



Report to TECC Select Committee

Date: 3rd November 2022

Title: Update on Installation of Electric Vehicle Infrastructure

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1. Executive Summary

1.1 Buckinghamshire Council published the Electric Vehicle Action Plan (EVAP) in January 2022, outlining our strategy to improve access to electric vehicle charge point infrastructure across the county. This included recommendations and actions for the Council to progress in the short, medium and long term to deliver 1000 publicly available charging spaces by the 2027, the end of the 5-year plan. The intention of this report is to give details on the progress of the Council towards achieving this goal in providing a reliable and comprehensive charge point network.

2. Background

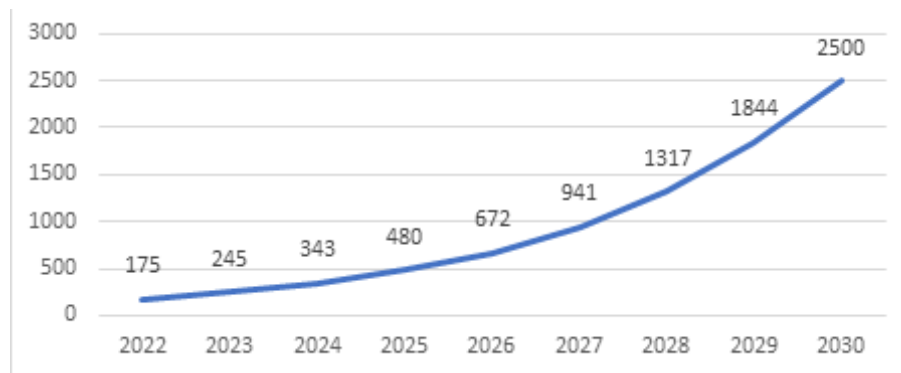
2.1 The aim of the EVAP is to help to reduce carbon emissions and improve air quality in Buckinghamshire as set out in Buckinghamshire Council's Climate Change and Air Quality Strategy. The EVAP also supports our commitment to achieve net zero carbon emissions for Buckinghamshire by 2050.

2.2 Transportation currently contributes 51% of carbon emissions in Buckinghamshire, with 65% of these generated by cars. Although the number of privately-owned chargepoints for EVs is increasing, these are difficult to install for homes without access to off-street parking. Therefore, an important part of our strategy to reduce carbon emissions is to encourage residents of Buckinghamshire to move away from petrol and diesel vehicles towards Battery Electric Vehicles (BEVs), through increased access to charging infrastructure.

2.3 One key aim of our EVAP is to double the number of public EV charging spaces across Buckinghamshire by 2023/24, compared to a February 2022 baseline. This equates to 175 new charging spaces and our focus has been on increasing coverage in areas currently lacking access to publicly-accessible chargepoints.

2.4 The EVAP also sets out our ambition to have more than 1,000 publicly-accessible charging spaces across the county by 2027. The rationale behind this ambition is set out in Appendix 1 and is based on population size relative to the rest of the UK. This addresses the government’s national requirements for charge points established in the UK Electric Vehicle Infrastructure Strategy ‘Taking Charge’¹, which would see a minimum of 300,000 publicly-available charge points installed across the UK by 2030. Working backwards from this, we estimate that there needs to be around 2,500 publicly-accessible chargepoints in 2030 (see Figure 1)

Figure 1: Number of EV charge points required in Buckinghamshire to meet minimum government target of 300k points by 2030²



2.5 To enable this to happen, the Council has allocated £200k capital funding per year for the next 4 years (£800k in total) to support the roll out of charging facilities across the county. This ‘match funding’ allows us to access and apply for Government grants and also work with charge point suppliers to fund new charging points across the county.

2.6 To date the delivery of charge points has been dependent on funding from the Office for Zero Emission Vehicles (OZEV), via their On-Street Residential Chargepoint Scheme (ORCS)³. This is likely to be replaced in future years by a similar OZEV £400M funding source which will be known as the Local Electric Vehicle Infrastructure fund (LEVI)⁴.

