

Unitary Councillor Report

(Snippets) Report from Cllr David Hopkins, Cllr Victoria Hopkins & Cllr Alice Jenkins – Representing Woburn Sands at MK Council



January 2020

Cambridge - Oxford Expressway Timeline

Wavendon – Highway Issues – January 2020 (with thanks to Parish Clerk)

Installation of Ascot Fencing – the Parish Council have now received 106 funding to install some ascot fencing on the grass verge near to 35 Newport Road to stop some illegal parking. The Parish Council have been advised to complete a form on the Highways website to ask for permission to proceed and pay £25 for the service. There did not seem to be a category for this type of request so the Parish Council would like some advice on how to receive permission to proceed. We would like to use the contractor that did the work for MKC at the junction of Walton Road / Newport Road – R D Landscapes Ltd, Manor Farm, Farthingstone, Towcester, Northants, NN12 8EZ. See attached plan.

Walton Road – Monthly figures will be circulated at the meeting.

Cranfield Road – I met with David Frost and Ryan Fordham on the 15th January 2020 to discuss the type of Speed Indicator Signs and the positioning of these devices. This is part of the Community Infrastructure Fund from last year that we were awarded a grant of 50% of the cost. To make these devices more effective is there any update from MKC or CBC on the speed reduction when the bridge over the A421 reopens in 2020.

Cross End – Road changes likely to be completed early in the 2020/2021 financial year. This is because of a delay in 106 funding release.

Lower End Road – Provisional agreement of 106 funding for two Speed Indicator Signs but conditional of a reduced speed limit being implemented.

Walton Road Pavement (Community Centre to the junction of Newport Road) – I reported this to MKC and they have come back and stated that it does not meet the criteria yet for a repair. A lot of residents are concerned about the state of this pavement.

Drainage problem / Pavement on Newport Road – This was flooded yesterday (15/01/20) near to Frosts (former landscape site) and it was very difficult / impossible for pedestrians to use.

Road Surface on Newport Road – MKC is aware of this issue near to the entrance to Frosts Garden Centre.

Muddy Road Conditions in Cross End – who do we need to contact to report this issue?

Hedgerows – Any dates for when replanting will take place?

SID replacement on Newport Road – Installation date in April 2020?

Flooding in Lower End Road – Recently this road was flooded at the junction of Cross End. Is this a one off problem?

Flooding and pot holes on Stockwell Lane –

Abandoned car on Walton Road – Thames Valley Police are aware of this but at the moment nothing can be done as the vehicle is taxed and insured.

State of road at Walton End leading into Wavendon Gate - It is part of National Cycle route 51 but is full of bumps, pot holes and grooves in the road designed to throw a cyclist off. In wet weather the slits and holes fill with water and are hard to see. The new development has made it much worse. Some of the excavations for cabling have not been filled in properly so there are depressions in the road. One long in fill is separating and creating channels along the road.

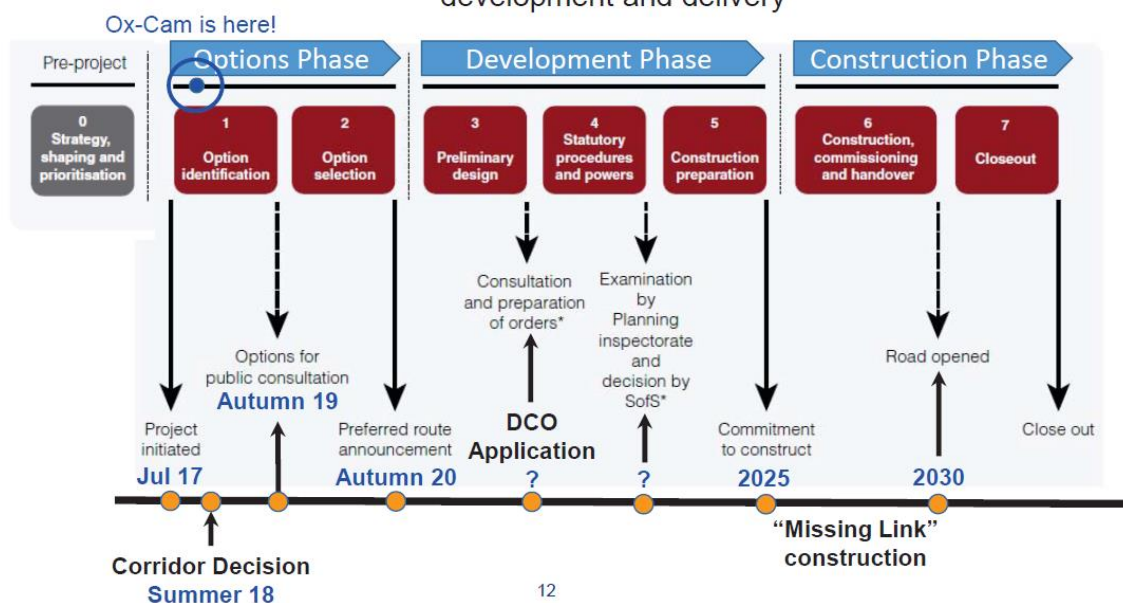


Major Project Milestones & Lifecycle

Stage 0 - Strategy, shaping and prioritisation – COMPLETED

Key decision points in the Major Projects lifecycle

The stages reflect the significant decision points in the project's development and delivery



