



Transport, Environment & Climate Change Select Committee agenda

Date: Thursday 11 March 2021

Time: 10.00 am

Venue: Via MS Teams

Membership:

S Broadbent (Chairman), C Clare, A Cole, G Hall, A Hill, M Hussain, M Hussain, C Jackson, S Jenkins (Vice-Chairman), D Lyons, P Martin, Dr W Matthews, M Smith, P Strachan and M Titterington

Webcasting notice

Please note: this meeting may be filmed for live or subsequent broadcast via the council's website. At the start of the meeting the chairman will confirm if all or part of the meeting is being filmed.

You should be aware that the council is a data controller under the Data Protection Act. Data collected during this webcast will be retained in accordance with the council's published policy.

Therefore by entering the meeting room, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes. If members of the public do not wish to have their image captured they should ask the committee clerk, who will advise where to sit.

If you have any queries regarding this, please contact the monitoring officer at monitoringofficer@buckinghamshire.gov.uk.

Agenda Item	Time	Page No
1 Apologies for Absence	10:00	
2 Declarations of Interest		
3 Minutes of the Previous Meeting		5 - 10

That the minutes of the meeting held on 21 January 2021 be confirmed as a correct record.

- | | | | |
|----------|---|--------------|----------------|
| 4 | Public Questions
This is an opportunity for members of the public to put a question or raise an issue of concern, related to transport, environment or climate change. Where possible, the relevant Cabinet Member or Senior Officer to which the question/issue is directed will be present to give a verbal response. Members of the public will be invited to speak for up to three minutes on their issue. A maximum of 30 minutes is set aside for the Public Questions slot in total (including responses and any Committee discussion). This may be extended with the Chairman's discretion.

Three questions have been received as attached. Responses will be received at the meeting. | 10:05 | 11 - 12 |
| 5 | Chairmans Update
For the Chairman to update members on any transport, environment and climate change scrutiny activities since the last meeting. | 10:35 | |
| 6 | Climate Change Air Quality Strategy
The committee will receive a presentation on the development of the Climate Change Air Quality Strategy.

Presenters:
Cllr Bill Chapple, Cabinet Member for Environment & Climate Change
Ed Barlow, Head of Energy
David Sutherland, Head of Climate Change & Environment
Steve Bambrick, Service Director Planning & Sustainability | 10:40 | 13 - 24 |
| 7 | Opportunities for Cycling and Pedestrians
To consider a report providing information on opportunities for cycling and pedestrians in the county.

Presenters:
Cllr Clive Harriss, Cabinet Member Sports and Leisure
Cllr Nick Naylor, Cabinet Member for Transport
Joan Hancox, Service Director – Strategic Transport & Infrastructure
Jo Morphet, Growth and Development Strategy Manager
Suzanne Winkels, Head of Transport Strategy

Report: Opportunities for Cyclists and Pedestrians in Buckinghamshire | 11:40 | 25 - 46 |

Appendix A: Information from Susan Claris, Transport Planner at Arup and Vice President of Living Streets

- | | | | |
|-----------|---|--------------|----------------|
| 8 | School Transport Update
To provide an update on the home to school Transport Improvement Programme.

Presenters:
Cllr David Martin, Cabinet Member for Logistics
Sara Turnbull, Service Director Transport | 12:20 | 47 - 58 |
| 9 | Fly Tipping Update
The committee will receive an update report on fly tipping.

Presenters:
Cllr Bill Chapple, Cabinet Member for Environment & Climate Change | 12:40 | 59 - 62 |
| 10 | TECC Work Overview for 2020/21
To consider a report providing an overview of the work of TECC during 2020/21.

Presenter:
Cllr Steven Broadbent, Chairman Transport, Environment & Climate Change Select Committee | 13:00 | 63 - 68 |

If you would like to attend a meeting, but need extra help to do so, for example because of a disability, please contact us as early as possible, so that we can try to put the right support in place.

For further information please contact: Jemma Durkan on 01494 421635, email democracy@buckinghamshire.gov.uk.

This page is intentionally left blank



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 21 JANUARY 2021 IN VIA MS TEAMS, COMMENCING AT 2.00 PM AND CONCLUDING AT 3.45 PM

MEMBERS PRESENT

S Broadbent, Mr C Clare, A Cole, G Hall, M Hussain, C Jackson, S Jenkins, D Lyons, P Martin, Dr W Matthews, M Smith and P Strachan

OTHERS IN ATTENDANCE

J Durkan, S Bambrick, B Chapple OBE, N Naylor and R Smith

Agenda Item

- 1 APOLOGIES FOR ABSENCE/CHANGES IN MEMBERSHIP**
Apologies for absence were received from Councillors Alan Hill, Majid Hussain, Mark Titterington and Ian Thompson, Corporate Director, Planning, Growth & Sustainability.
- 2 DECLARATIONS OF INTEREST**
There were no declarations of interest.
- 3 MINUTES OF THE PREVIOUS MEETING**
The minutes of the meeting held on 12 November were agreed as a correct record.
- 4 PUBLIC QUESTIONS**
There were no public questions.
- 5 CHAIRMAN'S UPDATE**
The Chairman explained that he had written a letter to the Cabinet Member for Environment and Climate Change to express his and the Committee's disappointment regarding the progress of the Strategy and lack of public consultation on the Climate Change Strategy. The Chairman noted that an update was being provided by Cllr Chapple at the meeting.
- 6 HS2 LTD**
The Chairman welcomed representatives from HS2 Ltd: Maddelyn Sutton - Head of Engagement Phase One South, Ambrose McGuire - Project Client EKFB and Rohan Perin - Project Client Align, (Luke Nipen, Senior Engagement Manager was introduced but did not attend the meeting).

The Chairman ahead of the presentation explained Buckinghamshire Council's position with regards to HS2 Ltd. He noted that the Council opposed the work of HS2 and worked tirelessly to mitigate the construction impact on local communities, environment and infrastructure. HS2 Ltd and their contractors had a responsibility to consider the impact of the construction and to keep local residents informed and engaged with works being undertaken.

The HS2 Ltd officers introduced themselves and Mr McGuire confirmed that EKFB stood for the four way joint venture Eiffage, Kier, Ferrovial Construction and BAM Nuttall. A presentation was provided to the members which provided information on the contractors Fusion, Align and EKFB and their priorities and responsibilities in the construction of HS2. Regarding traffic management it was reported that regular liaison group meetings with Buckinghamshire Council were undertaken, the production of traffic management plans, and a road safety fund of £3.5m was available to Buckinghamshire Council to build a legacy of safety improvements. Over part of phase one over 7 million trees and shrubs would be planted along the route, with over 130,000 trees and saplings being planted in Buckinghamshire in 2021. Mr McGuire noted there were areas where contractors had not fully complied with their obligations however these were exceptions and that a majority of assurances were being taken very seriously.

Regarding engaging with local communities the challenge for local communities and people who lived close to the construction was noted. The role of the engagement team was to act as the local voice of the community to contractors. The engagement programme across Buckinghamshire included informing residents and communities of upcoming works, to involve them in design, and respond to questions and concerns. It was reported that a number of staff and a helpdesk team were available for public enquiries, information was provided on the website, and hardcopy notifications and newsletters were issued to residents on upcoming work. Virtual engagement platforms had taken place during 2020 with over 300 events including 2 webinars and virtual exhibitions to engage with residents. There had been a number of successful applications for funds which were awarded to projects and communities across the county, and HS2 and its contractors also provided a number of job opportunities.

In responses to questions the following main points were noted:

- Regarding obtaining accurate traffic numbers HS2 officers explained that individuals should refer to the Traffic Management Plan and the centralised Statement of Intent regarding the impact of the road network. There were no plans to change the Traffic Management Plan. A detailed written response would be provided as requested to Cllr Peter Martin in relation to his area and would be circulated to the TECC and the Construction Commissioner.
- Actions relating to the environment and sustainability were set out in government and HS2 Ltd policies.
- Community engagement officers were thanked for their work with Fairford Leys parish council. Officers from HS2 would ensure that the right specialist officers would attend parish meetings to provide information on works being undertaken so that questions could be responded to.
- Members would be provided with a written response regarding flood modelling.
- A written response would be provided with regards to access from Fairford Leys to the A41.
- Newly planted trees on HS2 land would be maintained indefinitely by HS2. However for other land trees would be maintained, under a normal construction contract, for a year and following this would be subject to agreement with land owners.
- Regarding the EKFB contract, staff out on site were not obliged to wear protective masks unless they were unable to maintain a two metre distance. All site personnel after the Christmas break were subject to COVID 19 testing. Staff who worked in offices wore mask

protection in the office environment. Staff were not permitted to use local facilities outside a site boundary. If outside a boundary then they would comply with same public rules and regulations. Any breaches of rules would be investigated and any breaches should be reported via the hotline. (The 24 hour helpdesk number was 08081 434 434, email HS2enquiries@hs2.org.uk.)

- Members raised concern that works information for some areas was not available for residents which caused stress and anxiety in the community. In response it was noted that Schedule 17 had been submitted to Buckinghamshire Council with regards to this matter and designs were being undertaken with consultees and stakeholders.
- Commercial payments between land owners and HS2 and were the responsibility of the land and property department.
- Work was being undertaken with the engagement team with regards to a temporary access road in the Chalfont St Giles area.
- Regarding the cost of communications discussions had taken place with HS2 and Buckinghamshire Council. It was suggested that if extra support was required then HS2 staff could help support resources and officers. If not appropriate then further discussion could be undertaken on this matter.

The Chairman thanked the HS2 Ltd officers for attending the meeting. It was agreed that HS2 would attend a future meeting to provide an update and would provide the additional information requested as soon as practicable.

7 CLIMATE CHANGE STRATEGY UPDATE

Mr Bill Chapple, Cabinet Member for Environment and Climate Change, provided an update on the Climate Change Strategy.

Bill informed the select committee that limited information could be provided as the strategy was currently in its final production. Time had been spent over the past few months to make sure that finances were available to achieve and deliver the emission reductions. The strategy would be presented to Cabinet on 16 February alongside a report setting out a large scale tree planting initiative, which was one of the key deliverables of the climate change strategy. Work has been progressing to plant a tree for every resident. Members were provided with information on recent government announcements with regards to climate change policy.

In response to questions the following points were noted:

- The plan was for the strategy to be taken to community boards, schools and the TECC to consider, however details for a public consultation had not yet been agreed. This could be dependent on when the local elections would be taking place due to the purdah period and Cabinet agreement.
- Regarding the levels of carbon absorbed by trees, for every hectare of woodland planted after 30 years this would absorb 300 tonnes of carbon. It was noted that there were plans to plant at least 200 hectares of trees across the county. The strategy would provide detailed information on how this would impact the carbon zero aims for the county.
- The trees would be native trees and the council were considering growing locally.
- The strategy would cover 30 years and consider government policy for now and the future.
- The recycling rate was around 56% which is 12% higher than the national average. The household waste sites were open during this lockdown and rates were between 65 and 70%.
- It was noted that £5m allocated in the budget for Climate Change was not yet available but would be used by the Cabinet Member over a number of years when needed. Some of the funds would be used to plant 10 years work of trees in the second to 5th year of the strategy.

The Chairman thanked the Bill for his presentation and noted that the Climate Change Strategy would be presented at the Cabinet meeting on the 16th February.

8 TRANSPORT FOR BUCKINGHAMSHIRE CONTRACT RE-PROCUREMENT

The Committee received a report from Rob Smith, Service Director, Highways and Technical Services providing information on the progress, governance arrangements and programme to deliver the re-procurement of the Transport for Buckinghamshire contract.

Rob outlined the main points of the report which included information on the current contract which started in 2009, which will come to an end in March 2023. Information was provided on the varied range of services, assets and existing issues in relation to the current contract. A proposed new model was shared with the members that included an increased client team, transferring back staff into the authority, a term principal contractor, a term consultant, and a set of frameworks for specialists types of works. All parties would be part of an alliance to work to common objectives in a collaborative way. A key area would be better engagement with members and for officers to work with community boards. Members would be encourage to use 'Fixmystreet' and the annual Stakeholder Conference on the Highways Service would continue to be held for all Members and Town and Parish Councils.