2.7 Appendix 1 shows that the projected growth curve for registered EVs in Buckinghamshire would result in approximately 30,000 vehicles by 2030 (based on data provided by our consultants in preparation for the EVAP).

¹ UK electric vehicle infrastructure strategy: <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

² Population of UK – 67m, population of Bucks – 543k (0.81%)

³ OZEV ORCS scheme details: <https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints/grants-to-provide-residential-on-street-chargepoints-for-plug-in-electric-vehicles-guidance-for-local-authorities>

⁴ OZEV LEVI fund details: <https://www.gov.uk/guidance/apply-for-local-electric-vehicle-infrastructure-levi-pilot-funding>

2.8 We are also keenly aware of the need for chargepoints to be accessible to all potential users. We will work with our suppliers to ensure that public chargepoints meet the needs of EV drivers, in addition to the requirements required by the majority of our funding sources (i.e. ORCS and LEVI).

3. Delivery of chargepoints to date and forecast to 2027

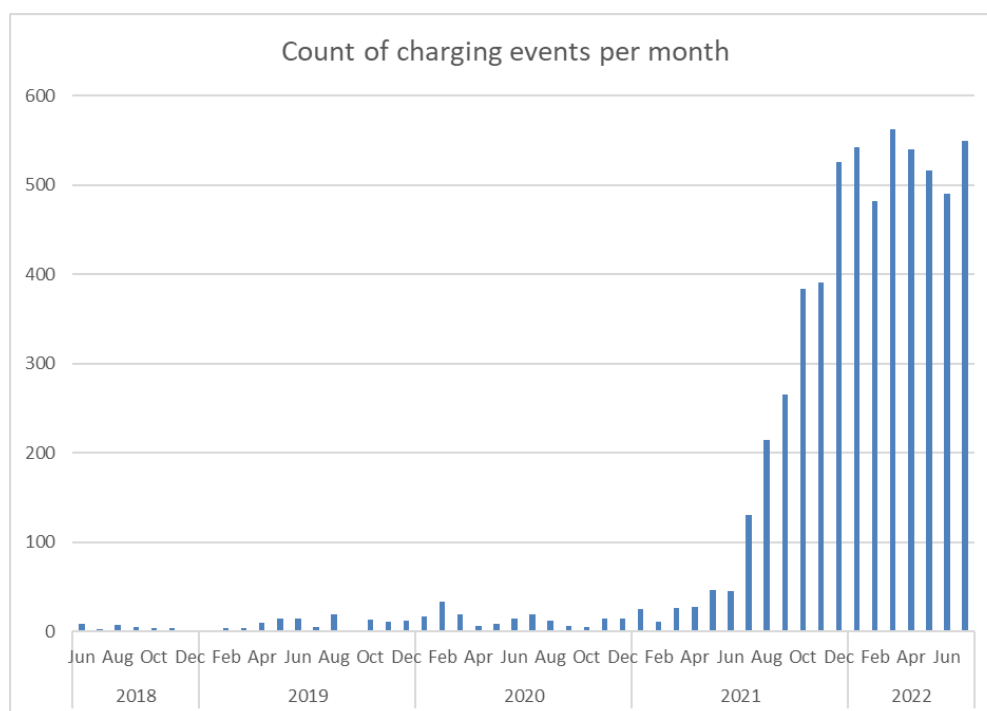
3.1 Prior to the EVAP adoption Buckinghamshire-facilitated public chargepoints have been delivered via four main projects:

- a) 24 chargepoints funded by BP Pulse working with the legacy Councils between 2013-2019.
- b) A Rolec installation of 3 chargepoints at High Wycombe Park and Ride, originally delivered by legacy Wycombe District Council in 2017/18 and funded by the supplier.
- c) 20 on-street lamppost-mounted slow 3kW chargepoints, operated by Char.gy and delivered using OZEV ORCS funding in 2019.
- d) 16 fast 7kW chargepoints (32 charging bays) in Buckinghamshire Council car parks, operated by BP Pulse and also delivered using OZEV ORCS funding in 2021.