Key documents

- NIC report 'Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Corridor' <https://www.nic.org.uk/publications/partnering-prosperity-new-deal-cambridge-milton-keynes-oxford-arc/>
- Highways England booklet showing a map of the corridors and summarising the background to the decision: Oxford to Cambridge Expressway - The preferred corridor
- Dedicated Oxford to Cambridge Expressway webpage on Highways England website <https://highwaysengland.co.uk/oxford-to-cambridge-expressway-home/>
- The Growth Corridor Central Area - MIPIM Partnership <https://www.growthcorridorcentralarea.org/>
- 18 September 2019 AVDC voted to oppose the Expressway (see Notice of Motion, agenda 8)



Bedford to Bletchley Rail - As you may be aware, a new timetable was introduced on the Marston Vale Line on 16th December; there are some significant changes to peak time services. Please find the timetable attached. This is also available on the new MVCRP website - www.marstonvalecommunityrail.org.uk

MVCRP is working with the Bedford to Bletchley Rail Users' Association to gather feedback from passengers and local residents on the new timetable to inform our six-monthly meeting with the London Northwestern Railway timetable team on 15th January. Surveys are being distributed on peak time services this week, and the survey has been sent to all parish councils along the Line.

The survey is available at <https://www.surveymonkey.co.uk/r/SS2P9XP>. I would be grateful if you could circulate to your networks and post on social media as appropriate. Please feel free to share the posts on the MVCRP Facebook & Twitter pages - www.facebook.com/marstonvalecrp and @marstonvalecrp on Twitter.

Stephen Sleight - Transport Team Leader (Rail) | Marston Vale Community Rail Partnership Officer (Bedfordshire Rural Communities Charity)

T: (01234) 832645 - E: stephens@bedsrcc.org.uk

The Old School, Cardington, Bedford, Bedfordshire, MK44 3SX.



School - Milton Keynes Council, in conjunction with the governing body of St Mary's Wavendon CofE Primary School, proposes to alter the lower age range of St Mary's Wavendon C of E Primary School with effect from 1 September 2020.

The statutory notice and complete proposal are attached and can be found on the council website at <https://www.milton-keynes.gov.uk/consultations/553> . This consultation seeks views from parents and staff directly involved with St Mary's Wavendon CofE Primary School, from other local schools and any other interested parties. We are keen to hear as many views as possible about this proposal.

Any person may support, object or make comments by emailing sufficiencyandaccess@milton-keynes.gov.uk or in writing to the Education Sufficiency department at the council address below.

The closing date for comments is 6 February 2020.

Ben Nicholson - Policy, Performance and Projects Support Officer
Education Sufficiency and Access
01908 253320
Milton Keynes Council | Civic | 1 Saxon Gate East | Milton Keynes | MK9 3EJ
Visit us online: www.milton-keynes.gov.uk



A packed church hall near Milton Keynes hears concerns over new Expressway road and 1 million new homes

Residents concerned about an "oven-ready" road scheme and 1 million new homes that it could usher in were urged to get involved in the democratic process at a packed public meeting.

With the general election looming next Thursday (Dec 12) campaigners with the No Expressway Group (NEG) urged scores of members of the public to put pressure on candidates over the Oxford to Cambridge road and its possible route to the south of Milton Keynes.

"It is a general election issue," said NEG chair Olivia Field at the standing-room-only meeting at the Mary Adams Hall, in Woburn Sands, on Tuesday evening. "Hold councillors, candidates and MPs to account over this."

The meeting was told that although the exact route is yet to be decided, it looked likely that the route would take it from the south of Bletchley, through Woburn Sands, on to Brogborough, and then beyond to Bedford and Cambridge.

Campaigners fear that the project could see the public sidelined as it is seen as being of national significance. It also forms part of a housing growth strategy in the Oxford-Milton Keynes-Cambridge Arc that could see 1 million new homes, or “three towns the size of Buckingham.”

The NEG’s Professor David Rogers said the road would form a freight route from Felixstowe port to Southampton and take 1.3 million HGVs every year, or two every minute. He said it was “oven ready” to go next year.

The campaigners denied being NIMBIES. They want to see an electrified East West Rail, social housing not “affordable” housing, jobs transferred to the north of the UK and freight moved to rail.

“Plans on this scale will destroy the sense of place of those already living here,” said Prof Rogers. “Unless you do something, this WILL happen. Tell the politicians what you think, get them to listen.”



The meeting also heard that a new branch of the NEG has been set up in Woburn Sands, as part of a growing network of resistance to the massive project.

A range of councils have opposed the scheme and Milton Keynes Council has changed its position from supporting to support conditional on the East West Rail project being electrified, plus a range of other tests.

MK Council has signed a secrecy agreement with Highways England in order to find out details of the scheme. The project has been put on hold pending the outcome of the general election under “purdah” rules governing big announcements.

The current Terror threat level is SUBSTANTIAL

Threat levels are designed to give a broad indication of the likelihood of a terrorist attack.

