clear mud from the roads, manage traffic flows and lessen the effect of dust on nearby communities. Despite the large number of road closures and diversions, the Council had not granted all requests. Permits had been refused or altered in order to let the public and school transport through. He mentioned that some businesses had suffered and could apply for a limited mitigation payment, but this was not an easy process.
 - The Cabinet Member recognised that East West Rail had delivered temporary and permanent road repairs, which substantially mitigated the impact of the construction work on local roads. He thanked East West Rail for substantially completing 20 roads and acknowledged that some road defects remain.
 - The Cabinet Member chaired the EWR Mainline Partnership, which includes all the authorities on the route and has continued to lobby central government for the Aylesbury spur to be built. He noted the mitigation measures on day-to-day activities and mentioned that Council marshals were providing oversight.
 - In 2023 the National Audit Office report on railways mentioned how Buckinghamshire Council had championed local residents. He hoped that work to maintain communications with residents had been effective. He felt it important to understand the importance of good communications.
 - Cllr Martin, the Deputy Cabinet Member for Transport, recorded his thanks to Susan Browning who had worked on mitigation for this project. The Chairman stated that the entire committee echoed Cllr Martin's thanks.

Mark Cuzner, Director of the East West Rail Alliance, made the following points during the EWR presentation:

- The Cabinet Member was thanked for his positive comments on road repairs.
- The track was almost complete and all 10 footbridges were completed before schedule to reinstate public rights of way. Eight out of the ten compounds had been restored.
- The completion dates had not changed – the infrastructure would be complete in the third quarter of 2024. Both stations were being completed and the foundations for the car park at Winslow station had been laid. The bridges built over roads had now opened. Any risks to the completion date had been managed and EWR had taken the delivery date seriously to minimise disruption. Once the infrastructure was completed, work would be done on the systems - Signalling, Power and Communications (SPAC).
- Near compounds, some road repairs needed to be completed but the Verney Junction compound had been put back to its former condition.
- The project realised that mud and dust had been a problem for residents and road sweepers had been used to mitigate this. Now that the major works were almost complete, the impact on residents would be much reduced. An officer noted that EWR had been very responsive to complaints about mud and dust.
- The project has been designed to take climate resilience into account and the drainage put in place could cope with increased levels of rainfall.
- There was a commitment to provide 10% Biodiversity Net Gain (BNG). This was assessed by taking measurements before and after the works. There was currently a 5.6% BNG, this would increase to 10% by Q3 of 2024.
- Contributions of over £3 million had been made to community schemes. As the project winds down, these funds will dwindle but EWR was currently donating material to local social groups.

- The project had received industry recognition and had been put forward for national award schemes. It was good to see that the project had been held to account by local authorities.
- Pip Hoskins extended her thanks to Susan Browning and Laura Leech for their work on the project.

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

- There was a discussion of other projects where planting had been problematic. With EWR, Network Rail would be progressively responsible for planting maintenance in the railway corridor whilst landowners were required to sign agreements to look after planting on private land. Where landscaping was done, there was always a failure rate but any plants which had died within a year of being planted were replaced. Survival rates had been relatively high compared to previous years. During the winter months, work had also been done to cut back weeds.
- Mark Cuzner advised that relatively few trees had been removed and this was because the railway corridor already existed. It was not the preferred strategy to move mature trees. Most of the mature trees near to the line had been retained and these had been given priority over shrubs. The planting carried out had been appropriate to existing fauna and the walking and cycling paths. The remaining planting would be in the general locality of the line rather than the railway corridor. Planting had made a real improvement to the local habitat. EWR agreed to provide more detail on planting at the request of a Member.

Action: Mark Cuzner

- Members of the committee requested again for EWR to supply figures for how many and what trees had been cut down and for how many trees had been saved by being moved. Members complained that this had been asked for at previous meetings but had not yet been supplied. East West Rail committed to supplying the information.