3.2 As shown in Figure 2, these installations have been successful overall, with usage rates increasing significantly after the installation the 2021 round of BP Pulse chargepoints.



Figure 2: Count of charging events per month at Buckinghamshire Council-facilitated chargepoints.



- 3.3 Although overall usage has increased, some chargepoints receive far more usage than others. The reasons for this are unclear at present, although slower chargepoints will naturally receive fewer uses per day on average, owing to the fact that individual vehicles charge over longer periods of time whereas faster chargepoints can serve multiple vehicles per day. We are also aware of maintenance issues at individual chargepoints which will affect their usage rates. We are conducting analysis on the popularity of individual chargepoints and will use this to inform the locations of any future installations.
- 3.4 Table 1 outlines the current (actual figures) and future projection for public charge point availability in Buckinghamshire.
- 3.5 There are several assumptions underlying these projections and these are set out in Appendix 1. Earlier years assume successful installation of all chargepoints currently proposed for this year's ORCS bids and a successful application to the new LEVI fund in 2023, whilst later years assume steady growth rates for both Buckinghamshire-facilitated and commercially installed but public chargepoints (e.g. at fuel stations).

Table 1 - Actual- and projected public chargepoints in Buckinghamshire.

A. Buckinghamshire Council facilitated charge points						
	July 2022 <i>(actual figures)</i>	Mar 2023	Mar 2024	Mar 2025	Mar 2026	Mar 2027
<i>Charge point units</i>						
Slow (3kW)	20	20	40	160	240	320
Fast (7-22kW)	43	107	167	178	200	225
TOTAL	63	127	207	338	440	545
<i>Charging bays</i>						
Slow (3kW)	20	20	40	160	240	320
Fast (7-22kW)	84	212	328	356	400	450
TOTAL	104	232	368	516	640	870
B. Projection to EVAP 2027 target						
All public charging points	188	245	343	480	672	1000
C. Number of points to be delivered by commercial sector (difference: B-A)						
	125	105	136	142	232	455

- 3.6 Past 2025, it is anticipated that the proportion of slower chargers will increase, as the government's emphasis is on maximising on-street chargepoints going forward, which are more likely to be lamp-post or bollard-style units and tend to be slower (3kW).

4. Progress against EVAP policies

- 4.1 The EVAP was adopted in June 2022, setting nine objectives for improving electric vehicle infrastructure over the next five years. Whilst we are still in the early stages of delivery, Table 2 sets out our progress to date.

Table 2: Progress against EVAP objectives, as of October 2022

EVAP Objectives	Progress
Support the uptake of EVs within Buckinghamshire through the provision of a comprehensive network of EV charging infrastructure	<p>We have appointed a full time Electric Vehicle officer to focus on coordinating projects and funding bids.</p> <p>We have appointed BP Pulse as our preferred supplier for installations funded through OZEV, within car parks.</p> <p>Buckinghamshire currently have charge points across various locations with another 128 charge points to be added pending the outcome of the recent ORCS bid.</p>
Contribute to reducing carbon and air pollutant emissions from transport by supporting the UK-wide transition to EVs	<p>EV ownership is steadily increasing, as a proportion of all privately-owned vehicles. The number of BEVs registered in Buckinghamshire increased by around 10% between Q1 and Q2 2022, alongside growth in hybrid vehicles. This will significantly reduce tailpipe emissions where these are replacing petrol- or diesel vehicles.</p>
Ensure that the EV infrastructure network is future-proofed, to allow for new technologies and trial innovative solutions	<p>We recently hosted an EV car club trial in Marlow, using induction-based recharging pads. However, this scheme has recently closed due to lack of funding and pending improvements to the technology.</p> <p>Our existing BP Pulse chargepoints are modular in design, allowing for technology updates in future.</p> <p>Our (unsuccessful) bid to the Pilot LEVI fund focused on innovation and included: in-pavement Gul-E type cable channels; smart lamp post style chargers, an induction charged electric vehicle car club and a first of its type 'Grid Constrained Modularised Hybrid ECVI Solution', as well as a community based and charity led approach.</p>