Councillor Gary Hall informed the Committee that he was part of a working group considering the re-procurement contract.

In response to questions the following points were noted:

- There was a well-established mechanism to deliver this type of work and the market was ready to respond and deliver to this.
- Regarding the High Wycombe Transport Strategy this was being developed by a separate part of the organisation and could be delivered using the same process or if a more specialist approach was required then this could go separately to the market.
- Regarding safety of operations of the highway there was a team that addressed known road safety problems. The council would set its policy with regards of safety expenditure and it was noted that the budget was currently driven by injury accidents which was the national approach.
- Regarding safe methods of working this would be tested as part of the procurement process.
- A bigger client base would support innovation through partner working and connections in the industry.
- It was suggested that geo location would support reporting of problems.

The Cabinet Member for Transport, Nick Naylor explained that a lot of work had already taken place on the new contract. Work was being undertaken to consider options to improve and innovate across the services specifically regarding road repairs.

The Chairman thanked Rob and the Cabinet Member for the update.

9 WORK PROGRAMME

With regards to an additional item, 'Opportunities for cyclists and pedestrians', this would be brought to the March meeting. This was initially intended to be taken to the Growth Infrastructure and Housing Select Committee but in agreement with the Chairman of both committees, and the Cabinet Member for Transport, this would now be brought to the TECC in March. The Chairman and Vice-Chairman of the GHS would be invited to the meeting.

(Following the meeting it was agreed that the item, Adoption of Roads, would be taken to the

June 2021 TECC Select Committee, date to be finalised).

10 DATE OF THE NEXT MEETING

The date of the next meeting would take place at 10am on Thursday 11 March.

This page is intentionally left blank

Questions

1.

As Bucks Council starts work to deliver the strategy outlined at last cabinet to address both the climate and the ecological crisis facing us all, public engagement will, as highlighted by Cllr Chappell, be more important than ever. We've also heard from Cllr Chappell, in this committee, that the population of Bucks are significantly more concerned than the national average with taking action around these crises.

I was therefore concerned at the limited nature of further consultation suggested in the strategy, and note that local government leading practice is increasingly in favour of using fully representative Citizen's Juries or Assemblies for this purpose.

Will Bucks Council now ensure that the Strategy put forward is turned into an implementation plan which has the broadest base of public support; gaining a fully representative input, both across the political spectrum - from climate deniers to extinction rebellion members, and including hard to reach demographics - who do not fill in on-line consultations or volunteer for Community Boards?

2.

Why has the new A4010/Crest Road junction design not used recommendations from the latest DfT Cycle Infrastructure Design LTN? And will the council be using this LTN on any future highway projects to encourage more sustainable and healthy local journeys for residents?

3.

Question received, wording to be confirmed.

This page is intentionally left blank



Climate Change & Air Quality Strategy

Update to Transport, Environment & Climate Change Select
Committee

11 March 2021



Contents

- Strategic Approach
 - Actions to address emissions
 - Emissions Reduction Targets
 - Tree Planting Programme
 - Reaching Net Zero
 - Outline Capital Programme
 - Targeted Engagement Updated
-
- Appendix 1: Overview of Salix funding (for information only)

Strategic Approach

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

Actions Addressing the Council's Emissions

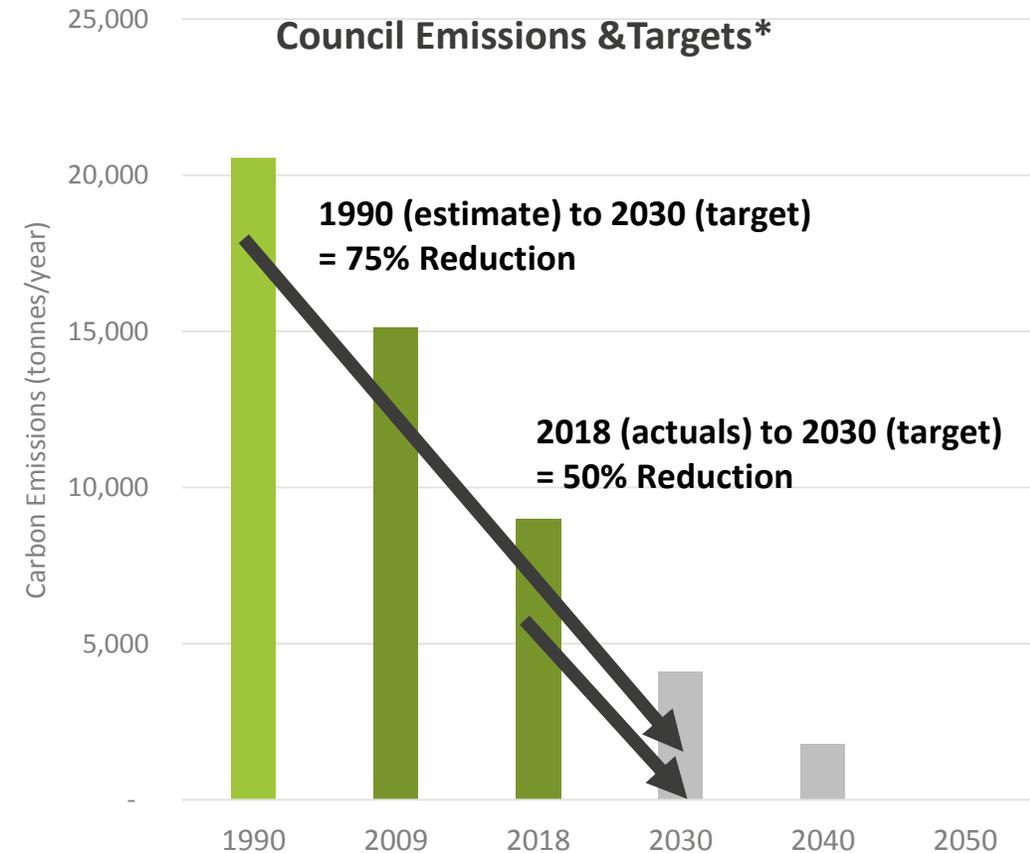
- Actions to address the Council's emissions focus on our key emission sources – buildings, street lighting and fleet.
- Example actions include:
 - Identify and implement renewable energy and energy efficiency measures across the operational estate, in line with the accommodation strategy and repair and renewal cycles.
 - Implement a large scale tree planting programme across the estate.
 - Review the council's fleet and develop proposals to reduce emissions from its operation.
 - Explore carbon offsetting fund and low carbon energy generation investment options.
 - Determine the most practicable means of assessing the Council's Scope 3 emissions.

Actions Addressing County Wide Emissions

- Actions to address non-council emissions are included under sections addressing *Suppliers and Partners* and *County-wide* emissions. Sub-sections of these include:
 - Transportation; Buildings & Development; Environment, Land and Water; and Health and Communications.
- Examples of actions in these sections include:
 - Help communities identify, develop, and secure funding for projects addressing climate change and/or air quality.
 - Improve infrastructure for active travel (such as walking and cycling) and electric vehicles.
 - Continued engagement with central government on air quality and greenhouse gas emissions issues.
 - Use opportunities coming out of changes to national planning policy to enhance environmentally sustainable aspects of developments.

Comparing Council & UK Carbon Targets

- The UK's national targets are based on the calendar year 1990.
- Buckinghamshire Council undertook a carbon audit covering the 2018-19 financial year (the most recent at the time of commissioning). The audit was able to identify data as far back as 2009 but not earlier.
- The Council and UK targets cannot be directly compared if the two different base years are used.
- We have therefore estimated 1990 emissions (based on the current council structure) to make these comparable, using the assumptions that:
 - Electricity usage was the same in 1990 as in 2009 – emissions are recalculated to reflect the emissions from electricity at the time
 - The scope and usage of all other fuels (e.g. gas/petrol) were the same.
- This provides comparable reduction targets from 1990 to 2030:
 - Buckinghamshire Council at least a 75% reduction
 - UK National Target 68% reduction
- The UK Government has not set a reduction target for 2040 emissions at this time – our target is at least 90% compared to 1990 estimates.
- For transparency, in the Strategy and the summary documents, reduction levels from both the 1990 estimate and 2018-19 audit year are provided.



* 1990 data is an estimate; 2009 and 2018 data are actuals; 2030, 2040 and 2050 targets

Tree Planting

- Carbon absorbed by trees can be reported as a negative figure and reduce our net carbon emissions.
- The 10 year programme for 543,000 trees requires ~200+ hectares of land, depending on planting density; 1 hectare may sequestered 300-400 tonnes of CO₂ after 30 years (i.e. in total, not annually).
- A total of 60,000+ tonnes of CO₂ could be absorbed over the first 40 years of the planting programme (i.e. 30 years after the last tree is planted in 10 years time)
- However – the actual amount of carbon absorbed may vary for a range of factors affecting what is planted.
 - In particular, Woodland Creation Plans will need to balance outcomes depending on the sites conditions – this could mean particular outcomes are prioritised at individual sites, be that carbon absorption, biodiversity gains, flood alleviation or amenity access for the public.
- We have assumed completion of the tree planting programme within 10 years, using the smaller land requirement and lower carbon absorption rates (to provide a conservative view of carbon absorption).
 - Our modelling has the proposed programme absorbing ~1,500 tonnes / year by 2050 – this has been confirmed as a suitable estimate with the Forestry Commission.

Reducing our Carbon Emissions

- Reaching 'net zero' is achieved mainly through reductions in our 'gross emissions'
- Using 'negative' emissions (from tree planting programme) to reduce the remaining emission to net-zero
- The modelled reductions take net emissions in 2050 to just under 300 tonnes/year – with the long range forecasts used and assumptions made, this is within the margin of error.
- The model currently assumes no use of carbon offsetting or renewable energy tariffs which could be used in 2050 (or earlier) to reduce net emissions.



Outline Capital Programme

- An outline programme of measures has been developed which will reduce emissions from across the council's activities
- The measures have been costed and the reductions achieved through these are used in the model to achieve the reductions in gross emissions shown on the previous slides.
- As an outline programme, pre-detailed business case development, we expect the precise costs and carbon savings to vary as these projects are developed.

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

Targeted Engagement Update

- Engagement with Community Boards is ongoing at the time – we hope to attend the majority of Boards (or their relevant sub-group) before the pre-election period (purdah) starts on 22 March.
- Engagement with schools is being handled sensitively, acknowledging the pressures schools are currently under to return pupils on 8th March. As a result, it is expected that this engagement will take place after the elections

Appendix 1: Salix Funding Summary

- Salix offers interest free loans for use on energy efficiency improvements in buildings and for street lighting (i.e. fixed assets only – vehicles not eligible)
- Council also has a £1.8m ‘Recycling Fund’ which we fund energy efficiency projects from – most recently this has been on streetlighting upgrades
- Key criteria – 10 year financial payback for funding, cost above this met by other capital
 - £100k scheme providing annual savings of £10k could be 100% Salix funded (@10 year payback)
 - £150k scheme providing annual savings of £10k could be 66% Salix funded (@15 year payback) with the extra £50k from other sources (e.g. internal capital / external grants)
- Energy savings repay the loan – no revenue benefit until the loan is repaid



This page is intentionally left blank



Report to Transport, Environment & Climate Change Select Committee

Date: 11th March 2021

Title: Opportunities for Cyclists and Pedestrians in Buckinghamshire

Author: Joan Hancox, Service Director Strategic Transport & Infrastructure

1. Executive Summary

- 1.1 Establishing active travel as the first choice for local everyday journeys has potential to unlock major benefits including improved health, better air quality, improved place-making and town centre regeneration, boosted connectivity, strengthened local communities and economies and reduced congestion.
- 1.2 The Council has a strong record of investing in successful active travel infrastructure and initiatives across Buckinghamshire. However, local statistics also suggest a significant drop in active travel trips (up to 40%), against a flat-lining national picture.
- 1.3 A number of strengths, weaknesses, opportunities and challenges for active travel in Buckinghamshire are identified:

Strengths	Weaknesses
<ul style="list-style-type: none"> - Policy. Adopted policies stress the need for walking and cycling, alongside other transport priorities. Aylesbury Garden Town Masterplan includes aspiration for 50% of all trips to be made by sustainable modes by 2050. - Infrastructure. Over £7.5m invested in new active travel infrastructure in Buckinghamshire over the last five years. Extensive list of aspirational schemes in partnership with local communities. - Promotion. The Council already operates several popular active travel initiatives, particularly within schools. Training and reward programmes aim to embed healthy travel habits at an early age, which can then be carried forward into adult life. 	<ul style="list-style-type: none"> - Policy. Existing local policy is less ambitious than current national aspirations. and does not position walking and cycling as the <i>first</i> choice for local journeys. - Infrastructure. Existing active travel networks are patchy and are largely not in line with latest design standards, which have significantly progressed. No dedicated officer resource for active travel development. Local demand for increased footway maintenance and no planned funding for traffic-free route maintenance. - Promotion. Limited officer resource for promotion of new routes or supporting behaviour change outside schools. Limited engagement with employers and developers.
Opportunities	Challenges
<ul style="list-style-type: none"> - Policy. Significant new national emphasis on the importance of active travel. Development of new Buckinghamshire Local Plan and accompanying Local Transport Plan by 2024. - Infrastructure. Development of a Buckinghamshire-wide Active Travel Strategy due to start in 2021, setting out future investment priorities for walking and cycling infrastructure. Anticipation of significant annual funding in future years from government. - Promotion. National surveys indicate strong public support for active travel schemes¹ including reallocating road space. Requirement for revenue investment in early stakeholder engagement and design to help develop local buy-in on new schemes. Promotional activities can help under-represented groups engage in active travel and several third-party organisations are keen to support. The COVID-19 pandemic has led to many people becoming more dependent on local areas and local businesses, with people forming new travel habits for local trips. Other modes such as e-bikes or e-scooters will become increasingly popular with reduced purchase prices and potential legalisation. 	<ul style="list-style-type: none"> - Policy. New national “Ofsted-like” body shortly to be established to assess performance of local authorities in delivery of active travel infrastructure. Failure to deliver to new standards will affect access to government grants for local transport projects across all modes. - Infrastructure. Some transformational schemes have previously proved to be locally controversial, with inconsistent support for active travel measures from current local ward councillors. No dedicated revenue budget allocated for development of walking and cycling schemes in Buckinghamshire. A predominantly rural geography makes network provision more challenging, with population dispersed across market towns. - Promotion. Limited dedicated officer resource for development of ‘shovel ready’ active travel priorities or promotion. Limited government funding available to support promotional activities. A firmly established ‘car use’ culture with high levels of car ownership makes promoting behaviour change challenging.

Figure 1: SWOT analysis for Walking and Cycling in Buckinghamshire.

2. Background

Active Travel – For Everyone

- 2.1 While often shortened to “walking and cycling”, active travel also includes other sustainable and active modes, such as scooting, running, horse riding and some mobility devices.
- 2.2 If active modes are to become widely used as the first choice for everyday trips, it is important to ensure that travel by these modes is safe, attractive and easy for all users. Existing networks and provision create barriers for several under-represented groups, including women, older people and disabled people. Active travel networks should accommodate everyday trips for all people and for all journey types.

The Importance of Active Travel

- 2.3 Increasing active travel can help tackle some of the most challenging issues faced in communities across Buckinghamshire, addressing several of Buckinghamshire Council’s key priorities.² Active travel can deliver:
- **Improved physical and mental health.** Physical inactivity is a growing public health crisis. It is responsible for approximately 1 in 6 deaths in the UK (equal to smoking), with an economic cost of £8.2bn every year. Almost 1 in 5 people in Buckinghamshire are physically active for less than 30 minutes per week.³



Figure 2: Health Benefits of Physical Activity⁴

- **Improved air quality and climate change.** Emissions from road transport are the primary cause of poor air quality in Buckinghamshire and the largest sector contributing to UK greenhouse gas emissions. Buckinghamshire has at least 10 Air Quality Management Areas, where air quality is at or below the annual mean objective, primarily caused by vehicle emissions.
- **Place-Making and Town Centre Regeneration.** By reducing reliance on private cars, cutting congestion and creating a 'people-friendly' urban realm, a focus on active modes can help to create attractive and desirable town centres. For example, the Healthy Streets approach used extensively in London uses active travel design principles to create accessible, attractive and safe places.⁵
- **Improved connectivity.** At the last census, over 1 in 8 Buckinghamshire households reported not having access to a car⁶, with a further 1 in 3 households having only one car (typically meaning one or more adults within the household will not have access to a car for everyday trips). As with towns and cities across the country, much of the transport network in Buckinghamshire has been almost universally designed around the car, limiting access to services and opportunities for those without access to a vehicle. This disproportionately affects lower-income households, individuals with disabilities and younger people. The percentage of young people applying for driving licences in Buckinghamshire (and nationally) has been falling for several years.
- **Strengthened economy and COVID-19 Recovery.** Research has demonstrated that well-planned active travel improvements can increase retail sales by up to 30% and attract more customers for local businesses. Over a month, people who walk to the high street spend up to 40% more than people who drive.⁷ Cycling already contributes an estimated £5.4bn to the UK economy annually and supports 64,000 jobs.⁴ With more people are shopping locally and working from home following the COVID-19 crisis, walking and cycling are increasingly suitable modes for people's everyday local trips.
- **Cost to user:** active travel such as cycling is considerable cost beneficial costing on average £396 per year compared to ten times that for car driving. Walking is free.⁸
- **Reduced congestion.** Active travel infrastructure can facilitate the movement of more people in less space, reducing delays and boosting connectivity.



Figure 3: Spatial comparison of road space requirements for 40 car drivers compared to 60 people on a bus or on cycles.⁹

Recent Successes

2.4 Buckinghamshire Council and its predecessor authorities have delivered several walking and cycling schemes across the county in recent years, representing significant capital investment, whilst also delivering a number of programmes and initiatives to promote and support active travel choices. Some examples of this work include:

- Delivery of new walking and cycling routes, including the Waddesdon Greenway, A4 Taplow Cycleway, A413 Buckingham-Winslow Cycleway and a programme of temporary ‘pop-up’ trial schemes as part of the Emergency Active Travel Fund. Buckinghamshire Council has secured and invested over £7.5m in new active travel infrastructure in the last five years, delivering routes which are well used and well loved by local communities across the authority area.
- Installation of secure high-quality cycle parking at Aylesbury, High Wycombe and Princes Risborough rail stations in partnership with Chiltern Railways. An electric bike hire has recently been launched between Aylesbury Vale Parkway station and Waddesdon Manor.
- Simply Walk, the Council’s health walk scheme, offers a programme of nearly 60 free, volunteer-led walks, which aim to help people get outdoors and be more active. Between September and November 2020, people undertook 3,973 walks through this programme.
- Active travel initiatives in school. Provision of Bikeability cycle training is currently available for primary and secondary school age children. The training equips children with the confidence and ability to cycle safely and confidently, as well as providing guidance and practice in planning routes. The Living Streets “Walk To”

project and Modeshift STARS school travel planning programme both encourage children and young people to use active travel to get to school.

- Buckinghamshire has an extensive public rights of way network, with over 2000 miles of public footpaths and bridleways. This network is an outstanding resource for everyone to access Buckinghamshire's exceptional natural environment and, particularly in urban areas, often forms key local walking and cycling links. In 2019/20, for example, £1.476 million was secured through planning gain for active travel improvements on the rights of way network. The adopted Buckinghamshire Rights of Way Improvement Plan (2020-2030) sets out the Council's goals and priorities for the management and development of the public rights of way network.

Active Travel Statistics

- 2.5 The majority of travel in Buckinghamshire is currently undertaken by private car, particularly for journeys over one mile long. At the last census, approximately 70% of people in Buckinghamshire travel to work by car, significantly higher than the national average.⁶
- 2.6 Nationally, the percentage of walking trips has been increasing since 2014. In 2018, 27% of all trips were made on foot, covering 3% of all distance travelled. The average distance cycled per person per year has increased by 50% since 2002, but the number of trips cycled per person per year has remained broadly constant at about 2% of trips. In comparison, more than a quarter of all trips made by people in the Netherlands are cycled.⁴
- 2.7 In contrast, available data from monitored routes, as shown in Figure 5 below, within Buckinghamshire suggests that the number of cycling trips in Buckinghamshire has been on a sharp decline of up to 40% between 2015 and 2019. Set against a flat-lining national picture, this ought to be significant cause for concern. Whilst the number of recorded cycling trips increased substantially under the Spring 2020 COVID-19 lockdown, even this increased figure represented a significant decrease on 2015 levels.
- 2.8 These statistics only refer to monitored routes, the majority of which are located in Aylesbury on shared use paths. Nationally, there has been a significant spike in cycling for leisure and sport during this period. These cyclists are less likely to use town centre routes (opting instead for long-distance rural trips) and are more likely to be confident in cycling on the road rather than using slower shared pavement routes. This data should therefore be taken to primarily represent everyday trips in towns and villages. Similar data on walking trips is not available.

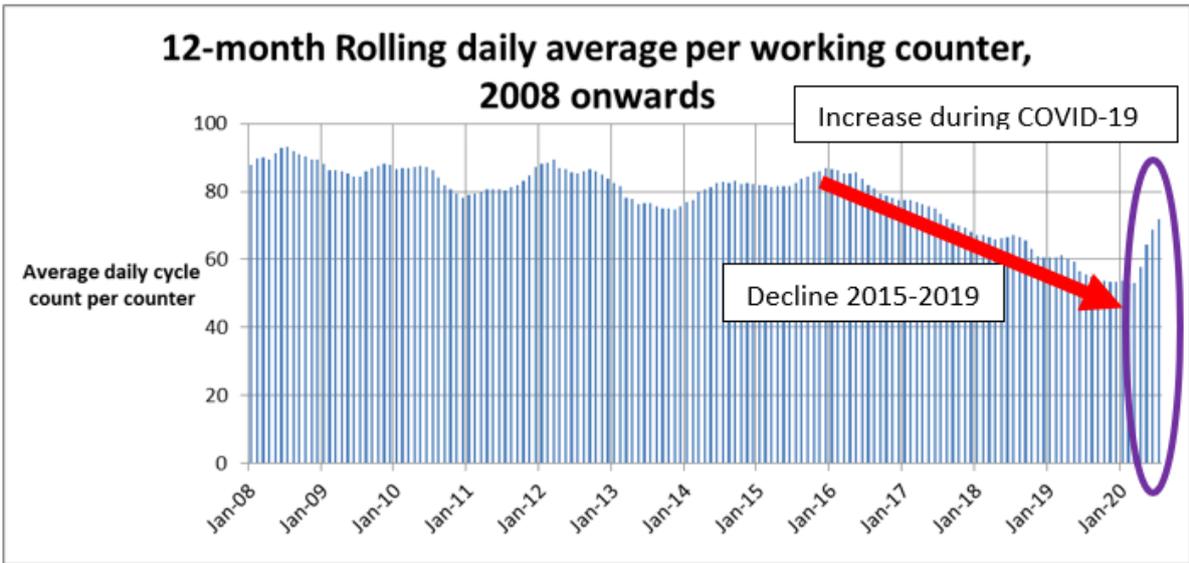


Figure 4: Daily average recorded cycle counts per counter in Buckinghamshire, 2008 to 2020.