Action: Mark Cuzner

- Members of the committee expressed serious concerns about pollution resulting from the diesel trains to be used on the EWR. Mention was made of the hybrid flex trains which were to be used when the project was planned. Particular mention was made of Winslow station, which was sited next to a school. The decision was questioned in the light of the aim to reach net zero emissions by 2050. It was noted that diesel trains were at their most polluting when accelerating out of a station. It was confirmed that the rolling stock used on the line would be new.
- All the new and modified structures on the line have taken account of electrification so that it can be installed at a later date. Passive provision had been designed in at the start of the project. Some of the existing bridges were repaired rather than renewed, others had the gauges raised.
- The Cabinet Member for Transport detailed figures from the National Audit Office which showed the cost of the EWR was between £5.7 and £6.6 billion. The estimate to fully electrify the line was up to £1 billion. A range of power options were currently being considered by EWR and the Department for Transport. EWR would present plans for future powering of the line at the consultation on the remainder of the line later this year.
- Diesel trains had been chosen as they provided the fastest way of putting the line in use. They were a temporary measure until another form of power was put in place – EWR and the government were still exploring future plans. All diesel trains would be phased out by 2040. A Member expressed their fear that diesel trains would continue to be used on the line until 2040.

- Members of the committee asked for details of the overall cost savings, if any, due to using diesel trains at the start and then replacing these with electric trains in the near future and at the latest by 2040.
- The bridges had been given an anti-graffiti coating but when graffiti had been noticed, it had taken some weeks to procure its removal. The station tannoy would be tested during the final stages of electrical installation. Communications would be sent out to residents before the middle of 2024.
- The committee discussed its support for the Aylesbury spur to the ERW line, noting it had been part of the original plan. Network Rail had put in passive provision to add the spur at a later date which meant that there was no technical reason why it could not be built in the future with minimal disruption. The representatives acknowledged the desire for the Aylesbury spur but advised that no funding decision had been made by the Government. EWR would let the committee know when the funding was clarified. The Cabinet Member noted that the Aylesbury spur remains on the project plan as a dotted line. The Chairman would write a letter to the Cabinet Member on behalf of the committee expressing its support for the Aylesbury spur. The Cabinet Member would then pass this message on to the government.

Action: Chairman/Scrutiny Officer

- There was mention of the disruption caused by HS2 in the county and a Member pointed out that this line would be of no benefit to residents. The Chairman noted that the next committee meeting was planned for 28th March 2024 which would deal solely with HS2.
- The full benefits of the line would not be realised until Oxford and Cambridge were linked. This would bring new jobs, benefit business and link academia.
- The representatives were confident in the current estimated timings of the project and their associated RAG risk ratings.
- Footbridges over the line had steps and were not designed for access by those with disabilities. As they had replaced rural paths which were mainly accessible for those on foot, this had not been practical. The Chairman noted that some would be disappointed at this.
- Currently, two passenger trains in each direction per hour were planned. There would be one or two freight trains each way per hour. Once the formal announcement of the operator was made by the Government, a new series of communications about the timetable would follow. Information on any freight trains planned to run overnight was requested as soon as possible.

The Chairman thanked everyone for contributing and their attendance.

6 CLIMATE CHANGE & AIR QUALITY STRATEGY ANNUAL PROGRESS REPORT

Cllr Thomas Broom, the new Cabinet Member for Climate Change and Environment, introduced himself and expressed thanks to his predecessor Cllr Gareth Williams, who had overseen substantial progress on the project to lower emissions in Buckinghamshire.

- The Cabinet Member introduced Cllr Jilly Jordan, the Deputy Cabinet Member for Environment and officers Alexander Beckett, David Johnson and Hannah Joyce.
- This was the second update report on the Climate Change and Air Quality Strategy and highlighted that a 73.4% reduction had been made in emissions already. There had been significant progress on air quality and all but one area was under the recommended limit for air pollution.