EVAP Objectives	Progress
<p>Provide a range of publicly funded charging infrastructure to support different charging requirements, including for those without off-street charging at their home</p>	<p>Our first ORCS bid of 2022 has been submitted, which aims to install 128 charge points in Buckinghamshire Council-managed car parks.</p> <p>Our second ORCS bid aims to install charge points in Parish and Town council car parks.</p> <p>We plan to submit a bid to the government's main LEVI fund when this becomes available in 2023/24.</p>
<p>Support Buckinghamshire Council staff to transition to EVs through salary sacrifice and vehicle leasing schemes</p>	<p>We currently have a salary sacrifice scheme in place for Buckinghamshire Council employees with CPC Drive/Tusker, accessible via intranet resources. This allows the price of a new car to be offset against salaries, with additional savings available for employees choosing EVs.</p> <p>The staff pool cars currently available to legacy Aylesbury Vale District Council staff will be closing in 2023. Their replacement, if any, will be included within the remit of the Fleet team service review in 2023.</p> <p>EV charge points are available in car parks in proximity to all main council offices.</p>
<p>Increase the council's EV fleet capacity and provide any necessary charging infrastructure</p>	<p>Using funding from DEFRA we have commissioned the retrofit of a Refuse Collection Vehicle to use a battery powered electric motor. Completion expected end 2023.</p> <p>1 BEV car is in use serving the Family Time centres. A further 12 electric and hybrid vehicles are on order for Family Time centres, Highways Technicians, the waste team and Stony Dean school.</p> <p>We currently operate a small fleet of pool cars for former AVDC staff, which have been active since 2016. However this will cease in 2023 (as above).</p> <p>Under the new Highways Maintenance Contract with Balfour Beatty, a number of significant measures to reduce carbon impact will be in place, including a move to electrify the vehicle fleet.</p>
<p>Work with developers, local businesses, parish</p>	<p>ORCS bid 2 aims to encourage uptake of EV</p>

EVAP Objectives	Progress
and town councils to encourage provision of privately funded charge points	infrastructure by parish councils. We have approached parish councils for lists of desired locations. These will be shortlisted in the near future in preparation for our bid to OZEV.
Work with local public transport and taxi and private hire companies to facilitate charging infrastructure and support the transition to zero emission vehicles	We have not yet engaged directly with taxi and/or private hire firms to facilitate charging infrastructure, although we aim to do so in 2023. Our Hackney Carriage and Private Hire Licensing Policy ⁵ adopted in September 2021 aims to only issue licences to ultra-low or zero emission vehicles by 2030, and now requires newly-licensed vehicles to have a Euro 5 or 6 emissions rating as a minimum.
Encourage use of EVs as part of a sustainable transport network, including active travel and public transport, whilst reducing the need to travel overall	Policies to encourage EV use as part of a wider transport network will be defined further in Local Transport Plan 5 (in development). Recent data from our E-scooter trials indicate between 20-29% of riders used an e-scooter to replace an existing car/van journey.

5. Accessing external funding for charge point projects

- 5.1 To date 36 charge points (equating to 52 charging spaces) have been delivered using £143,146 from the OZEV ORCS fund. These funds were granted to the Council in 2019 and 2021 and funded 75% of the cost of the charge points, the rest being funded by the supplier.
- 5.2 There are currently three main projects ongoing which require external funding to deliver against our EVAP objectives:
- a) '2022 ORCS bid 1' – a bid to the ORCS fund for 128 charging bays in Buckinghamshire Council-owned car parks.
 - b) '2022 ORCS bid 2' – a second bid to the ORCS fund to be submitted by the end of 2022/23 which aims to support town and parish councils installing chargepoints in their own car parks.