LOW means an attack is highly unlikely

MODERATE means an attack is possible, but not likely

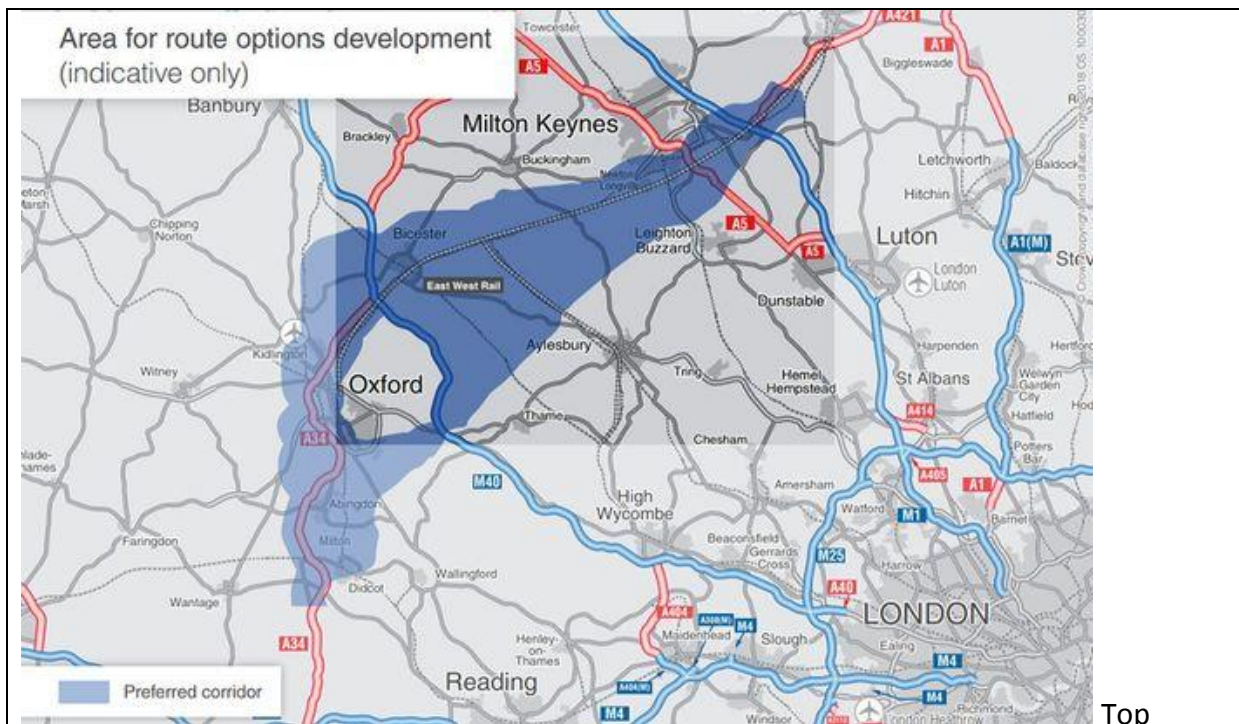
SUBSTANTIAL means an attack is likely

SEVERE means an attack is highly likely

CRITICAL means an attack is highly likely in the near future

**east
west
RAIL**

It looks likely that the section between Bletchley & Bedford will move into the planning for the Central Section of the East West Rail scheme, in effect moving alongside the Bedford to Cambridge development and therefore not likely to come forward before 2027. A decision on the future of HS2 is expected in March 2020.



academic researchers have said development of the Oxford-Milton Keynes-Cambridge arc will require a shift from road to rail.

<https://www.transport-network.co.uk/Britains-Silicon-Valley-should-be-Green-Arc/16302>

The Oxford University-led Infrastructure Transitions Research Consortium (ITRC) has developed what it said are 'globally unique' methods for simulating future population and housing growth, and demand for infrastructure services.

The model aims to explore how infrastructure can be provided 'affordably, securely and sustainably'.

A major new report from the ITRC, led by the university's Environmental Change Institute, has used these methods to analyse the Oxford to Cambridge 'arc' development plans – some of the UK's largest housing and transport projects



Climate Emergency

I wonder if we might wish to consider a resolution regarding the Climate Emergency at the February meeting? I thought this might be useful for consideration when discussing the item

The impacts of climate breakdown are already causing serious damage around the world. The Special Report on Global Warming of 1.5°C, published by the Intergovernmental Panel on Climate Change in October 2018;

(a) describes the enormous harm that a 2°C average rise in global temperatures is likely to cause compared with a 1.5°C rise, and

(b) confirms that limiting Global Warming to 1.5°C may still be possible with ambitious action from national and sub-national authorities, civil society and the private sector.

If the world is to stay within 1.5°C rise, developed countries like the UK need to cut emissions faster than poorer countries and achieve net-zero carbon by 2030. Strong policies to cut emissions also have associated health, wellbeing and economic benefits.

In response to the climate threat, it is suggested that Woburn Sands Town Council also declare a climate emergency and commit to making the Council's activities net zero carbon by 2030. Below are examples of the work that the council could be doing in response to this.

- Pledge to go single use plastic free – stopped using single use plastic items ourselves
- Introduced secure bike lockers in the town
- Purchase or obtain through grant the towns first electric vehicle charging station(s)
- Require that contractors use electric hand-held tools (hedge trimmers, strimmers) and also require that they (over time and as appropriate) replace petrol powered tools with electrical versions
- Introduce a FREE water refill points along the High Street and/or recreation ground
- Recycling facilities on Town Council owned / controlled land
- Utilising biomass boiler technology as and where appropriate
- Smart metering installed on the town council electricity supplies
- Working with MKC, LED lighting installed
- Low Carbon Milton Keynes Council - is preparing an initial draft study report into the carbon footprint of the operation of its key assets, transport and other governance operations, and WSTC could work with MKC to provide an outline (local) plan to achieve zero carbon operations
- Approached organisations / individuals to undertake a comprehensive study and report across the whole of the Council's activities, which would provide qualitative measures of the impact of those activities, and overall aggregate measures of the total impact of the Council's activities and considers climate mitigation measures
- The substantial number of High Street catering, retail and other outlets should be requested to meet the requirements of a sustainability (including single use plastics) assessment and should be required to undertake an ongoing commitment to work with WST Council to introduce further measures as and when practicable
- Encourage all community groups and organisation that we support to think about and address their input impact on climate change and offer support to help them meet their goals
- Set, as soon as possible, annual targets for quantitative measures of climate impact on all the Council's activities for the next 10 years which in aggregate amount to meeting the Milton Keynes target of net zero carbon by 2030
- Ensure that all planning comments to Milton Keynes Council are consistent with a shift to net-

zero carbon by 2030

- Make decisions that discourage fossil fuel car use, redirect resources into electric vehicles, encourage walking, cycling provision and improved local rail and bus services, and supports projects that help ensure that all Woburn Sands residents can travel to work and education, and access services in an environmentally friendly way
- Ensure that all policy papers submitted to the Town Council and its Sub Committees include a Climate Change Impact Assessment paragraph
- Engage with all relevant local agencies and partners, including Milton Keynes Council, to help deliver these goals through all relevant strategies, plans and shared resources and send representatives to attend any meetings, events and partner workshops as appropriate
- Call on the UK Government to provide the powers, resources and help with funding to make this possible, and lobby local the local MP to do likewise