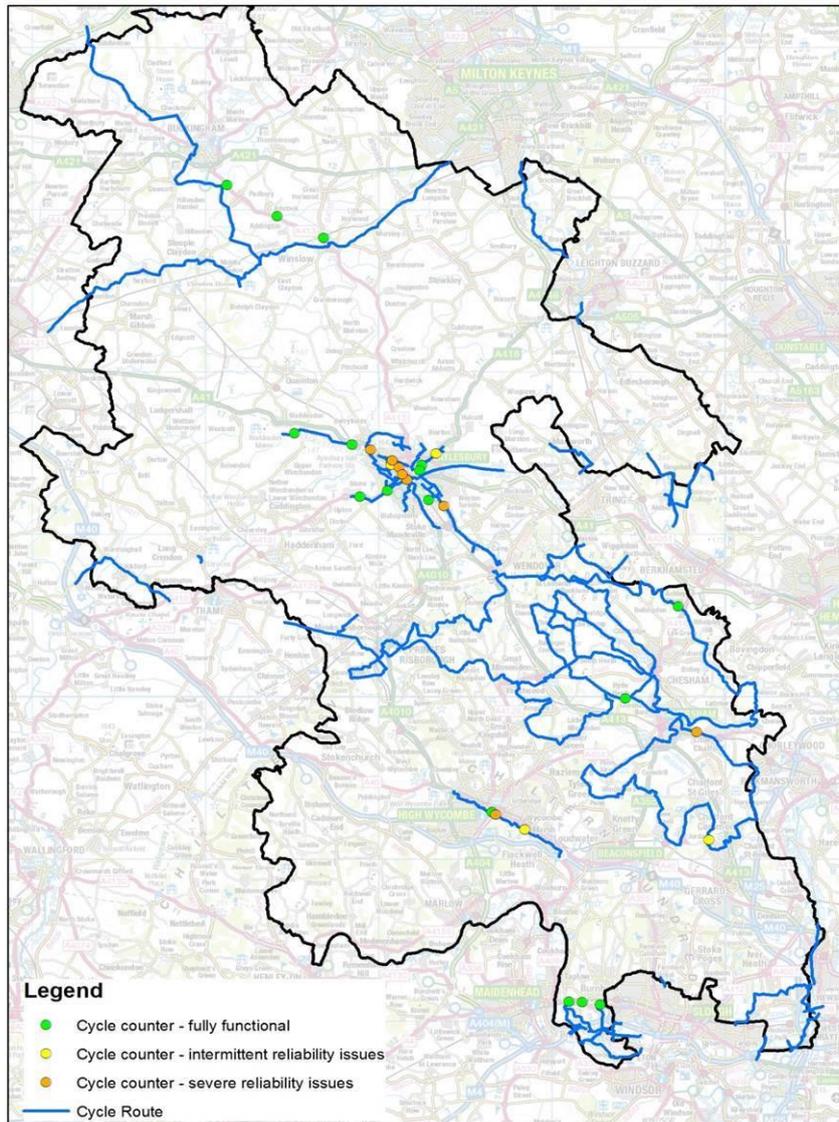


Figure 5: Buckinghamshire cycle counter location map.

- 2.9 The proportion of adults cycling once or more per week in Buckinghamshire is low compared to other local authorities (8-12%, compared with 27-57% in some London boroughs and Cambridge).^{10,11} Government statistics indicate that 36% of cycle trips are being taken for commuting/business, and 35% taken for leisure purposes.¹¹

Barriers to Walking and Cycling

- 2.10 No comprehensive local survey has been conducted to date to assess the factors which may have contributed to the observed significant fall in active travel trips in Buckinghamshire. However, for cycling, national literature suggests a number of ‘barriers’ which are likely to contribute¹²:
- Safety concerns – both road safety whilst cycling, high traffic speeds, driver/cyclist respect (including lack of suitable infrastructure and segregation from traffic)
 - Having the confidence to cycle
 - Cycle storage – both at home (particularly for flats) and at destinations
 - Living too far away from destination
 - Children, passengers or too much to carry
 - Cost of a suitable cycle and potential cycle theft
 - “Not for people like me”
 - Local topography and weather concerns
- 2.11 An online survey, which received almost 300 respondents, conducted in July/August 2020, as part of the development of a Local Cycling and Walking Infrastructure Plan (LCWIP), echoed these national findings, with better separation from traffic, safer road crossings, more routes and improved driver behaviour identified as the top factors which would encourage people to walk and cycle more often within the town.
- 2.12 Addressing these barriers requires action across a range of areas. The following sections will consider opportunities and challenges for Buckinghamshire across policy, infrastructure and promotion and behaviour change.

3. Opportunities and Challenges - Policy

- 3.1 Increasing active travel can help tackle some of the most challenging issues we face as a society – reducing congestion, improving air quality, combatting climate change and improving health and wellbeing. Both walking and cycling play an important role across a wide array of policy areas, at both a local and national level.
- 3.2 Nationally, the Department for Transport’s policy on active travel is set out in “Gear Change: A Bold Vision for Cycling and Walking”⁴, published in July 2020. The strategy represents a dramatic shift in government focus on walking and cycling, seeking to put active modes at the heart of decision-making within the

Department. The policy sets out an ambition to establish walking and cycling as the first choice for local everyday trips, with an ambition for 50% of all journeys in English towns and cities to be cycled or walked by 2030.

3.3 Within Buckinghamshire, walking and cycling feature in a range of adopted and emerging policies and strategies:

- Buckinghamshire's Local Transport Plan 4 (2016)⁶ recognises that walking should be the best option for more short journeys in Buckinghamshire and commits to helping cycling to become one of the most convenient and well-used forms of transport for short journeys, although no timescales are given.
- The emerging Buckinghamshire Strategic Vision for 2050 includes a strategic ambition that 'By 2050, residents of Buckinghamshire will be able to live independent, healthy and connected lives in vibrant, resilient and low-carbon places that enable them to succeed and prosper locally'. To help deliver on this, the emerging vision sets out a need to provide 'sustainable travel opportunities and infrastructure around the county by making it easy and affordable for everyone to choose active travel and public transport in all locations and for all ages.'
- The Council passed a climate change motion in July 2020, which includes commitment to proactively providing for sustainable transport as part of achieving net carbon zero for Buckinghamshire as a whole by 2050 at the latest. A Buckinghamshire Climate Change Strategy will be published in due course.
- The Buckinghamshire Getting to School Strategy⁹ seeks to promote sustainable and active travel as the first and best choice for travel to and from education.
- Several local area transport strategies and LCWIPs (Local Cycling and Walking Infrastructure Plans) have been produced or are in development, setting out aspirations for towns and villages across Buckinghamshire, including Aylesbury, Buckingham, High Wycombe and Iver.

3.4 Within Buckinghamshire, the most ambitious target currently adopted for active travel is set out in the Aylesbury Garden Town (AGT) Masterplan,¹³ which aims for 50% of trips originating within the town to be made by sustainable modes (including public transport, as well as cycling and walking) by 2050.

3.5 A Buckinghamshire Local Cycling and Walking Plan will be developed that will enable a strategic approach to active travel provision. This will set out the Council's ambition for cycling and walking and its priorities for future investment in infrastructure and initiatives to make active travel the obvious first choice for everyday local journeys. This is also a requirement of the Department of Transport to access future active travel funding.

4. Opportunities and Challenges - Infrastructure

Active Travel Infrastructure – more than just wide pavements

- 4.1 Safety concerns and poor connectivity are commonly identified as barriers to increased levels of walking and cycling, indicating a significant infrastructure deficit in most UK towns, cities and rural communities.
- 4.2 For active modes to become the obvious first choice for local everyday trips, it is important to recognise that active travel infrastructure amounts to more than isolated cycle routes or installation of a pedestrian crossing. Facilitating trips by active modes means ensuring there is a coherent and connected network, parking and storage provision at new and existing homes, that new highways schemes are designed to standards which encourage trips by active modes and that adequate facilities are provided at end destinations. Transport planning in Buckinghamshire, across all modes, needs to recognise that any changes made to the transport network (such as to accommodate new development or alleviate congestion) have implications for how easy and attractive it is for people to get around by active modes. A Council wide network-based approach is essential to address this.

Gear Change and LTN 1/20

- 4.3 Published July 2020, the Department for Transport's "Gear Change: A Bold Vision for Cycling and Walking"⁴ and supporting Local Transport Note 1/20¹⁴ represent a dramatic shift in government standards for new walking and cycling infrastructure. The policy is an attempt to establish walking and cycling as the first choice for local everyday trips in towns, cities and rural communities across the UK.
- 4.4 Key changes set out in the new policy are as follows:
 - Tough new design standards for infrastructure, barring the use of roadside shared paths and 'paint only' routes in most instances. Instead, segregated lanes (separated from both pedestrians and general traffic) and neighbourhood 'modal filters' (closures to motorised through-traffic) are favoured. In order to ensure infrastructure has the capacity for significant future growth in the uptake of active travel, the level of infrastructure provision required is not primarily determined

- by the number of cyclists currently using a route or the number forecast to use it, but by the speed limit and the concentration of motor traffic using the road.
- Establishment of 'Active Travel England,' a national "Ofsted-style" inspectorate for local authorities, which will enforce the new standards in all new schemes, including through the planning system, and monitor use of funding grants.
 - Tight new delivery deadlines on funding issued by the Department for Transport, with funding clawed back if these timescales are not met or if final implemented schemes do not meet the new design standards.
- 4.5 These standards set out represent a significant change to 'business as usual' for planning walking and cycling in Buckinghamshire. With the exception of traffic-free greenways, all walking and cycling schemes delivered by the council to date have been designed to previous standards and would not therefore meet these new requirements. Specifically, many of the routes constructed in recent years are shared pavements used by both cyclists and pedestrians, which introduce conflict between these two user groups and are no longer the supported standard.
- 4.6 Further central government funding will not be awarded to local authorities unless proposals meet these standards. This includes, for example, new road schemes that do not include a necessary level of segregated provision for pedestrians and cyclists where required, in line with the new standards.
- 4.7 A local authority's performance in promoting active travel will be a material consideration in assessing any future funding applications to the Department for Transport for local transport schemes (including schemes not solely for the benefit of active travel modes). While the Department recognises the need to reflect local circumstances, the new standards will therefore have implications on the design of all emerging transport schemes, even where this could increase scheme costs.
- 4.8 Accompanying the new standards, the government has announced it will be providing £2bn over the next five years for new walking and cycling infrastructure across England, representing a significant increase compared to previous years. The majority of this will be devolved to local authorities to support delivery of adopted local cycling and walking infrastructure plans. Buckinghamshire Council is expected to be awarded a total of £2.26m from this fund to date, to be applied to schemes which reallocate road space to walking and cycling.

[Network provision in Buckinghamshire](#)

- 4.9 The current active travel network provision within Buckinghamshire is patchy and is constrained by the historic nature of our towns and villages. Few have comprehensive or connected networks which are sufficient to make walking and cycling the obvious first choice for local trips. Where larger towns and villages have existing networks of pavements for walking trips, severance caused by major roads

with poor crossing facilities and inadequate wayfinding provision lead to streets which are primarily focused on vehicular travel.

- 4.10 Aylesbury has the most extensive cycle network in Buckinghamshire, with several radial 'Gemstone' routes connecting into the centre from the outskirts of town. However, this network was devised and installed over 10 years ago to now-outdated standards. As well as severed links, maintenance issues have arisen over time. Latest research demonstrates that these kind of shared pavement routes, without dedicated priority at road junctions are insufficient to make walking and cycling safe and attractive options for a wide cross-section of users. Aylesbury's radial network does not provide for trips to destinations outside the town centre. Buckinghamshire's largest town, High Wycombe, only has a single cycle route that is located along the valley floor and mainly consists of directional signage along quieter residential streets.
- 4.11 Major projects such as HS2 can sever existing links between communities and have significant impacts on the viability of local active trips. The Council has worked hard to lobby and protect existing and planned networks wherever possible. Early engagement with such schemes provides opportunities to ensure walking and cycling facilities are built into emerging designs from the outset.
- 4.12 Government emphasis on provision for active travel has significantly shifted and the £2bn funding promise represents an important increase in ring-fenced funding for walking and cycling. In recent months there has been significant demand from Community Boards for support in developing new local walking and cycling schemes. Work on a Buckinghamshire Active Travel Strategy setting out the Council's priorities for investment in new active travel infrastructure is programmed to begin this year. Unlike some other authorities, Buckinghamshire Council has no dedicated cycling and walking team or officers responsible for planning new active travel infrastructure. With the increase in the importance of active travel, additional resource dedicated to its design and delivery will be required.
- 4.13 Buckinghamshire Council has been awarded a total of £2.26m from the Government's £2bn Active Travel Fund this financial year, to be applied to schemes which reallocate road space to walking and cycling. An initial £514k has supported a programme of temporary 'pop-up' active travel schemes across Buckinghamshire as part of the response to the COVID-19 pandemic. Schemes are currently being prioritised in line with government funding requirements for a further award of £1.748m made before Christmas 2020.
- 4.14 Working with a range of strategic partners, the Council has a number of major active travel routes that have been delivered or are in development, including amongst others:

- The Buckinghamshire Greenway, a vision for a transformational north-south active travel spine through Buckinghamshire formed of a series of local links between neighbouring communities and business hubs. The first phase, the Waddesdon Greenway, opened in September 2018, and further sections in Aylesbury and between Wendover and Great Missenden are due to open later in 2021. An electric bike hire scheme on the Waddesdon Greenway recently began operation, giving more people the opportunity to cycle and opening up the potential for cycle-rail trips from further afield once coronavirus restrictions ease.
- The Aylesbury Gardenway and Aylesbury Garden Town LCWIP network. An orbital park with a walking, cycling and wheeling route circling the town and a town-wide walking and cycling network, building on the existing Gemstone routes.
- Thame-Haddenham-Aylesbury Greenway. A cross-authority priority route in partnership with Oxfordshire County Council to provide connections to local services, a mainline train station and major growth areas.
- High Wycombe LCWIP network. An emerging infrastructure plan setting out a strategic, long term approach to improving walking and cycling networks in and around the town, including plans for links to nearby settlements such as Beaconsfield and Marlow.