⁵ Buckinghamshire Hackney Carriage and Private Hire Licensing Policy:
<https://www.buckinghamshire.gov.uk/parking-roads-and-transport/taxis-and-private-hire/taxi-licence-applications/hackney-carriage-and-private-hire-licensing-policy/about-this-policy/>

- c) LEVI fund next steps – allocation of funding to bring forward trials of 2 elements of our previous bid: on-street chargepoints and in-pavement cable channels.

ORCS Bid 1 update

- 5.3 We have procured BP Pulse as our preferred supplier for the delivery of ORCS funded points. We submitted a bid in July 2022 for funding from the OZEV ORCS fund for 128 charging bays in Buckinghamshire Council owned car parks. This aims to fund the installation of 64 new charging units (serving two parking bays each) across 16 car parks (i.e. four units per car park). Approximately 40% of the project is to be funded by BP Pulse.
- 5.4 The agreed sites and their associated costs are listed in Appendix 2 and are all 7kW-rated ‘fast’ charge points. In the event that the bid is successful, BP Pulse aims to deliver these charge points by the end of March 2023.
- 5.5 Previous installations in Council car parks have been made challenging by high grid connection costs, as some sites are too far from the robust power grid connections provided by Distribution Network Operators (DNOs) needed to support faster charging rates. This is the primary driver behind increases in costs for certain sites, as the cost of the charging units themselves is a relatively small proportion of the total. ORCS funding cannot be used to cover excessive DNO connection costs above a set limit.
- 5.6 Therefore, prior to submitting our bid to OZEV we worked with BP Pulse to identify the costs at these high connection cost sites. By taking a strategic approach to the determination of appropriate locations across the county we were able to minimise these costs. Therefore only a small amount of Council EV capital funding (relative to the scale of the bid) would be required in the event of a successful bid to unlock these sites, whilst providing a spread of coverage across the county. This is a much lower amount than originally anticipated.

ORCS Bid 2 update

- 5.7 We intend to submit a second ORCS bid this financial year (i.e. 2022/23), which aims to target more rural areas by focusing on town and parish council car parks. We asked for expressions of interest from town and parish councils via the Community Boards in July and September 2022 and are working with interested councils to confirm potential sites for installation (see Appendix 4 for a list).
- 5.8 Assuming the Council submits an application for funding for a similar number of chargepoints as in ORCS Bid 1 but expecting a higher proportion of these to be ‘high connection cost’ sites due to their remote locations, a significant proportion of the Electric Vehicle capital fund will be required for this purpose this financial year.

Pilot LEVI fund bid and next steps

- 5.9 In June 2022, we submitted a bid to OZEV's 'pilot' Local Electric Vehicle Infrastructure fund. This was an initial £10m fund intended to explore innovative new approaches to charge point delivery and is a precursor to a larger £400m fund due to commence in 2023/24.
- 5.10 Our bid to this fund, which proposed Wendover as a 'demonstration town' for various electric vehicle infrastructure, was unsuccessful. This included:
- a) Up to 20 in-pavement cable channels (Gul-E system)
 - b) 20 lamp post and/or bollard style charge points
 - c) Up to 2 induction charging pads with wheelchair-adapted EV car club vehicles
 - d) Grid Constrained Modularised Hybrid ECVI Solution trial (i.e. a solar car port serving multiple charging bays)
- 5.11 Officers recently met with representatives from the Energy Saving Trust who administer the LEVI fund on behalf of OZEV. We will include their feedback in our future bid to the main fund in 2023 which should increase our chances of success.
- 5.12 We are aware that the Wendover Community Board has allocated £21k to Climate Action Wendover (CLAW) for the purpose of trialling the Gul-E system in Wendover. Therefore, it was recommended and agreed at with the Cabinet Member for Transport on the 29th September 2022 that £90k of this year's EV capital funding allocation should be used to proceed with the in-pavement cable channel trial and/or installation of on-street charging points across the county.
- 5.13 In addition to the CLAW project in Wendover the Transport Strategy team will develop proposals for trial locations, focusing on areas with low availability of off street parking. These areas are identified in Figure 3 of the EVAP⁶ and are generally the denser urban areas, including: Aylesbury, High Wycombe, Buckingham, Amersham, Chesham, Gerrards Cross, Wendover, and the outskirts of Slough and Maidenhead.