Fulbrook School - The proposals for change are:

- Swallowfield and Aspley Guise lower schools to become primary schools in 2022, so pupils will join at reception and continue at the schools until the end of Year 6.
- Fulbrook Middle School to become an extended secondary school in 2022, so pupils can join the school at Year 5 or Year 7 and continue there until the end of Year 11. The school will become a secondary school in 2024 when pupils in Year 5 will stay in their primary schools.
- Husborne Crawley, Ridgmont and Woburn lower schools are to work together as soon as possible as a federation with the goal of coming together as a single primary school on one site. Options for the site for the new school are still being explored at this stage but is anticipated that this will happen in 2024. Until 2024 all three schools will remain open on their current sites and pupils will continue to transfer to Fulbrook at Year 5.

There is housing growth planned near Woburn Sands, which will create the need for new school places and this will be met by Milton Keynes Council. There is also significant growth planned for Leighton Linlade which will eventually create demand for 3,000 new school places. When pupils leave Fulbrook, they currently go on to upper schools in the main in the Leighton Linlade area. So, the proposed plan for the Fulbrook Pyramid schools will not only enable our children to attend primary and secondary school locally but will also help the Leighton Linlade schools accommodate some of their housing growth.

The next step is that the plan is scheduled to be considered by Central Bedfordshire Council's Executive Committee on 7 January, who will be asked to approve community consultation on it. If this is agreed, there will be a 12-week public consultation starting in January.

The report for this meeting is being published on the council website (www.centralbedfordshire.gov.uk) and this provides more information about proposals for our school and all the others in the area.

Schools for the Future - Leighton Linlade Cluster Plan: Phase 1 (Fulbrook pyramid of schools)

Frequently Asked Questions

What will this mean for my child?

- Children currently in years 7 and 8 at Fulbrook would be unaffected if this proposal is agreed.
- Children currently at Fulbrook in years 7 and 8 will transfer to upper school at the end of year 8.
- Children currently at Fulbrook in years 5 and 6 will be able to stay on at Fulbrook to the end of year 11.
- Children currently at Aspley Guise or Swallowfield in years 3 and 4 will transfer to Fulbrook at the end of year 4 and be able to stay on at Fulbrook to the end of year 11.
- Children currently at Aspley Guise or Swallowfield in reception, years 1 and 2 will be able to stay at their current school until the end of year 6, then transfer to Fulbrook until the end of year 11.
- Children currently at Husborne Crawley, Ridgmont or Woburn in years 1, 2, 3 and 4 will transfer to Fulbrook at the end of year 4 and be able to stay on at Fulbrook to the end of year 11.
- Children currently at Husborne Crawley, Ridgmont or Woburn in reception will transfer to the new site in September 2024 (the end of year 4) and then to Fulbrook at the end of year 6, where they will be able to stay to the end of year 11.
- Children who are not yet school age including those at Aspley Guise PreSchool, Busy Bees in Swallowfield and nursery children in Woburn, Ridgmont and Husborne Crawley - This will be as for reception aged children in the chosen lower school.

What is a Federation of Schools?

A federation is where a number of maintained schools come together with shared governance or under one new over-arching governing body. This governing body becomes the accountable body for all the schools that federate and sets the strategic direction for the group.

Federation Types:

- Informal loose collaboration: non-statutory; without having to follow regulations.
- Soft federations: non-statutory; without having to follow regulations.
- Soft governance federation: statutory; using collaboration regulations (Section 26 Education Act 2002)
- Hard governance federation: statutory; established using federation regulations (Section 24 Education Act 2002)

Where is the location of the new school when Woburn, Ridgmont and Husborne Crawley come together in 2024?

Currently site options in the local area are being considered

What Early Years and SEND provision will there be?

We are planning to provide Early Years and SEND provision locally in schools wherever possible.

Will the proposed changes impact on catchment areas?

It is not anticipated that there will be any changes made to catchment areas. However, we will review these with schools where required.

Will the proposal have any implications for School Transport provided by the Local Authority?

There are no planned changes to the home to school transport policy as a result of this proposal.



The Cold Weather Alert system is now operating. It operates in England from the 1 November to 31 March every year, in association with Public Health England. The alerts give advanced warning of adverse weather conditions that could have a significant effect on health and well-being, enabling extra precautions to be made.

Alerts are issued on the Met Office website and also sent directly to social and healthcare services in England, and Age UK, to ensure that staff are fully prepared for any cold weather periods, and those who are more vulnerable to cold weather conditions are aware and prepared.

The Cold Weather Alert Service, which provides the forecasting alerts, has two thresholds. When thresholds are likely to be met, or are actually met or exceeded, they issue a cold weather alert. The thresholds are;

- Mean temperature falls below 2 degrees Celsius for 48 hours or longer and / or
- Heavy snow and / or widespread ice

<https://www.metoffice.gov.uk/weather/warnings-and-advice/seasonal-advice/cold-weather-alerts>



Community Rail Annual Report

The Marston Vale Community Rail Partnership was established in February 2007 following the designation of the Marston Vale Line as a Community Rail Service in November 2006, and during those years has done much to increase local identification and involvement with the line, and the number of passengers using it, as well as pushing for improved passenger facilities at stations.