The following points were made during the committee's discussion:

- The Cabinet Member for Climate Change and Environment supported the spirit of reaching the net zero target by 2030 subject to resources. However, he felt that the overall target of 2050 was appropriate in a period of instability for energy supply and the global economic picture. The annual funding settlement for Buckinghamshire Council and changeability of resources were also a factor. The Council's 2050 commitment would remain however suggestions from Members would be welcomed.
- The Cabinet Member explained that the Council had taken significant action to support Town and Parish Councils to meet net zero targets by 2030 and that all 16 Community Boards now have air quality testing kits.
- It was suggested that supporting the 'green economy' of Buckinghamshire was within the Leader's portfolio.
- A Member pointed out that council's fleet was the second largest cause of carbon emissions in the county. The Cabinet Member for Transport explained that when fleet vehicles were replaced, the vehicle's purpose and the type of fuel was considered. The Highways Alliance partners had committed to convert all the smaller vehicles in its fleet within the next year along with providing charge point infrastructure at depots.
- The report contained an update on the vehicle charging point pilot in Wendover. Cable gulleys to allow residents to charge vehicles outside their houses were being trialled however these might not be ideal if the resident was unable to park outside their home. The use of lampposts for trickle charging was also being investigated. There were now 294 publicly accessible vehicle charging points in the county, a 7% increase on last year, and 1,000 would be installed by the end of 2027. The Gateway charge points had a new contract which had improved performance.
- The effect of domestic log burners on pollution levels was discussed, and the Cabinet Member for Climate Change and Environment pointed out that pollution was reducing in all five air quality management areas in the county. The Council would continue to monitor and respond if it felt this was a growing area of concern.
- The Cabinet Member for Climate Change and Environment confirmed that there were no substantial changes since the report was published in November 2023, and that Buckinghamshire was taking a delivery-based approach.

The Chairman thanked everyone for contributing and giving their time.

7 ACTIVE TRAVEL AND BUCKINGHAMSHIRE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

The Cabinet Member for Transport introduced the plan and noted that the Local Cycling and Walking Infrastructure Plan (LCWIP) also included "wheeling", where paths were used by wheelchair and mobility scooter users. The Cabinet Member explained that the report aimed to include improvements in connectivity and that there was still an ambition for a county-wide greenway.

- In all schemes, people may use just part of the route.
- The routes had to comply with national standards as they were built with the aid of national funding. At times, this could prohibit a connection.
- The report detailed the consideration given to users of the routes, for example, wayfinding signs giving journey time by method as well as distance.
- Lighting and seating were factored into the cost of new routes.
- Recently, Cabinet has adopted the High Wycombe transport strategy and LCWIP, meaning that Buckingham, Aylesbury and High Wycombe all had active plans. Chesham had developed a local solution. Community Boards had all been consulted about residents' priorities. This year a public consultation would start on LCWIP proposals.
- To increase the existing level of funding from Active Travel England, there would need to be public consultation and demonstrable support for any LCWIP proposals.

- Since April 2020:
 - £3.3million funding has been received from Active Travel England. Section 106 funds have contributed another £1.5 million.
 - 7km of new routes have been created.
- The Cabinet Member for Transport wished to publicly note the good work of the school travel team in promoting walking and cycling routes to schools, a project in which Buckinghamshire Council was leading the way.

The following points were made during the committee's discussion:

- Scooters which were part of the national trial were permitted on the routes as were electric bikes. Privately purchased scooters were not allowed on public paths and roads as they did not have the necessary safety features such as speed restrictions and geolocation. Canal towpaths were not always suitable for bikes e.g. where paths narrowed under bridges. Wayfinder signs showed where bikes were permitted.
- It was hoped that WIPs could be extended towards the Hertfordshire border. Work had been done with external partners to develop more towpaths. All the work needed external funding.
- Bike busses, where children would be supervised to ride bikes to school, were promoted by the school transport team. Active travel was being encouraged as a means of getting to school.
- All users of paths and roads were expected to be considerate. In some cases, people had been injured in collisions with bikes or scooters. Clear signage could help on a shared route but it would take time to add this to the network. It was hoped that all users of paths could be civil.
- When new developments were ready, blue roundels would indicate whether bikes can use the route.
- The increased range of electric bikes would make them an option for commuting. Bikes had been added to the trial to give riders the chance to build their confidence. Parking for bikes could also be considered.