LEVI main fund proposals (2023)

- 5.14 We intend to re-submit an updated bid to the main LEVI fund for the 'Wendover Electric Vehicle Demonstration Town' project, although criteria for receiving funding from this grant scheme are still unclear at this time.

⁶<https://buckinghamshire.moderngov.co.uk/documents/s43677/Appendix%204%20Electric%20Vehicle%20EV%20Action%20Plan.pdf>

6. Future Governance for EVAP decision-making

- 6.1 Subject to feedback from local consultations, we propose that future decisions on electric vehicle charge point installations and use of the electric vehicle capital funding are presented to the Cabinet Member for Transport for approval.
- 6.2 Progress updates will be provided via Cabinet Member Reports on EVAP progress, the annual report on progress against the Climate Change and Air Quality Strategy, and any further updates requested for the Transport Environment and Climate Change Select Committee.
- 6.3 A monthly internal officer-based 'Electric Vehicle Working Group' has been set up to allow different teams within the Council to share information on the actions being undertaken in support of the EVAP. This group does not have a decision-making role but ensures that schemes and funding bids are coordinated across the Council,

7. Buckinghamshire Council transition to electric fleet

- 7.1 Buckinghamshire Council maintains a small number of BEVs as part of its fleet of service vehicles. Some of these were introduced prior to adoption of the EVAP, but there has been a significant increase in the number of BEVs ordered in recent months.
- 7.2 There are three Nissan Leaf vehicles owned by the Council. Two of these were purchased by AVDC in 2016, which are maintained as part of the pool car fleet but are scheduled to be withdrawn next year (see Table 2). A third Nissan Leaf is operated by the Parking Services team for visiting their sites (also purchased in 2016).
- 7.3 A project is underway to 'upcycle' an existing refuse collection vehicle as a battery-powered vehicle, to operate in the north of Aylesbury⁷, funded by the Government's Air Quality Grant⁸. This project was started prior to the adoption of the EVAP but will serve as the blueprint for future upcycling efforts.
- 7.4 Since the adoption of the EVAP, one further BEV has joined the Council's fleet, as part of the Family Time Service (Castlefield Contact Centre). A further 10 vehicles (plus two hybrid petrol vehicles) are on order for use by several different teams within the Council including Highways Technicians, a school, Waste and Major Projects teams, three of which are scheduled to join the fleet in November.

⁷ Buckinghamshire Council to convert first refuse vehicle to electric thanks to government grant: <https://www.buckinghamshire.gov.uk/news/buckinghamshire-council-to-convert-first-refuse-vehicle-to-electric-thanks-to-government-grant/>

⁸ DEFRA Air Quality Grant: <https://www.gov.uk/government/collections/air-quality-grant-programme>

7.5 Implementation of all fleet projects described above will bring the number of BEVs in the Council's fleet to 15 vehicles, a five-fold increase compared to 2021. Although we hope to increase this number further, there are concerns that the range of most BEVs on the market at present are still too low for working in some more rural parts of the county, particularly in the former AVDC area.

8. Next Steps

8.1 In the likely event that our first ORCS bid is successful, the Parking Services and Transport Strategy teams will project manage the delivery of these chargepoints by end of March 2023.

8.2 The Transport Strategy team are preparing a second bid to ORCS to fund the installation of charge points in suitable parish council locations across Buckinghamshire to support BEV car owners in more rural areas.

8.3 The Transport Strategy team will engage with Wendover Community Board/Parish Council to identify appropriate locations for a trial of in-pavement cable channels as well as on street charge points. Depending on timings will either fund these through the Council's capital budget or include these within our bid to the main LEVI fund.