A flagship project was the renovation and making new use (partly as the excellent and now well-known Tea Room) of the listed Ridgmont station building. Alongside this has been the substantial effort put into encouraging local people, groups, organisations and businesses to become more involved in raising passenger numbers and improving “the passenger experience” at stations and on trains. Which in turn has led to many people giving their time and effort to sprucing up stations, painting murals, preparing and distributing information, and of course running the Heritage Centre at Ridgmont.

It is this latter people-related part of the whole Community Rail project that has come to the forefront in the more recent past, with the DfT emphasis now on inclusion and diversity. So work continues on involving schools and colleges, promoting artistic projects for the stations, and publicising the line and train travel to parents with young families through special event trains; and new attention is being given to reaching out

to minority ethnic groups and a greater range of disabled people.

While all this has been going on, revised government policies and new franchises have given the opportunity for more funding from the line's new train operator, as well as from neighbouring operators. And we have been chosen to be the testbed for a new type of energy-efficient train formed of revamped Underground trains, albeit accompanied by some teething problems. To complement this, the CRP liaises with the East West Rail Consortium and East West Rail Alliance to help ensure the longer-term, and longer distance, future of the line and its passenger service. The future of the CRP itself should be safeguarded by granting of Accreditation from the Department for Transport, which has been prepared for over the past few months, and which will require future work (of all CRPs) to adhere to high standards.

It's been an exciting year, and it is therefore opportune for me here to thank the CRP Officer, the CRP's Steering Group, all the volunteers, ACoRP, all the funders and the Train Operating Company for everything they've done. Thank you.

Steve Mortimer, Chairman, Marston Vale Community Rail Partnership



S106 Calculator

Education	Contribution
Total Early Years	
Primary pupils	
Secondary pupils	
Post 16 pupils	

Leisure Recreation & Sports	Provision Cost	Maintenance Cost
Playing Fields		
Local Play		
Neighbourhood Play		
Community Hall		
Local Parks		
District Parks		
Swimming Pool		
Allotments		
Sports Hall		

Social Infrastructure for a development scheme on	Contribution
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allocated proposed employment land	
Library	
Adult continuing education	
Crematorium / Burial Grounds	
Museums & Archives	
Health Facilities	
Waste Management	
Waste Receptacles	
Social Care – Day Care	
Social Care – Older Persons Housing	
Emergency Services	
Voluntary Sector	
University for Milton Keynes	
Milton Keynes College	
Inward Investment	
Public Art & Culture – 1% (estimated)	
Carbon neutrality (estimated)	

Transport	Contribution
Highways	
Public Transport	
Pedestrian / Cycle	
Travel Planning	

S106 Planning Obligation Response Template

Planning Application

Application No:		Proposal:	
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Consultee Information

Organisation		Name	
Date Completed		Your Ref:	

Contribution Information

Theme / Topic of contribution A separate table should be completed for each separate contribution	
Contribution Amount	
Purpose of contribution / Where Spent	

(define specific project/s)	
*Regulation 122 of CIL (a) necessary to make development acceptable in planning terms: (b) directly related to the development: and © fairly and reasonably related in scale and kind to the development	
Justification / evidence basis	
Timing of payment / trigger (if appropriate)	
Other comments	



Expressway - The anti-expressway

movement had gradually been spreading east from Oxford and environs, where they are already holding placards and blocking roads.

<https://www.noexpressway.org/> is the place to get the latest news but there is also <https://www.noexpresswayalliance.org/> and I'm not sure how the two are related.

Of recent note is the Heartlands group

<http://www.englandseconomicheartland.com/Pages/roads.aspx> (a cooperative effort by local council affected by the arc) Earlier this year their Programme Director addressed the necessity for the connection infrastructure: <http://www.englandseconomicheartland.com/latest-news/Pages/martin-tugwell-blog.aspx> and funding for it to be provided in what looks to me like a little poke at central government.

But of course last autumn the National Infrastructure Commission took a veiled pot-shot at local authorities' commitment - well that's how I read it - to the arc

<https://www.nic.org.uk/news/national-and-local-leadership-needed-to-meet-growth-arc-potential/>

My impression is that both sides, the LAs and the NIC, are putting some distance from the arc project in case it all crashes into an unfunded muddle (when someone realises that Crossrail and HS2 are bottomless money pits!) MKC has just taken a step backwards itself, and I'm sure there are very sound political reasons for doing so.

As soon as Highways England state the preferred route for the Expressway this autumn (if indeed they do and I wouldn't put money on it) I would expect the Winslow effect to hit the villages between there and here and Little Brickhill will once more be revolting! I think it is only the fact the people around here don't realise the enormity of the project and the horrendous damage it will do to our local environment and how it will redraw the map of North Bucks that they too don't have the placards out. But I suspect it's only a matter of time



planning-appeals.ie

Town and Country Planning Act 1990

Appeal by Wavendon Properties Ltd

Site Address: Land to the east of Newport Road and west and east of Cranfield Road, Woburn Sands, Buckinghamshire, MK17 8UH

Following a High Court challenge to the Secretary of State's decision on this appeal the Court has ordered that the appeal be re-determined. This does not necessarily mean that the Secretary of State will reach a different overall decision.

I am the Case Officer dealing with the appeal. If you have any questions, please contact me.

As confirmed in the Secretary of State's letter of 16 August 2019 the inquiry will be re-opened. This will be with a different Inspector. The Inspector/Secretary of State will consider any relevant evidence previously submitted, unless it is expressly superseded by it's originator during this 'redetermination' process.