Walking and cycling in town centres

- 4.15 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions.¹⁴ However, town centres are also often areas with particularly high pedestrian footfall, and potential or perceived conflicts with faster moving active modes such as cycles and scooters need to be carefully managed. Careful provision is also needed to ensure delivery access for local businesses, access from buses and access for people with mobility impairments.
- 4.16 Evidence from other areas of the UK has demonstrated that retailers consistently overestimate how many of their customers travel by car. Data on streets where the pedestrian experience has been improved shows footfall increasing 20-35% against a backdrop of a 22% decline in footfall across the UK between 2007-2017.¹⁵ Similarly, studies have shown that cycle parking delivers five times the retail spend per square metre than the same area of car parking.⁷
- 4.17 Provision for active modes in Buckinghamshire town centres varies considerably. Some towns (e.g. Aylesbury, High Wycombe, Chesham) have installed traffic-free areas in town centres and high streets – although some of these do not allow cycling. Other towns (e.g. Amersham, Buckingham, Iver, Marlow) remain dominated by motor traffic, leading to crowding, air quality issues and road safety dangers, as well as contributing to a less appealing local environment.

- 4.18 New town centre cycle parking has recently been installed in Aylesbury and Marlow as part of the Aylesbury Garden Town and Emergency Active Travel Fund programmes, in an effort to encourage cycling as a mode of transport to reach local community hubs.

Walking and cycling in new development sites

- 4.19 To be successful, provision of walking and cycling infrastructure has to make active travel the most attractive and convenient option for the whole journey, from the front door to the destination. To achieve this, new developments should be designed to make walking and cycling the natural first choice for local trips, including requiring new sites to be based around a comprehensive active travel network and ensuring sufficient provision of cycle parking facilities. Local Plan requirements have a strong role to play in achieving quality places in new development sites.
- 4.20 Buckinghamshire has a mixed record in this regard. For example, the Fairford Leys estate in Aylesbury incorporates cleverly designed modal filters which ensure that walking and cycling are the most direct means of travel within the estate, while vehicular access is still available by more circuitous routes. Similarly, the newly developed Kingsbrook site has been positively received by some for its graduated provision of walking and cycling infrastructure, with segregated provision from traffic on main roads and shared space provision within the highway on less heavily trafficked residential areas.
- 4.21 Once established, the Department for Transport's new national "Ofsted-style" walking and cycling inspectorate 'Active Travel England' will act as a statutory consultee in major developments to promote best practice active travel design. This will form part of the assessment and rating of local authorities' performance, which will in turn affect future all-modes transport funding awarded by the Department for Transport.

Public and Political Support

- 4.22 All transport infrastructure schemes introduce significant changes to local urban realm environments, and as such have the potential to generate significant controversy and criticism and this has been experienced in Buckinghamshire. This can be the case with active travel schemes, which reprioritise the use of the public highway, with the aim of making active modes attractive options for mass transportation.
- 4.23 Introduced as a response to the COVID-19 pandemic, the Emergency Active Travel Fund programme of pop-up cycleways and temporary modal filters has attracted criticism both nationally and within Buckinghamshire.
- 4.24 National experience of active travel schemes indicate high levels of support for radical interventions to promote walking and cycling, with 8 out of 10 people

supporting measures to reduce road traffic and two-thirds supporting reallocating road space for active travel.¹ However, when these schemes are first implemented, there is often a significant push-back from a vocal minority, with a tendency for supporters to remain quiet or neutral. In Buckinghamshire, a temporary walking and cycling route trial between Chalfont St Peter and Gerrards Cross ended early following significant local opposition in Summer 2020. Only once the scheme was removed did a number of local bodies and residents come forward to express disappointment with the decision and positive support for the scheme. Working with communities and political leaders to identify local champions for new active travel measures can help to address this issue by encouraging positive voices to come forward earlier.

- 4.25 The experience of implementing the Emergency Active Travel Fund programme has also put a spotlight on the importance of building local community buy-in to schemes from the outset, highlighting the need for early engagement in the design and development of new active travel schemes. It is important to be able to work with local communities well in advance of government funding announcements to design and develop meaningful plans with strong local buy-in. However, this requires up-front commitment of revenue resource and officer time. Upfront investment in plans and projects which have demonstrable local buy-in is essential in being able to demonstrate the case for new walking and cycling infrastructure.

Maintenance

- 4.26 Buckinghamshire Council's transport network already represents an extensive maintenance liability. The Council is responsible for maintaining over 3,200km of roads and 2,480km of footpaths across Buckinghamshire.
- 4.27 Maintenance of active routes is essential to all user groups, but particularly significant given Buckinghamshire's ageing population. Pavements and pathways which are not adequately maintained can increase the risk of trips and falls, particularly for older people. Recent public feedback as part of the Emergency Active Travel Fund programme included widespread requests from residents for existing footpath and cycleway maintenance due to deterioration, potholes and other maintenance issues. Residents struggle to understand why ring-fenced government funding is available for new routes but there is insufficient funding for repairs to existing infrastructure.
- 4.28 As part of the latest round of budget setting, Buckinghamshire Council has budgeted to spend approximately £1.5m on footway maintenance in 2021/22 (subject to full Council approval), equivalent to a rate of approximately £605/km. Over the same period, £15.5m is due to be invested in strategic highways maintenance, equating to approximately £4,845/km. With schemes such as Aylesbury Garden Town having an objective for all residents to live within a ten-minute walk of town, local centres or neighbourhood hubs¹³, significant provision

and maintenance will be required to ensure active travel is a viable transportation mode for all Buckinghamshire residents in the future.

- 4.29 Although budget for footway maintenance has been increased, the current budget is insufficient to maintain the current condition of the county's footways and does not allow any budget for improving footways across the county. With national targets and objectives such as Aylesbury Garden Town's as mentioned above, maintenance budgets would need to be carefully considered to support such infrastructure.
- 4.30 The National Highways and Transport Survey 2020¹⁶ assessed public satisfaction on Highway and Transport Services in Local Authority areas. The most recent survey shows that in Buckinghamshire, satisfaction for the overall provision of cycle routes and facilities, is significantly below both the authority average (five points below) and authority high (10 points below) Buckinghamshire is also behind the authority average and authority high for the number of cycle lanes provided and the location of cycle lanes, and provision of cycle routes and lanes. Data is additionally provided from 2008 – 2020. The survey shows an increase in satisfaction with cycle routes and facilities overall in Buckinghamshire during the years Aylesbury was a Cycling Development Town, with a slow decline since funding ceased. Whilst satisfaction with the condition of pavements was increasing, 2020 satisfaction is now at the levels it was in 2008.
- 4.31 The vision for a Buckinghamshire Greenway is seeing increased roll-out of traffic free routes, set away from local highways. At present, Buckinghamshire Council makes no core contribution to the maintenance of these traffic-free greenway routes. Instead, rely on voluntary organisations, local landowners or community bodies, to manage ongoing upkeep. The expanding greenway network in Buckinghamshire represents significant investment of public funds and a forms critical infrastructure for local non-car journeys. As this network develops further in the coming years, the Council's role in maintenance provision would need to be reviewed to guarantee the ongoing benefits of this public investment.

5. Opportunities and Challenges – Promotion & Behaviour Change

[“Build it and they will come”? is not enough – Arup inclusive cycling, Aylesbury Cycling Demonstration Town¹⁷](#)

- 5.1 The establishment of safe and attractive walking and cycling networks is essential to unlocking the potential benefits of walking and cycling as the first choice for local everyday trips. However, national research demonstrates that infrastructure alone is generally insufficient to achieve wide-scale uptake of active modes of travel. Revenue measures in promoting active travel modes and networks are also crucial.

- 5.2 Active travel promotion is much more than advertising available routes and networks. It aims to support culture and behaviour change by helping people to recognise that walking and cycling are viable options for people like themselves. Particularly in under-represented demographic groups such as women, older people and disabled people, the perception that walking and cycling are “not for them” can be a major barrier to uptake of these modes.¹⁸ Many people lack the confidence to cycle, perhaps having not ridden a bike for many years, or are unaware of the availability of equipment such as electric bikes or cargo bikes which might make active travel more viable for them.
- 5.3 Furthermore, the best walking and cycling routes may not always be the same routes as those a person would typically use if driving to their destination. Promotion of new routes and networks are crucial to ensure active travel is continually regarded as a viable way of travelling for local trips. Promotional work is important in helping people to “think again” about their travel habits for local trips. Not only does active travel promote social distancing during times of a global pandemic, but it encourages people to take regular exercise that may not otherwise have been considered.
- 5.4 Whilst Buckinghamshire Council has challenges with budget and resource constraints to promote active travel and to develop and implement new initiatives, the hard work and determination of Officers has supported the successful application of funding bids and implementation of many successful routes and projects over recent years. This includes the Waddesdon Greenway and the £2.26 million secured for Active Travel initiatives in 2020 and 2021.
- 5.5 The Council currently undertakes limited promotional work, primarily focusing on schools (for example the Living Streets “Walk To” project, school travel planning work and ‘Bikeability’ training). These schemes are extremely popular but much more promotional work could be done to reach out to local employers and community groups and work with them to identify measures which can make walking and cycling more attractive for employees and residents. We engage with organisations such as LEAP (a Buckinghamshire social enterprise focused on increasing physical activity) through the Bucks Physical Activity Steering Group Forum, in partnership with our Public Health colleagues and National Governing Bodies such as British Cycling are keen to support such initiatives wherever possible.

6. The Way Forward for Buckinghamshire

- 6.1 Buckinghamshire Council and its predecessor authorities have delivered several walking and cycling schemes in recent years, representing significant capital investment. The council has also delivered a number of programmes and initiatives to promote and support active travel (walking and cycling) choices, particularly with schools. Examples of these are found in this report.
- 6.2 We will soon be commencing work on the development of a Council wide Local Cycling and Walking Infrastructure Plan, which will, through local engagement, identify and assess priority strategic and aspirational walking and cycling routes across the county. This plan will help to guide future investment decisions and ensure that a co-ordinated approach is taken to the promotion of active travel across the county. It will help to focus priorities for funding while ensuring that it contributes to wider objectives of increasing accessibility, reducing carbon, improving health, and supporting town centre regeneration. This would be a key document in support the emerging Local Plan and Local Transport Plan 5.
- 6.3 It is not just the physical infrastructure on our highway that is going to create safe active travel improvements, it is also the soft measures. Buckinghamshire Council needs to continue working with schools to create a mode shift from private car to walking, cycling and scooting to school. Consideration should also be given to other initiatives such as school streets, play streets, Low Traffic Neighbourhoods and rural Quiet Lanes.
- 6.4 Buckinghamshire Council needs to embrace the need for a significant change in how we plan for active travel, adopting the new standards set out in the Department for Transport's "Gear Change: A Bold Vision for Cycling and Walking" and supporting Local Transport Note 1/20.^{4,14}
- 6.5 A combination of these actions, developed into an Active Travel Strategy, will enable Buckinghamshire Council to work towards establishing active travel as the obvious first choice for everyday trips.