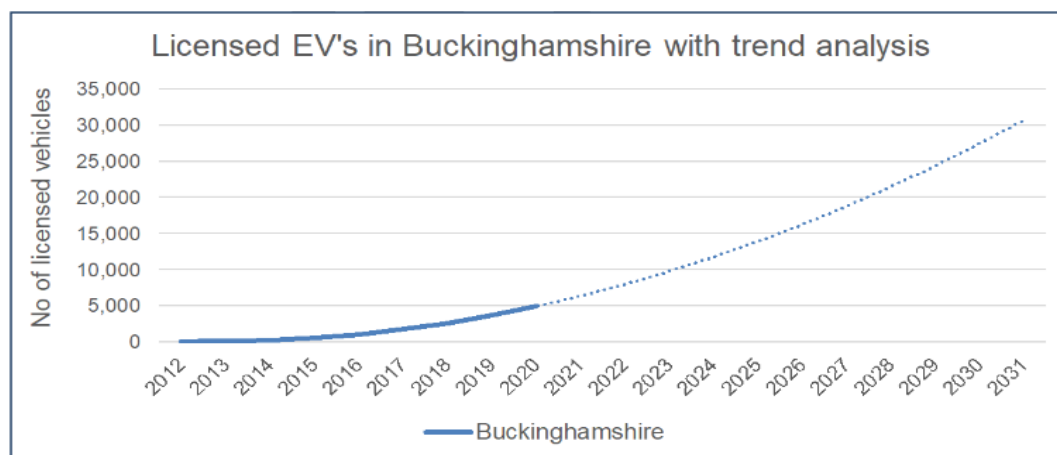
8.4 The Transport Strategy team will continue to analyse public requests for chargepoints to identify appropriate locations across the county for the installation of on-street charge points and/or cable channels. A paper will be presented to the Cabinet Member for Transport with recommended locations and specific cost estimates in preparation for any future funding opportunities (including LEVI).

8.5 The Council will need to procure suppliers who specialise in on-street charging points as well as in-pavement cable channels.



APPENDIX 1

Number of licensed EVs in Buckinghamshire with a projection to 2030 (Jacobs analysis):



Actual and projected public chargepoints in Buckinghamshire:

A. Buckinghamshire Council facilitated charge points						
	July 2022 (actual figures)	Mar 2023	Mar 2024	Mar 2025	Mar 2026	Mar 2027
<i>Charge point units</i>						
Slow (3kW)	20	20	40	160	240	320
Fast (7-22kW)	43	107	167	178	200	225
TOTAL	63	127	207	338	440	545
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Slow (3kW)	20	20	40	160	240	320
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TOTAL	104	232	368	516	640	870
B. Projection to EVAP 2027 target						
All public charging points	188	245	343	480	672	1000
C. Number of points to be delivered by commercial sector (difference: B-A)						
	125	105	136	142	232	455

Assumptions underlying projections of future charge point growth in Buckinghamshire:

* We assume that ORCS Bid 1 chargepoints (from the bid currently being processed by OZEV) will be installed by March 2023, as set out in the project plan submitted to OZEV. This features 64 charging units serving 128 parking bays (all 7kW).

** We assume here that:

1. ORCS Bid 2 is successful - estimating similar number of off street charge points (approx. 60) in parish and town council car parks, with installation complete by March 2024.
2. Work on 'LEVI follow up' is progressed, with funding for 20 on-street lamp post style points (3kW) as per September 2022 meeting with Cabinet Member.

*** We assume here that:

1. We proceed with a similar scheme to the Wendover Demonstration Town (proposed for the Pilot LEVI bid) in 2023. This is assumed to include:
 - a. Around 20 on-street lamp-post style points – assumed these are 3kW and have 1 bay each, similar to our existing Char.gy chargepoints.
 - b. At least 2 induction pads for car club use only (7-11kW) – 1 bay each.
 - c. Solar car port with 12 charging points, between 7-22kW depending on load and power supply.
2. Roll out of 100 fully funded on street chargers across the county.