8 WORK PROGRAMME

The Chairman explained that a working group would be established in the summer. Flooding might be a suitable topic to explore, and volunteers would be needed for the group.

9 DATE OF NEXT MEETING

28th March 2024.

Transport, Environment & Climate Change Select Committee – 1 February 2024

Agenda Item 4 – Public Questions

Question One

I am a resident in Haddenham which lies by an open flood plain. To create a raised cycle track there would require expensive heavy engineering needed for supporting elements that would interfere with flood storage and flood flow. Additionally, rescue vehicles could not reach this flooded area night or day. Is a drier, less costly route being considered, which would allow rescue vehicles access day and night, well away from domestic accommodation?

Answer

The Council is working closely with Oxfordshire County Council to investigate an active travel link connecting Haddenham (Buckinghamshire) and Thame (Oxfordshire). Assessment work is being carried out to identify opportunities and constraints and consider the technical feasibility of potential options for this link. A preferred route alignment has not yet been determined.

If a decision is taken such that a scheme progresses, a full consultation exercise would be undertaken, and the public and relevant parties would be able to submit their views.

A position statement is available on the Buckinghamshire Council website at:

<https://www.buckinghamshire.gov.uk/parking-roads-and-transport/walking-cycling-and-wheeling/plans-to-improve-walking-cycling-and-wheeling/the-buckinghamshire-greenway/northern-greenway-connections/>

Question Two

Having campaigned for well over 20 years for a safe active travel route between Haddenham and Thame we are delighted that Bucks Council is continuing to pursue the project and is committed to working with charitable organisations, residents, volunteer groups and Parish Councils. In light of the overwhelming usage case for the Haddenham-Thame Greenway, huge public support demonstrated in the public consultation carried out by Bucks Council and endorsement by England's Economic Heartland, can the cabinet member commit to do everything within his power to expedite the investigations currently being carried out so that we will be in a position to see concrete steps forward publicly announced before the end of the year?

Answer

The Council is working closely with Oxfordshire County Council to investigate an active travel link connecting Haddenham (Buckinghamshire) and Thame (Oxfordshire). Assessment work is being carried out to identify opportunities and constraints and consider the technical feasibility of potential options for this link.

I am aware that there is public interest in this link. The potential for modal shift to active travel for journeys between Haddenham and Thame is also recognised by the sub-national transport body, England's Economic Heartland, in their recently published Active Travel Strategy which identifies 15 high potential cross-authority active travel links across the region.

However, in taking any decision regarding this link, it is important that the Council is informed by a technical assessment of relevant factors and available evidence.

If a decision is taken such that a scheme progresses, there would need to be full consultation on the details of any proposal where the public and relevant parties could submit their views. In addition, both local authorities are seeking to secure contributory funding from local development sites towards the scheme, however it is anticipated further external funding would be required should a scheme progress.

A position statement is available the Buckinghamshire Council website at:
<https://www.buckinghamshire.gov.uk/parking-roads-and-transport/walking-cycling-and-wheeling/plans-to-improve-walking-cycling-and-wheeling/the-buckinghamshire-greenway/northern-greenway-connections/>

Question Three

What plans are there to relay the track from Claydon Junction to Quainton Road and Aylesbury following the use by HS2 for construction work?

Answer

A full response will be collated from all parties on this topic.

Question Four

Why is the council not looking at the opportunity to establish "Walking bus" schemes for local schools? These are schemes which facilitate children walking to school along pre-set routes accompanied by designated adults to reduce car travel to school and encourage young people to walk. There are multiple benefits: reduced road congestion at peak times, carbon and emission savings, children's exercise and health.