References

1. Department for Transport (2020), “£175 million more for cycling and walking as research shows public support.” Available at <https://www.gov.uk/government/news/175-million-more-for-cycling-and-walking-as-research-shows-public-support> Accessed 8th January 2021.
2. Buckinghamshire Council Corporate Plan 2020 to 2023 [Our key priorities | Buckinghamshire Council](#) Accessed 8th January 2021.
3. LEAP (2019), “Activity Levels in Bucks & MK.” Available at (<https://www.leapwithus.org.uk/about-us/participation/> Accessed 11th January 2021.
4. Department for Transport (2020), “Gear Change, a bold vision for cycling and walking.” Available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf Accessed 8th January 2021.
5. Transport for London (2017), “Healthy Streets.” Available at <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets> Accessed 11th January 2021.
6. Buckinghamshire County Council (2016), “Local Transport Plan 4.” Available at <https://www.buckscc.gov.uk/media/1169/bcc-local-transport-plan-4.pdf> Accessed 7th January 2021.
7. Transport for London, “Walking & cycling: the economic benefits.” Available at <http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf> Accessed 11th January 2021.
8. <https://www.cyclescheme.co.uk/community/featured/how-much-money-does-cycling-save-you>
9. Australian Government, Department of Infrastructure and Transport, (2013). *Walking, Riding and Access to Public Transport, Supporting Active Travel in Australian Communities, MINISTERIAL STATEMENT*. Canberra: Department of Infrastructure and Transport, pp.4-10.
10. Buckinghamshire Council Transport Strategy Team (2020), *Cycling statistics in Buckinghamshire: Technical Note*. Buckinghamshire Council.
11. Department for Transport (2019), “Walking and Cycling Statistics, England: 2018.” Available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/821842/walking-and-cycling-statistics-2018-accessible.pdf. Accessed 8th January 2021.

12. Sustrans (2019), "Bike Life, cities for people." Available at https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf Accessed 11th January 2021.
13. Aylesbury Garden Town (2020), "Aylesbury Garden Town Masterplan." Available at <https://www.aylesburygardentown.co.uk/masterplan>. Accessed 8th January 2021.
14. Department for Transport (2020), "Cycle Infrastructure Design, Local Transport Note 1/20." Available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf Accessed 8th January 2021.
15. Walking and Cycling Alliance (2020), "The urgent case for more walking and cycling in the UK." Available at <https://cyclingindustry.news/wp-content/uploads/2020/11/The-urgent-case-for-more-walking-and-cycling-WACA-report.pdf> Accessed 11th January 2021.
16. National Highways & Transport Survey (2020). <https://nhtnetwork.org/survey-results/> Accessed 15th January 2021.
17. Sustrans and Arup (2019), "Inclusive cycling in cities and towns." Available at <https://www.arup.com/perspectives/publications/promotional-materials/section/inclusive-cycling-in-cities-and-towns> Accessed 8th January 2021.
18. Sustrans and Arup (2020), "Cycling for everyone." Available at https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf. Accessed 14th December 2020

Walking for Everyone: opportunities for making the most of journeys on foot in Buckinghamshire

Susan Claris, Transport Planner at Arup and Vice President of Living Streets

The principal benefits of walking are linked to the key challenges facing the planet today – addressing climate change, improving physical and mental wellbeing and reducing social inequality. The events of the past twelve months have clearly highlighted how walking is of vital importance to maintaining societal function during periods of rapid change or disruption; not just for some, but for everyone.

From over 70 years of practice at Arup, we know that a walkable place is a better place, and that the more we walk, the better the place, in every respect. Our *Cities Alive: Towards a Walking World* report describes the multitude of benefits of walkable cities. These can be broadly represented by four categories:

- **Social:** including health and wellbeing, safety, placemaking, social cohesion and equality.
- **Economic:** including city attractiveness, the local economy, urban regeneration, and cost savings.
- **Environmental:** including virtuous cycles, ecosystem services, liveability and transport efficiency.
- **Political:** including leadership, urban governance, sustainable development and planning opportunities.

Towards a Walking World highlights the need to seize the opportunity to place people back at the heart of the places in which we live and drive a human-focused approach to the design of the built environment. This theme was continued in our publication *Cycling for Everyone*, which investigates the barriers and challenges that affect the cycling choices of key demographic groups likely to be most disadvantaged and how these can be overcome to make cycling more inclusive for everyone.

Our recent experience on the High Wycombe Local Cycling and Walking Infrastructure Plan (LCWIP) identifies that the attractiveness of cycling and walking as transport modes has been historically constrained by the town's hilly topography and an over reliance on the private car. Unfortunately, this constraint has often been wrongly perceived as a barrier to successful investment in active travel in the town.

The COVID-19 pandemic has highlighted the need for an increased focus on local living and local trips, which is not going to change in the short to medium-term. Early stakeholder engagement showed that there are currently relatively low levels of walking and cycling in High Wycombe, but there is significant untapped demand. Unlocking this demand will help achieve various benefits, including savings to the NHS from a more active and healthy society and increased spending within the local economy as a result of increased footfall.

The bold vision and ambition for High Wycombe is to identify streets to be transformed into better places where walking and cycling are encouraged and enjoyed by people of all ages, backgrounds and abilities. The LCWIP proposes a range of active travel interventions and measures that will set out the infrastructure required to tackle the ongoing challenges of climate change, housing growth, air pollution and the growing public health crisis of physical inactivity. It will assist in providing healthier, happier and greener communities in High Wycombe and safer streets for everyone.

With the particular characteristics of polycentric counties such as Buckinghamshire, and one that has a significant share of its population that falls into older demographics and those with young families, facilitating inclusivity through something as utilitarian as walking is key. A future consideration of how the successful approach to walking and cycling planning that is being pursued in High Wycombe can be rolled out across Buckinghamshire, to ensure a consistent approach to safe, accessible and well-connected active travel infrastructure and reduce car dependency as the county grows has never been more important.

Historically, across the nation, the importance of walking and cycling has been overlooked by policy and decision makers. However, the £2 billion funding for cycling and walking announced by the DfT in May 2020 supported by 'Gear Change' is a bold step change toward positively influencing the way our places and streets will function. There has never been a greater public appetite for active modes of travel and it is crucial that we maximise the contribution it can make to the vibrancy and prosperity of our towns and villages.

This page is intentionally left blank



Buckinghamshire Council

Home to School Transport Update

Page 47

To: Select Committee
Portfolio Holder: Cllr David Martin, Logistics
Author: Sara Turnbull, Service Director Transport
Date: 11 March 2021

Agenda Item 8



Report Contents

- Client Transport Improvement Programme Overview
- Improvement Achievements to Date
- Improvement Key Next Steps
- Covid Response Update
- School Transport September 21 – Overview of Key Changes
- School Bus Transport September 21 Timeline
- Overview of Service – for info

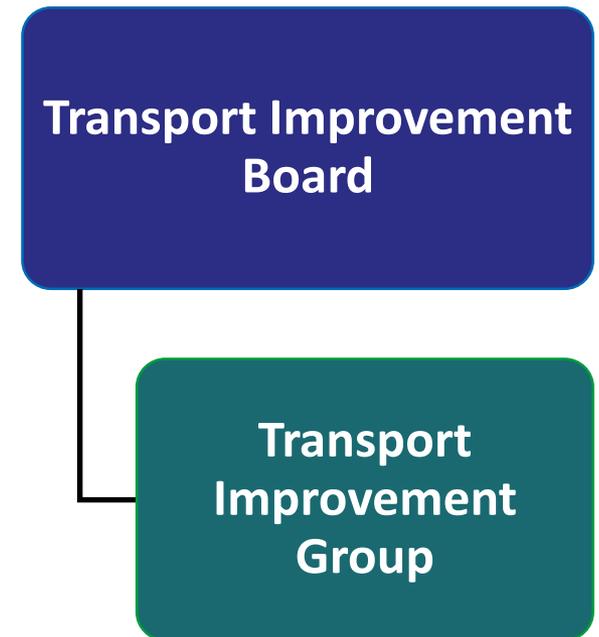
Client Transport Improvement Programme Overview

The Client Transport Improvement Programme was set up in February 2020 to:

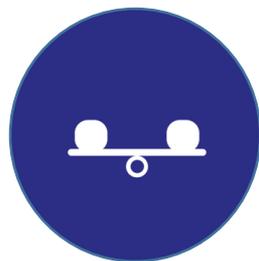
- Deliver a stable and financially sustainable service.
- Improve the quality of service for all service users.
- Reduce the demand for Council provided transport through supporting viable alternative transport options.
- Support a competitive supplier market with robust contract management.

Page 49

Governance



Client Transport Improvement Programme Overview



Stabilisation 2020/2021

Page 50

Complete
Smooth transport provision in Sept 2020.

- Restructure & business critical vacancies filled.

Underway

- Re-tendering all 1400 contracts.
- New software introduced.
- New SEND Transport Application & Assessment process.
- New customer response system.
- Operational Management Information.

BUCKINGHAMSHIRE COUNCIL



Transition 2021/2022

- New alternatives for SEND parents – Personal Transport Budgets.
- Data Quality Improvements.
- Long term Strategy for supplier market & diversification.



Service Transformation 2022/2023

- Modernised, high quality customer journey: self-service.
- Excellence in passenger transport nationally.
- Financially sustainable home to school transport.
- Alternative Delivery Options for SEND Transport.

Improvement Achievements to Date

There are 80 deliverables within the Programme, 30 already achieved. Key achievements include:

- *Communications*: Improved joined up timely communications to parents/carers, schools and operators with clear, consistent language used. Improvements to the website content and improved customer Contact us form.
- *Customer experience*: A significantly improved experience for pupils, parents, schools and operators for the September 2020 Home to School Transport cycle including clear and agreed lessons learned.
- *Budget management*: A standard financial insight report is now produced monthly on Home to School Transport to enable a better understanding of unit costs and activity driving increased costs as part of the budget management process. Monthly meetings chaired by Director of Transport in place to scrutinise costs.
- *Contract Management Compliance*: Contract Management procedures have been strengthened on standards, reporting, spot checks and annual audits for suppliers.
- *Tendering Phase 1* – New Contracts live for all PRU and Post-16 SEND colleges.

Improvement Key Next Steps

Next 3 months

- Home to School Budget Transition to Transport Services from Children's Services
- Replacement software system
- Tendering Contracts Phase 2 - for Aylesbury area SEND schools
- Personal Transport Budgets for SEND students to empower parents to have greater choice and control how they use funding for their child
- SEN application process – introduction of an online application form and change of handover between teams
- Data Quality Plan ensuring service standards for data recording and performance management
- Better communications – Improvements to the website with clearer content and navigation, enabling parents to easily see the school transport process and timetable to manage expectations

Page 52

Next 6 months

- Sale of Spare Seats on Council Buses – New application process live with applications for seats with the permanent waiting list removed.
- Tendering process complete for all contracts.
- Improved customer response times.
- Improved turnaround time for allocating transport – 15 working days.

Next 12 months

- Options Appraisal/Business Case for SEND Transport Alternatives – In-house/schools options
- Long term strategy for supplier market management.
- Development of E-ticket solutions for bus passes.

Covid Response Update

Progress continues to be made within the Transport Programme despite Covid pressures. Covid work has been significant, involving:

- Lockdown school transport – Introduced weekly data return process with schools to provide transport to all eligible students in need.
- Social care transport – provision for older people to get to medical appointments.
- Financial grant support - provided commercial school coach services with financial support, helping 11 companies who operate 58 routes that usually carry over 3000 pupils to Buckinghamshire schools which would otherwise have been at risk of withdrawal.