The Planning Inspectorate, on behalf of the Secretary of State, invites you to send further representations (including any statement of case and copies of any documents to which you intend to refer) relating to the following;

- the adoption of a new local plan (Plan:MK), with the associated identification of housing expansion areas
- the announcement by the Highways England, in September 2018, that corridor B (central option) had been selected as the preferred corridor for the Oxford-Cambridge Expressway
- Changes to national policy and planning guidance

Alison Dyson | Major Casework Team

The Planning Inspectorate

3J, Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN

Alison.dyson@planninginspectorate.gov.uk | 0303 444 5304

<http://www.planningportal.gov.uk/planninginspectorate> | @PINSgov

This communication does not constitute legal advice. Please view our Information Charter before sending information to the Planning Inspectorate.

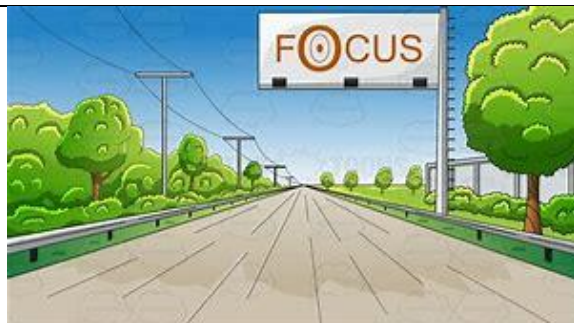
AND

We will be transferring case files across to Planning Inspectorate colleagues this week and I will include your name on a list of interested parties (together the Parish and Town Council contacts). Someone from the Inspectorate will then be in contact, in due course, to outline the next stage of the process.

Chris Bazley-Rose

Planning Casework Manager | Planning Casework Unit | 5 St Philips Place | Colmore Row | Birmingham B3 2PW

Christopher.Bazley-Rose@communities.gov.uk 0303 444 1853



East West Rail – Timeline

What is being proposed?

East West Rail Western Section will re-establish a passenger and freight railway between Oxford, Bedford, Milton Keynes, and Aylesbury. Phase 2 involves improving and reconstructing underused and disused sections of the former railway and represents a significant piece of infrastructure investment.

Why do we need to build this?

This scheme will enhance the rail network, create more journey opportunities with reduced journey times and better connections to the Great Western, West Coast and Midland Main Line services, avoiding the need to travel via London. It will reconnect major centres including, Aylesbury, Milton Keynes, Bedford, Bicester, Oxford.

What are the main benefits?

The East West Rail scheme will support economic growth through residential and commercial development along the line of route, boosting business growth and attracting new business and inward investment. The upgrade of the route will provide additional network capacity to accommodate growth in freight and passenger markets by connecting the Oxford to Bedford railway with the Great Western, West Coast and Midland Main Lines.

Who pays for it?

The project is funded by the Department for Transport and by a £45m contribution from the East West Rail Consortium.

What is the new EWR Company? And what is their role in delivering the project?

The East West Railway Company has been formed by the Secretary of State for Transport to optimise the delivery of the East West Railway. This team reviewed the East West Rail proposals and led a value engineering and programme delivery review that identified how the value and benefits from this project can be realised as quickly as is possible. The new EWR Company will run Britain's first integrated rail operation for decades and be a separate organisation to Network Rail. The Company is looking at how the EWR route can be delivered and maintained.

How many EWR2 trains will run and to what destinations?

In addition to existing train services, there will be new services from:

Oxford and Milton Keynes; stopping at Oxford Parkway, Bicester, Winslow and Bletchley. There will be two trains each way per hour.

Oxford and Bedford; stopping at Oxford Parkway, Bicester, Winslow, Bletchley, Woburn Sands and Ridgmont. There will be one train each way per hour.

Milton Keynes and Aylesbury with stops anticipated at Bletchley, Winslow, and Aylesbury Vale Parkway. There will be one train each way per hour.

When will construction start and trains begin to run?

Depending on funding, construction of the line between Bicester and Bletchley will start at the end of 2019 with trains operating from 2023.

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**Speed Reduction Plan**

Please note that the website is now live and accepting applications for 20mph speed limits:

<https://www.milton-keynes.gov.uk/highways-and-transport-hub/road-safety/introduction-of-20-mph-speed-limits-into-residential-areas>

**Clear Sacks**

The Council is confident with the changes in the delivery method for sacks that they are now on top of the requests that are coming through, if however you have properties that have experienced issues with receiving them prior to the changes last week then please let me know as I will be happy to arrange delivery of these myself.

Tony Brown - Waste Services Officer

Milton Keynes Council, Milton Keynes Waste Recovery Park, 9 Dickens Road, Old Wolverton, Milton Keynes, MK12 5QF

email: Tony.Brown@milton-keynes.gov.uk

Contacts

- For all Serco Landscape contract works enquiries, please contact Euan Darling or Mansour Moini - Please contact the helpline via the link below for new issues.
- For Tree (TPO TCA and Insurance related) enquiries contact Robert Widd.
- For Rights of Way, please contact Rosie Armstrong or James Walsh.
- For High Hedges enquiries and development related Tree issues please contact Stephen Narborough.

- For Planning, S106, Biodiversity and Ecology issues please contact Diane Evans or Phil Snell.
- For Flood Strategy please contact Ashish Patel.

To log a new issue or enquiry, go to: <https://my.milton-keynes.gov.uk/>



Roadworks - The new interactive service allows you to search for any planned works by area, road name, ward or parish, road type or reason. You can also see the current closures and those scheduled for the next two weeks.