Answer

Thank you for your question relating to walking buses. The Council calls these 'Crocodiles' and there is more information on the Council's School Travel Planning webpage [Crocodiles – School Travel Planning](#). We do not provide direct support for this initiative but the guidance on our website explains how schools can organise a walking bus ensuring they have undertaken a risk assessment and have route coordinators, walking escorts, parental permissions, insurances etc for the event to take place safely. This is explained in the guidelines attached to the web page.

As an example, in May 2022, schoolchildren from Widmer End Combined School in High Wycombe took part in a walking crocodile as part of their Platinum Jubilee celebrations, which also promoted walking to school: [Buckinghamshire residents walk their way to a healthier lifestyle | Buckinghamshire Council](#)

Question Five

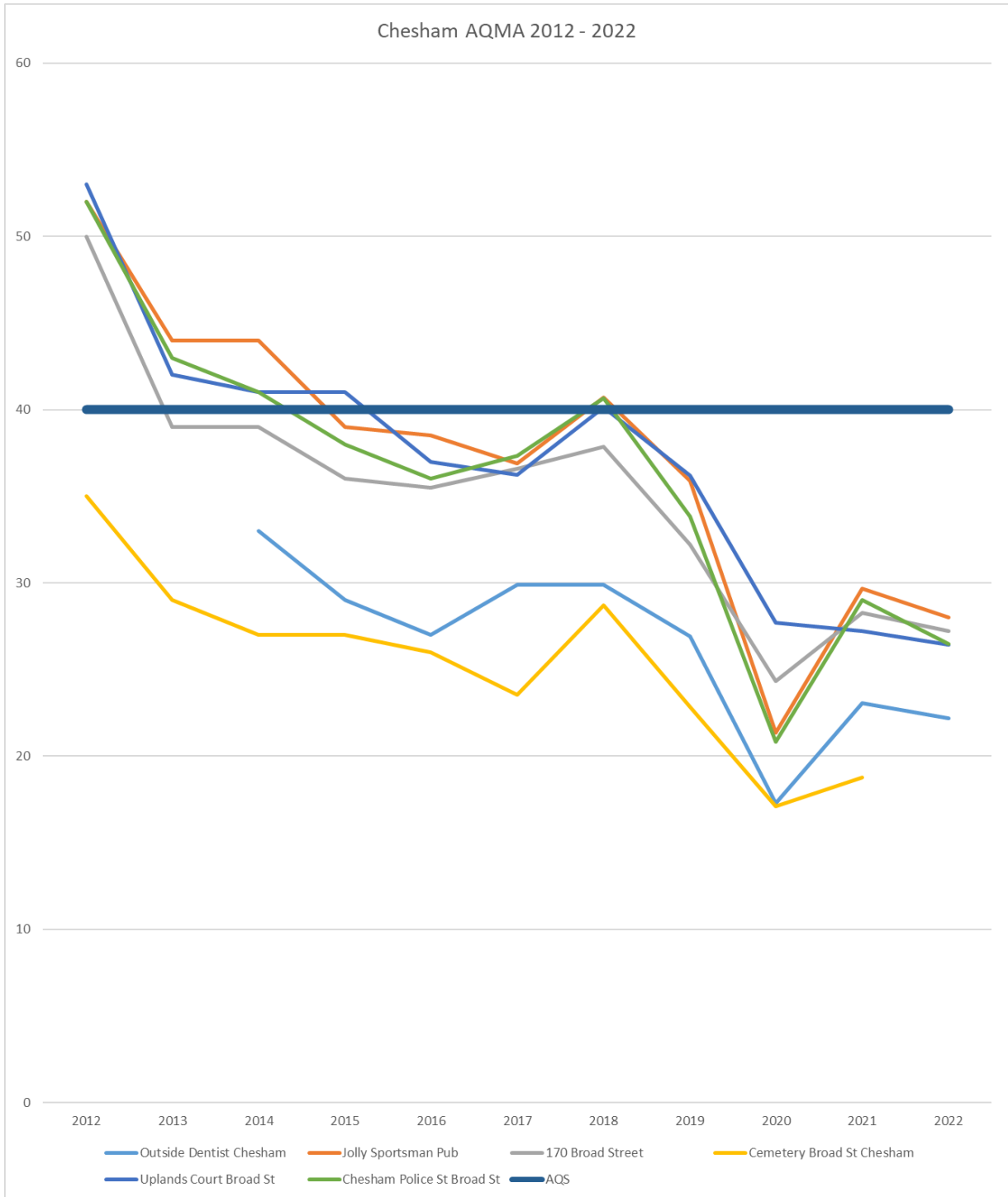
There has been lots of air quality monitoring along Broad Street/Berkhamsted Road in Chesham, and it is clear that the pollution levels are higher than is desirable. What actions (aside from monitoring) are Bucks planning to take to reduce air pollution along this road?