Page 53

Timetable Changes - Adjusted timetables of public bus routes throughout the pandemic to prioritise services for key workers, with weekday timetables stood back up from 8 March to pre-lockdown levels.

- The concessionary bus pass scheme for older and disabled residents - extended to allow pre 09:00 travel in the first lockdown to give access to the early morning “silver shopper” opening hours and then in the current lockdown to help with access to vaccine appointments.

School Transport: September 2021

Overview of Key Changes

- The website will have a clear timetable so parents can understand the key dates and timescales throughout the transport allocation process.
- Parents of SEND eligible students will have the option to be considered for a Personal Transport Budget to arrange their own transport and promote independence.
- Council-run school bus routes, timetables and operators will change, as the Council will run transport for children who are eligible for free transport, and then sell spare seats only if they are available. There will be a smaller number of Council-run bus routes and the Council will engage & facilitate commercial operators where there are gaps.
- The Spare Seat Scheme is changing.
 - Parents will be able to apply for seats on specific buses where they are available.
 - Clearer information to parents on the limited availability of spare seats. Parents are responsible for ensuring their child attends school.
 - Prioritisation for some students in line with new policy e.g. siblings, children with SEND or children who are looked after by the Council.

School Transport: September 2021

School Bus Transport Timeline

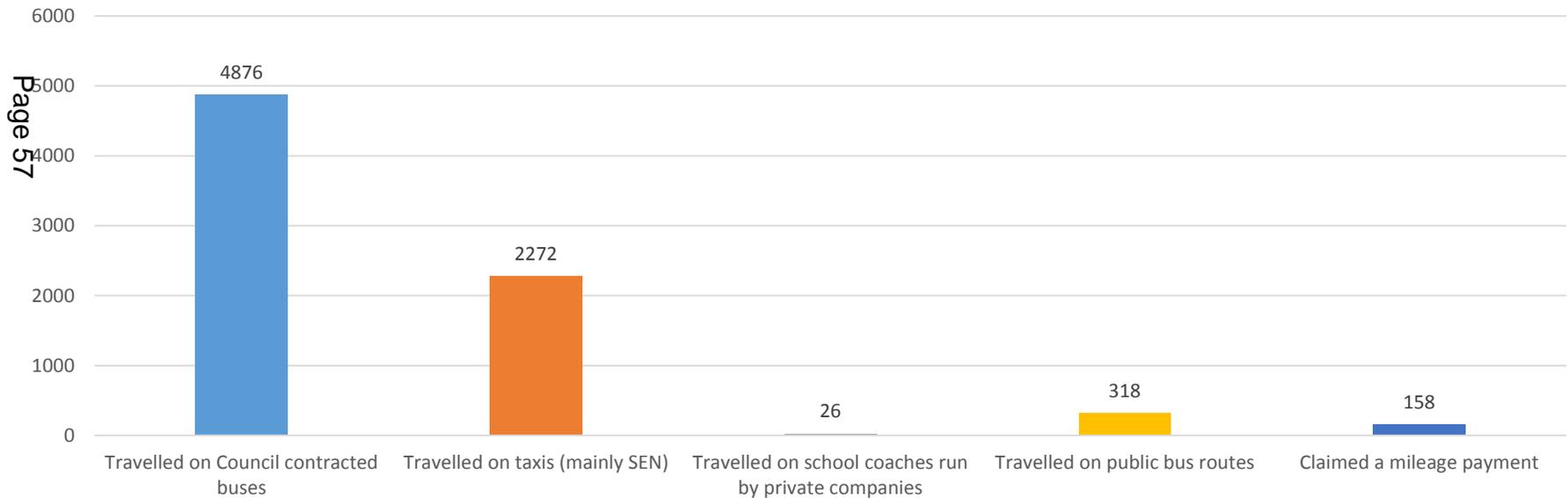
Date	Activity
30 March 2021	Cabinet Decision on Home to School Transport Policy Update
April 2021	Website Updated and communications to parents on spare seat scheme process & timeline for school transport
June 2021	Parents will have a 3 week window to apply for spare seats. The application process will start only after eligible students have been allocated seats so there is clarity on the number of seats remaining which can be purchased
End of July 2021	Parents informed if they have a seat for their child on a Council-run bus. Website information published on bus route timetables
End of July 2021	Bus passes issued for all eligible students
End of August 2021	Bus passes issued for all those purchasing spare seats

Background Information

Home to School Transport: Overview

The Council is responsible for providing free transport for those who legally qualify. The Council contracts with taxi and coach companies to provide transport for eligible students, but also sells spare bus seats that remain.

7,500 students are receiving school transport arranged by the Council.

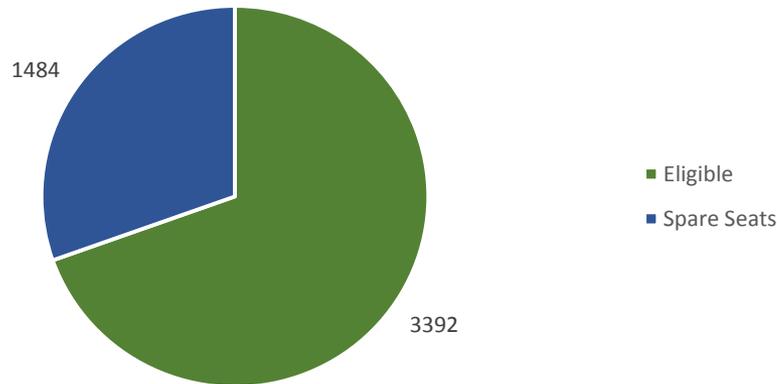


* Data produced Sept 2020

Overview: School Bus Travel in Bucks

For children travelling by bus there are 3 types of buses used...

Council Contracted Buses - School Only



Page 58

Public Buses – General public

These services are open to the public and children can use them. The Council is not responsible for these buses as public transport in England is de-regulated.

Private Coaches – School only

Private companies run some school only bus routes, funded by ticket sales. The Council is not responsible for these services.

Approximately 3,000 students travel on these services.

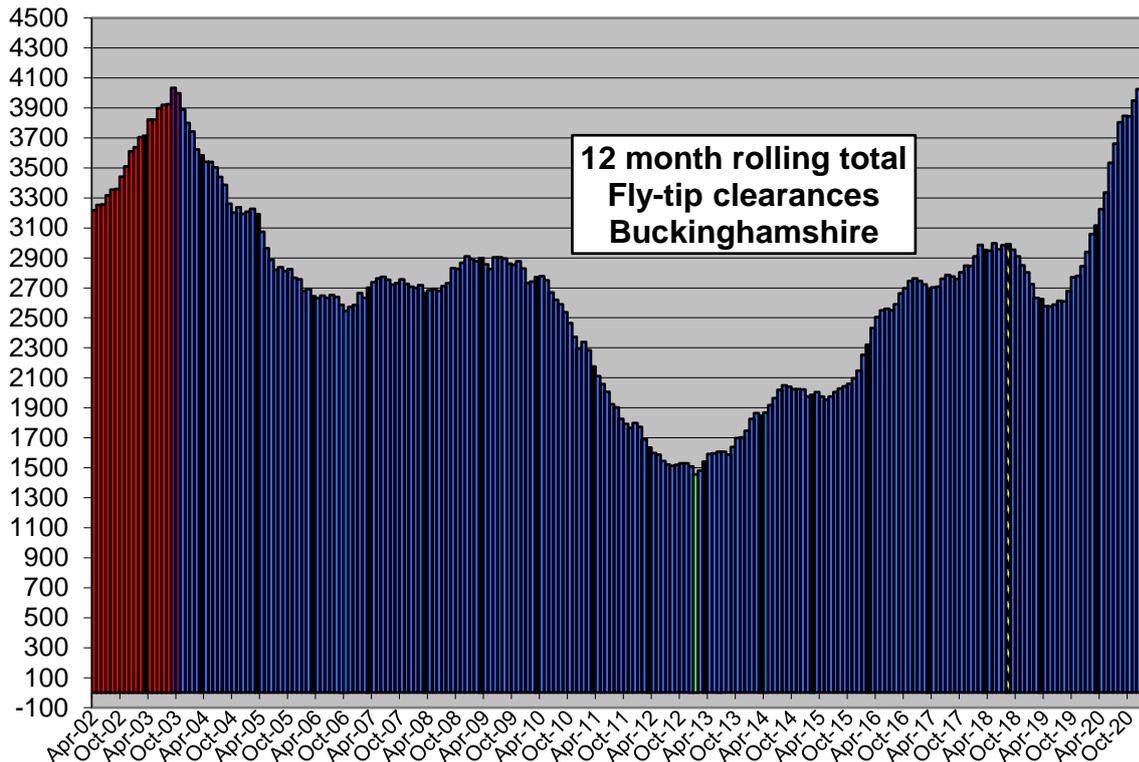
* Data produced Sept 2020

Transport, Environment & Climate Change Select Committee - 11 March

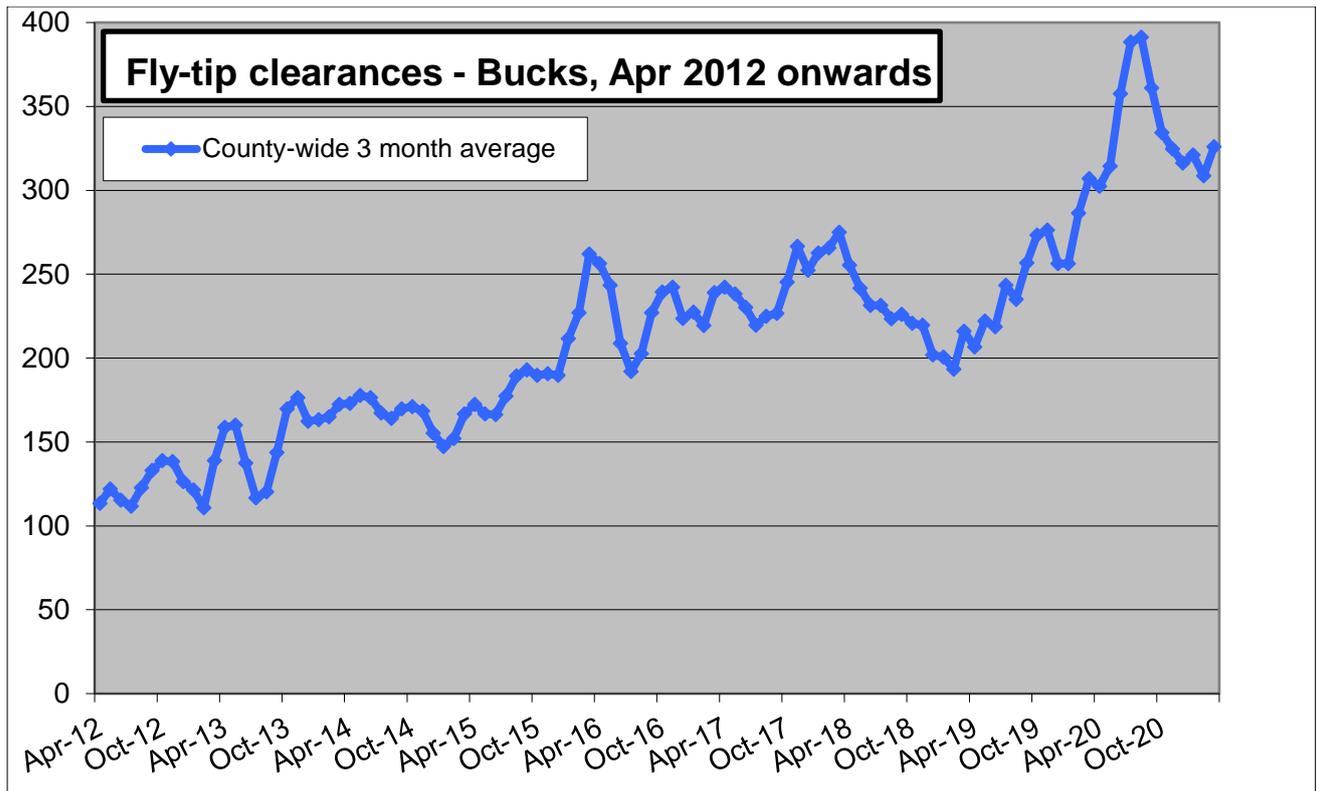
Fly-tipping Update - Clearances from public land (non-highway) – Buckinghamshire

Background

1. The Buckinghamshire fly-tipping trend (continuing from the September 2020 report) shows that fly-tipping levels have risen across the Pandemic period. The below graph shows the 12 month rolling total of ‘clearances’ from public land (non-highway) :-



2. We have consistently observed that more than half of the dumped waste has been brought into the county from elsewhere. We also still see that more than 60% has been dumped by commercial waste carriers, as ‘trade waste’.
3. This pattern follows the national trend for English authorities which is unsurprising given the high proportion of waste imports to Buckinghamshire - notably from West London and Slough.
4. The subsequent graph is based on a 3-month rolling total rather than the 12-month total as above. This gives the graph a ‘spikier’ pattern, but it shows that the main peak of dumping during the Pandemic seems to have passed, with the peak values shown on this graph in July and August of 2020:



5. The values are still higher than we would expect or would like to see, but we are now seeing reducing rather than rising levels in the county-wide total.
6. The pre-Pandemic rising trend in dumping levels means that the current rolling 3-month total lies somewhere near the level we would have expected (by continuing the previous trend without the Pandemic) and in order to reduce the total further we are working to reduce the underlying level.