**** The EV Action Plan target is 1000 public charging spaces by 2027. The rationale for this is:

- The National EV Infrastructure Strategy's vision is that by 2030 they expect there to be around 300,000 public chargepoints as a minimum in the UK (a 10 fold increase)
- Population of UK – 67m, population of Bucks – 543k (0.81%)
- Assume same split then Buckinghamshire would need 2430 chargers by 2030 (we have rounded to 2500)
- Working backwards, this would mean 941 points by the end of the EV Action Plan (2027). We have therefore suggested a target of 1000 publicly available charging spaces by 2027 (the end of the plan).

APPENDIX 2

Agreed Buckinghamshire car park locations for ORCS Bid 1, 2022, including total costs and ORCS funding required for each site.

Site	Town	Number of parking bays
Exchange Street	Aylesbury	8
Penncroft	Beaconsfield	8
Warwick Road	Beaconsfield	8
Swan Pool	Buckingham	8
Neville Court	Burnham	8
The Broadway	Farnham Common	8
Station Road	Gerrards Cross	8
Packhorse	Gerrards Cross	8
Kingsmead	High Wycombe	8
Duke Street	High Wycombe	8
Railway Place	High Wycombe	8
Dean Street	Marlow	8
Institute Road	Marlow	8
West Street	Marlow	8
High Street	Prestwood	8
Red Lion Way	Wooburn	8
TOTAL		128

APPENDIX 3

Timeline for all three current funding proposals for new chargepoints in 2022/23 (ORCS bid 1, ORCS bid 2 and LEVI main fund).

Milestone	Start	Finish
BP Pulse brought on board to deliver charge points and conduct site surveys	February 2022	May 2023
ORCS Bid 1 and Pilot LEVI bids submitted	June 2022	
(LEVI bid rejected)	August 2022	
ORCS bid 1		
Installation work for ORCS bid 1 sites	October 2022	March 2023
ORCS bid 2		
Engagement with Parish Councils	October 2022	December 2022
Finalisation of site selection	December 2022	
Obtain site surveys and DNO installation quotes	January 2023	February 2023
Submission of bid to OZEV	March 2023	
Installation work for ORCS bid 2 sites	June 2023	November 2023
LEVI pilot fund – next steps		
Develop initial proposals for new location(s)	October 2022	December 2022
Procure on-street charge point operator	January 2023	March 2023
Procure installer for in-pavement cable channels	January 2023	March 2023
Installation of on street charge points and channels	Summer 2023	Onwards
LEVI 'Wendover EV Demonstration Town' bid		
Submission of revised bid to OZEV	Summer 2023	
Installation of LEVI-funded infrastructure	Late 2023/Early 2024	

APPENDIX 4

Potential Locations being investigated for ORCS bid 2, following initial engagement in September/October 2022.

Street Name	Town	Potential number of charging bays
Aylesbury End	Beaconsfield	8
Hedgerley Lane	Beaconsfield	8
London End	Beaconsfield	8
Maxwell Road	Beaconsfield	8
Mayflower Way	Beaconsfield	8
Station Road	Beaconsfield	8
Stephens Lane	Beaconsfield	8
Windsor Road	Beaconsfield	8
Memorial Hill Car Park	Brill	8
(Not Specified)	Great Missenden	8
Pavillion Car Park	Haddenham	8
Edmond's Road Car Park	Lane End	8
Lane End Playing Fields Car Park	Lane End	8
Lane End Village Hall Car Park	Lane End	8
Snells Wood	Little Chalfont	8
Pavillion or Memorial Hall	Pitstone	8
Village Centre Car Park	Stokenchurch	8
Village Hall Car Park	Weston Turville	8
Winslow Public Hall Car Park	Winslow	8
(Not Specified)	Wooburn & Bourne End	8
	TOTAL	160