Area	Road name	Start Date Start Time	End Date Finish Time	Type
WOBURN SANDS	High Street	08/01/20 9:30am	10/01/20 4:30pm	LANE CLOSURE
WOBURN SANDS	Russell Street	09/01/20 9:30am	13/01/20 4:30pm	TRAFFIC SIGNALS (Multi-Way)

This tool will help you check what is planned for a particular route or area so you can avoid any issues that may affect your journey. The information is updated every week. Some works may be subject to changes due to unforeseen circumstances such as a road traffic collision or incident, weather conditions or operational reasons. Check the Highways View as an

Alternatively you can view the information shown in the Highways Register through a Google map based system on www.roadworks.org

Steven Shearer - Network Support Officer (Highways Services)

Direct: +44 (0)1908 253428

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Email : Steven.Shearer2@milton-keynes.gov.uk

Visit Online : <http://www.milton-keynes.gov.uk/streets-transport-and-parking>

Community SpeedWatch

Further to the recent Forum meetings, we are now writing with more information about the Community SpeedWatch (CSW) scheme.

As discussed at the meeting, this is an offer for you to participate in the CSW and we realise it is not for everyone, so we'd be grateful for your views and ultimately if you are interested in participating, or not.

Intro

CSW is a joint partnership with Thames Valley Police (TVP), Milton Keynes Council (MKC), Parish and Town Councils (Local Councils). TVP provide operational support, initial risk assessment of sites, training and process the information of offending vehicles. MKC provide training and the equipment whilst Local Councils provide volunteers to carry out the CSW operations (and have an option to input the offending vehicle details into the Police National Computer).

Potential new sites for CSW within Local Council areas need to be agreed and risk assessed in conjunction with TVP. Ideally, there should be several sites within each Local Council area and the same site should not be visited repetitively on a daily basis.

When an operation is completed the paperwork, including as much information on the offending vehicles as practicably possible, should be passed to TVP via the Police Community Support Officers (PCSO) for processing. The registered owners will then receive a letter detailing the fact that their vehicle was observed to be travelling in the excess of the speed limit, location, etc. Therefore the accuracy of the recorded information is extremely important. This requires the volunteers to work as a team to ensure the data is effectively recorded on the information sheets. As mentioned above, TVP would also be interested in hearing from potential volunteers who might be interested in the role of inputting this information into the Police National Computer – please advise separately if you have anyone who may be interested in this element.

Repeat offenders will receive further action from TVP.

Where we are now

To date, MKC has provided a few sets of CSW kit for use, but has recently purchased additional sets of equipment to be used by Local Councils.

From feedback, the main issues were of not enough equipment to be shared effectively across the MKC area and having to collect and return the equipment to/from the MKC offices at Synergy Park.

With the introduction of the new kit, there's an opportunity for Local Councils to share the equipment between themselves (perhaps with one particular council acting as a 'hub'), or for Local Councils to liaise with their PCSO to decide if the equipment could be stored locally

by the PCSO (subject to storage accessibility). Alternatively, you may wish to pass the equipment onto a neighbouring Local Council in a 'daisy chain' style operation to share the resource on an as and when you are able to run an operation.

'Drop-in' session

We realise it's easier to see how the equipment and operation might run in practice, so we're looking to run a 'drop-in' session for you to see the equipment and how it works.

This has been arranged at MKC offices at Synergy Park on Wednesday 18 September 1 – 4pm.

Please let us know if you are likely to attend the drop-in session, if you are already familiar with the scheme or not interested in moving forward with CSW.

Additionally, if you are interested in continuing with CSW or would like to come on board with the scheme, we would further welcome your views on how you think the transfer of the kit would work best for you – please advise us by email to road.safety@milton-keynes.gov.uk.

Additional info

At the recent Forum meetings we were asked a few questions and we have checked these with TVP here:

Numbers of notices issued – as at July 2019 6,517 letters have been issued across TVP area with 66 from SpeedWatch operations in MK.

The safety of volunteers – This is part of the TVP risk assessment and the aim is to reduce the risk to volunteers operating in line with our protocols and guidelines. As a general rule it's strongly advised that volunteers not to get into any abusive conversations with members of the public.

TVP public liability insurance also protects the volunteers as stated below (from the Briefing notes):

Insurance

The Thames Valley Police are insured for the following:-

- Protection of the equipment in case of damage or loss
- Protection of the users
- Protection against damage/loss to third parties by the equipment users

Thames Valley Police Insurance will cover all volunteers and equipment providing they have been fully trained and briefed by the Neighbourhood Officer and are acting in line with our

protocols, risk assessment and briefing document. A Community SpeedWatch Service Level Agreement must be signed by each volunteer. This will be retained by the Neighbourhood Officer to validate Insurance.

Finally, we've also attached full information on the scheme from TVP.

David Frost - Road Safety Officer

01908 252572

Milton Keynes Council | Environment and Property | Synergy Park | Chesney Wold | Bleak Hall | Milton Keynes | MK6 1LY