Enforcement Responses - 2020-21

7. The Enforcement Team investigates illegal dumping by examining dumped waste for evidence of where it came from, taking statements from eyewitnesses to the dumping and by using surveillance. We also use privately supplied CCTV footage where it is available. Examining dumped waste is the low-cost option which is always available to us and it results in the highest number of convictions.
8. Despite the various Lockdowns, the Enforcement Team has operated across Buckinghamshire without pause. We have continued to adapt and operate throughout the Pandemic, seeing strong results despite the restrictions faced.

9. The courts were unable to process cases as usual during parts of the Pandemic and in fact no dumping cases were heard in Buckinghamshire from 19 March until 5 August 2020. On average prior to that Buckinghamshire had convicted better than one a week for 10 years.
10. It is widely publicised that the Courts have been under enormous pressure, but despite this the Council's Legal Team managed to prosecute 46 cases successfully during 2020. This compares with 47 in both 2018 and 2019. Five additional convictions have been obtained so far in 2021. This is an excellent result for the BC Legal Team and the team has also managed to address much of the COVID-related backlog.
11. In total the offenders in these cases were ordered to pay £36,543 in fines and the courts awarded £47,010 in costs. Two dumping offenders were given immediate prison sentences of 12 and 21 months. Two offenders were disqualified from driving. In one of the cases, a joint prosecution with Slough Borough Council, the offender was ordered to forfeit 4 of his vehicles which had been seized by Slough. These vehicles, alongside a fifth that had been seized by TVP, were crushed.
12. In addition, in 2020 the Council adopted powers to issue fixed penalty notices (FPNs) at £400 (the national maximum allowed by Government) for smaller scale offences, including where householders employ waste carriers without making the required checks on credentials. The first FPNs were issued by BC in August 2020 and 30 were issued in 2020 in total. Five more FPNs have been issued so far in 2021.
13. Two FPNs were not paid within the time allowed and those were referred for prosecution. One case has been to court already and the offender was ordered to pay a total of £1,776 in fines and costs (substantially more than the £400 he could have paid, or £300 if paid within 2 weeks). The second case will be heard at court in due course. We expect a similar outcome.
14. When the FPN payments and victim surcharges (imposed by the courts) are taken into consideration the total bill to the dumping offenders exceeded £100,000. It was the third highest total bill to the dumpers we have recorded in the Enforcement Team's 18-year existence.
15. While dumping levels are still elevated, our investigations and enforcement work gives a direct downward deterrent pressure on illegal dumping. We are still working with a broad group of authorities under the SCRAP Fly-tipping campaign (which now has 100 members). The campaign messages continue to provide excellent guidance across many areas to influence those who transfer waste to 'rogue' waste carriers to ensure that they know the questions to ask and to urge traceable payments and the avoidance of cash in their transactions.



16. We are still seeking to influence more London authorities and DEFRA to bring in measures to reduce the flow of waste between areas which we have seen become a major contributor to the dumping problems we face. Fly-tipping is one of the 'signal' crimes where people see it and feel there is either less chance of detection, or more acceptability in commission. That has been particularly true during the Pandemic.

17. The last 12 months have been a 'hand to mouth' experience for enforcement, both with the additional offending and because the team lost 28% of available resources to health issues unrelated to COVID-19. We hope this will settle following the excellent vaccination programme. Over the coming year, our priority is to strengthen the team structure by implementing additional management and operational capacity. This will support us to bring forward our programme to proactively target commercial dumpers which had to be temporarily shelved during the Pandemic, provide the potential to expand our remit and offer time to assist our kerbside teams when they undertake an end-to-end fly-tipping review through our observations from 'within' the process.

Transport, Environment & Climate Change
Select Committee

2020-2021



**Overview of the work of the Transport, Environment
& Climate Change Select Committee 2020-2021**

Author: Jemma Durkan
Senior Scrutiny Officer
March 2021

Introduction

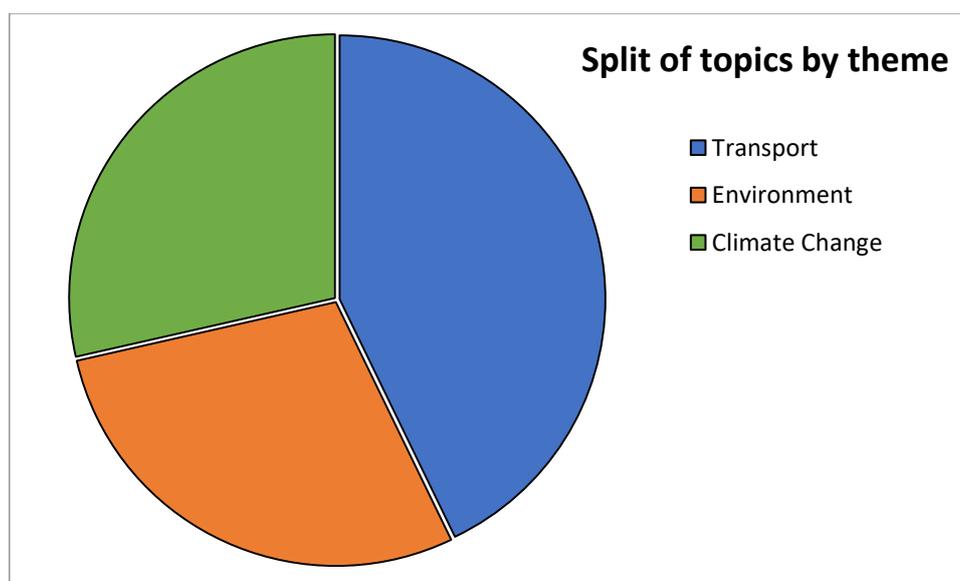
1.1 The first Transport, Environment and Climate Change Select Committee (TECC) meeting for the new Buckinghamshire Council took place on 11 June 2020. The committee consisted of cross party membership of 15 members with Councillor Steven Broadbent elected as Chairman and Councillor Susan Jenkins appointed as Vice-Chairman. At the first meeting members received an update on the effect of the COVID 19 pandemic on the council and the key priorities of the relevant Cabinet Members for the year. They also discussed suggested items to consider on their work programme. Consideration was given to the COVID 19 pandemic and how this would impact on the work programme, however a majority of topics discussed were considered over the year. Also due to the pandemic all meetings of the committee and sub groups have been held virtually.

Overview

1.2 The Select Committee has a wide remit covering transport, environment which includes waste services, climate change services and issues. This remit can also cross over into other select committee areas which enables members to support and challenge work in other areas if necessary. Cabinet Members were invited and attended meetings when required in relation to the topics considered. Due to the large variety of topics for the TECC to consider, and during the COVID 19 pandemic, work was prioritised over the year to consider resources available during this difficult time.

Work during 2020/21

1.3 During the year the select committee has been provided with updates from the Cabinet Member for Transport, Cabinet Member for Environment & Climate Change, Cabinet Member for Logistics and the Cabinet Member for Sports and Leisure on a number of topics. The coverage of each key theme of the Committee's terms of reference has been as follows:



1.4 The committee have also received a number of questions from members of the public. Some of these questions were provided with a response from the relevant cabinet member in the meeting, however not all could be answered during the meeting so written responses were provided. The TECC were also visited by external officers from HS2 Ltd who provided information on the programme of works and to answer challenging questions from members.

1.5 The members have engaged in discussion and debate on a number of topics. Also they have questioned and provided valued critique to cabinet members to challenge and scrutinise areas of their portfolios.

1.6 Various topics considered over the year included updates and reports on the following topics:

- Home to School Transport
- Climate Change Strategy and the Carbon Audit
- Fly tipping
- 20mph zones
- HS2 Ltd
- Transport for Buckinghamshire contract re-procurement
- Opportunities for cycling and pedestrians

1.7 All select committee meetings are broadcast live via webcast for members of the public and press to view live or to consider at a later date. The TECC select committee has received a high number of views on the Buckinghamshire Council website as follows:

Date of meeting	Live Views	Total Views
11 June 20	39	176
17 September 20	41	152
12 November 20	20	112
21 January 21	35	131
11 March	TBC	TBC

It was worth noting the meeting on 11 June 20 has had the highest number of views of any select committee during the year to date.

1.8 During summer 2020 the Chairman and a selection of members were invited to support and provide critique to the Cabinet Member for Logistics on the proposed changes to the home to school transport provision. The group met twice and discussed the impact of the COVID 19 restrictions on the service, and the improvements and plan ahead of the return to school in September 2020. Members were provided with the opportunity to ask questions and noted the importance of communication with parents on this matter.

Following this meeting the Cabinet Member for Logistics has provided regular updates at Select Committee.

1.9 External officers from HS2 Ltd attended a meeting in January 2021 and provided information on the latest works and public engagement work being undertaken. Members were provided with the opportunity to question officers and request information from HS2 Ltd. Officers agreed to attend a future meeting to provide a further update.

1.10 The committee also provided challenge and support to the Cabinet Member for Environment and Climate Change on the emerging Climate Change Strategy. A working group has been established which met in September and October 2020. The draft Strategy was considered by Cabinet on 16 February 2021, and the Cabinet Member confirmed at the meeting that the Select Committee would be requested to support further engagement work on the Strategy going forward.

Future Items

1.11 Items to consider for the future:

- Development and ongoing review of the Climate Change Strategy
- Tree Planting initiative update
- Biodiversity
- Transport for Buckinghamshire contract re-procurement update
- Tracking and assessment of road repairs and drains across the county
- Adoption of Roads
- HS2 Ltd update
- Home to School transport plans 2021/22
- Active travel/cycling
- Waste service performance
- Fly tipping tracking and updates
- Recycling centre charging review
- COVID 19 impact
- Buckinghamshire growth fund proposal to central Government
[Buckinghamshire Council Growth Fund Proposal](#)

1.12 Members are invited to discuss and suggest items for consideration in the development of the work programme for 2021/2022.

Conclusion

1.13 This has been a difficult year for scrutiny work with the establishment of the new Buckinghamshire Council, the COVID 19 pandemic, and logistical challenge of delivering public meetings and engagement via video conferencing. The select committee has succeeded in considering a number of topics over the year with support from its members,

cabinet members and officers. The select committee members have provided valued support and challenge to the cabinet members on school transport planning, transport, and climate change issues. They have been invited to further support the Cabinet Member for Logistics with home to school transport, and the Cabinet Member for Environment and Climate Change on the Climate Change Strategy. The members have also challenged the work of HS2 Ltd and requested that ongoing updates be provided to the committee in the future to which they have agreed.

During 2021/22 the Transport Environment and Climate Change select committee will endeavour to ensure that public services within its remit are delivered effectively and efficiently and in the best interests of residents.

This page is intentionally left blank