Answer

Monitoring has been undertaken in the AQMA along Broad Street/Berkhamstead Road in Chesham since the introduction of the Local Air Quality Management Review and Assessment Regime. The legal annual mean limit value for NO₂ is 40 ug/m³. The monitoring demonstrates that there has been a significant reduction in concentrations of Nitrogen Dioxide in that time (see below) and now all monitoring points measure concentrations below this limit value. The Council will continue to undertake actions in its climate change and air quality strategy to reduce emissions of Nitrogen Dioxide across Buckinghamshire.

The Strategic Environmental Protection Team are working with other departments in the council to make sure that improvement in air quality is considered as part of projects across the council. In Chesham along with the Economic Regeneration Team we are encouraging visitors to arrive via Chesham Underground Station rather than using cars and to walk from the station to their chosen destination, encouraging active travel. We are improving the walk from the station to a number of popular destinations and also installing travel time wayfinding signs. We will provide an incentive for active travel via easily understandable journey and travel times but also through lifting current dull and uninviting arrival points and pathways to key destinations.

The team will continue to work with the Economic regeneration team and others such as the transport strategy to ensure that other opportunities to reduce traffic emissions and encourage more active and sustainable travel in Chesham. We have also accepted an invitation to be on the steering group for the Chesham Smart water and public realm improvement project.





EWR Alliance

Connecting People

EWR2 Update

Buckinghamshire Council

TECC Select Committee

Mark Cuzner, Alliance Director

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Minute Item 5

2023 Achievements



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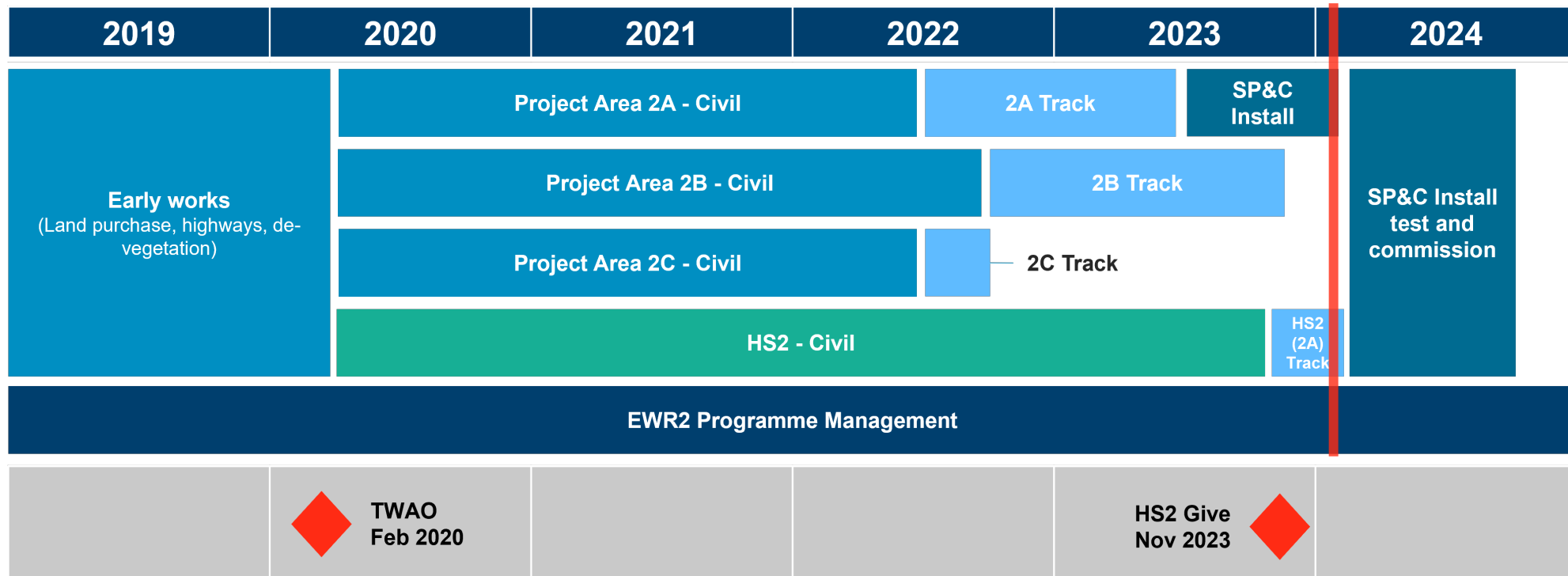
- **Tracklaying completed**
- **10 new footbridges installed and open to the public**
- **8 of 10 compounds reinstated**

- **Landscaping works substantially completed**
- **Permanent road repairs substantially completed**

EWR2 Project Programme Summary – January 2024



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Entry into Service Activities




Track Progress



Final NTC shift in Calvert



Tamping in Twyford



Beaver tamping in Addington



Tilting wagons in Calvert (HS2) Area



Kirow Crane in Calvert (HS2) Area



Claydon West Junction (HS2)

Stations Progress



Bletchley Station



Winslow Station

Footbridges (scheme wide)



10 new footbridges open to the public

Buckinghamshire:

- OXD33A Marsh Gibbon – Opened
- OXD32A Poundon No.2 – Opened
- OXD29A Twyford No.2 – Opened
- OXD26A Middle Claydon No.8 – Opened
- OXD25A Middle Claydon No.4 & 6 - Opened
- OXD19 Winslow No.6 – Opened
- OXD13A Moco Farm No.2 – Opened
- OXD12A Swans Way - Opened

Oxfordshire:

- OXD36A Jarvis Lane – Opened
- OXD35A Grange Farm – Opened

Completed Overbridges



Salden Wood



Verney Junction



Queen Catherine Road

Landscaping Progress



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Chainage
90414

07-12-2023



Highways Reinstatement

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Herds Hill



Verney Road



Sandhill Road

Queen Catherine Road



Nov 21



Dec 23

OXD24C Verney Junction



Sept 21



Sept 2023

Project Challenges & Mitigation

Challenge	Mitigation
Required road closures and traffic management	Coordination of disruptive traffic management with the Council, HS2 and others to minimise impact on residents.
Construction traffic on rural road network	<p>Past: Temporary highway interventions and advance repairs completed</p> <p>Current: Re-briefing workforce and supply chain partners regarding driving behaviour</p> <p>Current/future: Planned programme of road repairs in 2024</p>
Mud and dust impacts	Mud & dust plans in place, and wheel & jet washers installed
Keeping the local community informed	Quarterly Newsletters. Disruptive works notified. Community drop-in event to be held in Winslow
Ecological Impact	Increased retained vegetation route wide and rurally sympathetic landscaping of 350,000 trees and plants. Delivering 10% Biodiversity net gain
Noise	Installation of permanent acoustic barriers fully completed and 'noisy' works substantially completed
Legacy	Project is continuing community engagements in Buckinghamshire including many school events

Selected Future Physical Works

- *Selected* summary of future physical works & RAG impact on the community:

Item	Current Completion	Forecast Date	Future HGVs	TM Required	RAG Impact
Lineside equipment installation and testing	Ongoing	Mar'24	Minimal	No	Green
Utilities (Connections & Disconnections)	118 of 126	Jul'24	Minimal	Yes	Green
Footpaths Completion	26 of 27	Mar'24	Minimal	No	Green
Fencing & Landscaping	99%	Feb'24	Minimal	No	Green
Bridges with Highway interfaces	19 of 20	Mar'24	Minimal	No	Green
Winslow Station	Ongoing	Mar'24	Minimal	Yes	Yellow
Winslow Station Car Park	Ongoing	Sep'24	Moderate	No	Yellow
Ancillary Civils for Signalling	99%	Mar'24	Minimal	No	Green
Compound & Temporary Land Reinstatement	9 of 11	Jul'24	Moderate	Yes	Yellow
Permanent Highway Repairs & Reinstatements	90%	Jul'24	Minimal	Yes	Yellow

Climate Resilience

- 8 Compensatory Flood Storage Areas created (CFSA)
- Climate change allowances of 40% for rainfall increase and 65-70% for river flow increase on 1:100 year event

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All railway drainage has been renewed throughout the route and is sized to maintain existing outfall rates.

- Electrical equipment located outside flood zones and specified to operate at higher temperatures





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- Latest assessment shows a habitat net gain of +94.24 units, or + 5.63%, within the current limits of TWAO and Network Rail owned land
- Target for a 10% habitat net gain is +167.47 units, so current shortfall is 73.23 units
- Work is ongoing to arrange compensation sites that will provide the units required to reach the committed 10% habitat net gain

Social Value & Volunteering

From April 2019

279 Engagements

816 Volunteers

745.5 Volunteer hours

£57,398.30 Volunteers costs

1026.4 Engagement hours

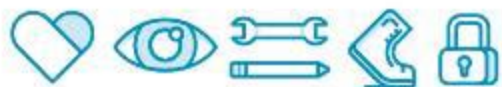
£35,540.23 Donations

£3,058,625.41 SROI



36 Apprenticeships Commenced

27.64% SME spend on project



Industry Recognition

Awards

- Young Rail Professional Awards – Young Professional of the Year Award (Lucy Ellis)
- Institute for Collaborative Working Awards – **Collaborative Leadership**
- CIEEM 2022 Awards – Best Practice – Large Scale Mitigation
- Railway Innovation Awards – **Environment and Sustainability**
- Green Apple Awards – Environmental Best Practice
- Landscape Institute Awards – **Excellence in Sustainable Infrastructure**

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Highly commended:

- Rail Business Awards - **Infrastructure Project Excellence Award**
- Railway Innovation Awards
- National Rail Awards - Infrastructure Achievement of the Year & Outstanding Teamwork





EWR Alliance

Connecting People

Any Questions

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

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

Councillor Steven Broadbent
Cabinet Member for Transport
Buckinghamshire Council
The Gateway
Gatehouse Road
Aylesbury, HP19 8FF

20 February 2024

Dear Councillor Steven Broadbent,

TECC & East West Rail: Aylesbury Spur

Thank you for attending the Transport, Environment & Climate Change Select Committee meeting on 1 February 2024 to introduce your report and update Members on the progress of the East West Rail project, its impact on residents and concerns to the Council.

The Select Committee notes the Council's efforts to support the inclusion of the Aylesbury spur which would link Aylesbury to the East West Rail line. During the meeting, we heard that provision is being put in place to allow the spur to be added once necessary funding is confirmed however a number of Members expressed concern over the ongoing uncertainty of the spur. On behalf of the Select Committee, I wish to wholeheartedly endorse your proactive lobbying with the Department for Transport and Network Rail towards the inclusion of the link as we fully recognise the benefits it would bring to residents.

I would like to reiterate my thanks to you, your Deputy Cabinet Member, Councillor Peter Martin, and your officers for continuing to represent the best interests of Buckinghamshire residents and businesses by holding East West Rail to account.

Yours sincerely,

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

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