www.milton-keynes.gov.uk

David Hopkins / Victoria Hopkins / Alice Jenkins

***MKC Senior Staff List Corporate Core - MKC Senior Team
2019***

<i>Chief Executive</i>	<i>Michael Bracey</i>	<i>01908 252200</i>
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<i>Deputy Chief Executive</i>	<i>Tracey Aldworth</i>	<i>01908 253888</i>
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<i>Contact Us</i>	<i>Email:</i>	<i>Tel: 01908 691691</i>
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www.milton-keynes.gov.uk	<i>firstname.surname@milton-keynes.gov.uk</i>	
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Resources Corporate Director	Steve Richardson	01908 253374
Service Director: Legal and Democratic Services	Sharon Bridglalsingh	01908 252095
Service Director: Finance and Resources	Steve Richardson	01908 253374
Head of Revenues and Benefits	Robin Bates	07738 636820
Chief Internal Auditor Audit & Risk Management	Duncan Wilkinson	01908 252089
Service Delivery Manager: ICT	Hazel Lewis	01908 254117
Capital Programme Director	Kamran Rashid	07792 540523
Head of HR	Musrat Zaman	01908 254278
Director Housing and Regeneration	Michael Kelleher	01908 254167
Head of Customer Service, Digital and Transformation	Tracey Tudor	01908 257979
Director Adult Services	Director Adult Services	01908 253508
Director of Public Health (Shared with Bedford & Central Bedfordshire Councils)	Muriel Scott	01908 252388
Service Director: Children's Services	Mac Heath	01908 253121
Service Director: Adult Services	Victoria Collins	01908 253270
Assistant Director: Joint Commissioning	Mick Hancock	01908 252091
Place Corporate Director	Duncan Sharkey	01908 253411
Service Director: Housing & Regeneration	Michael Kelleher	01908 254167

Service Director: Environment & Property	Stuart Proffitt	01908 254692
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Service Director: Growth, Economy & Culture	Tracy Darke	01908252394
Head of Placemaking	Neil Sainsbury	01908 252708
Head of Development Management	Jonathan Palmer	01908 253026
MKDP Chief Executive	Charles Macdonald charles.macdonald@mkdp.co.uk	01908 253899
Independent Chair		01908 253405
Director of Strategy & Futures	Geoff Snelson	01908 252665

Acting Service Director: Policy, Insight & Communication s	Sarah Gonsalves	01908 252275
Head of Communications	Kellie Evans	01908 252413
Environment & Property		
Head of Regulatory Services	Neil Allen	01908 252365
Head of Health & Safety	Alison Cook	01908 502935
Head of Environment & Waste	Nicholas Hannon	02908 252577
Head of Transport	Steve Hayes	01908 253281
Head of Property & Facilities	Bee Lewis	01908 252452
Head of Highways	Davina Millership	01908 252994
Growth Economy & Culture		
Head of Placemaking	Neil Sainsbury	01908 252708
Strategy & Futures		
Policy Manager	Sophie Lloyd	01908 253208
Head of Transport Innovation	Brian Matthews	01908 252064
MK Futures Programme	Fiona Robinson	01908 252318

Manager		
Housing & Regeneration		
Head of Communities	Jane Harrison	01908 253281
Head of Homelessness Prevention and Housing Access	Eleanor Nickless	01908 253032
Head of Neighbourhoods	Heledd Williams	01908 253696
Head of Asset Management and Investment	Stephen Young	01908 252272
Head of Regeneration	Aniekan Umoren	
Policy Insight and Communications		
Programme Manager – Parish & Town Councils	Kay Pettit	07971 102278
Partnership Officer	Heather Baker	01908 254597
MK Together Partnership Manager	Melanie Marshman	01908 252842
GIS Manager	Gillian Smith	01908 252569
Law & Governance		
Head of Legal Services	Paul Cummins	01908 254194
Head of Democratic Services	Peter Brown	
Finance & Resources		
Head of Finance (Deputy 151 Officer)	Anna Rulton	01908 252482
As Above	Natasha Hutchin	01908 253413
Head of Revs & Bens	Robin Bates	07738 636820
Head of ICT & Print	Hazel Lewis	01908 254117
Head of Customer Service & Transformation	Tracey Tudor	01908 257979
Head of HR	Musrat Zaman	01908 252151
Children's Services		
Head of Delivery – Setting & School Sufficiency & Access	Marie Denny	01908 253935
Head of Setting & School Efficiency	Cheryl Eyre	01908 254419
Head of Delivery – Corporate Parenting	Joanne Rabbitte	01908 254473
Head of Delivery – SEN and Disability	Caroline Marriott	01908 253138
Head of Delivery – Children's Social Work	Melinda May	01908 253127
Head of Youth & Community	Gavin Sandmann	01908 253870
Head of Safeguarding	Jo Hooper	01908 254307
Adult Services		
Head of Older Peoples Housing and Community	Sandra Rankin	01908 252762

Support		
Head of Learning Disability, Mental Health and Autism	Amanda Griffiths	01908 253042
Head of Assessment and Safeguarding	Philip Jones	01908 257940
Head of Reablement and Hospital Discharge	Michelle Smith	01908 253592
Public Health		
Deputy Director of Public Health	Emmeline Watkins	01908 254536
Group Head of Commissioning	Mick Hancock	01908 257967

CHANGES TO THE COUNCIL'S SENIOR MANAGEMENT STRUCTURE

Our current three directorate model plus small 'corporate core' was put in place four years ago. While this has helped teams share some closer practices and standards, we're yet to achieve our ambition for fully joined up thinking and working across the whole organisation. This can be frustrating for us, for councillors and for service users.

A new senior management structure is being developed that will help us operate more effectively as one council. The proposals are:

A new Deputy Chief Executive role will lead our critical support services, as well as a number of other business areas.

Instead of the current structure of three Corporate Directors and ten Service Directors, services will be led by nine Directors, who would all be regarded as 'chief officers' and full members of our Corporate Leadership Team (CLT). As you may be aware Duncan Sharkey has left the Council and we will not be replacing either his former role (Corporate Director – Place) or the role of Corporate Director – People.

The corporate core would be replaced with a new Chief Executive's Office, led by an Assistant Chief Executive (replacing the current role of Service Director – Policy, Insight and Communications), whose focus will be on improving organisational effectiveness and performance. Public Health will move into the Chief Executive's Office.

Subject to political agreement, the new structure could be in place by early March. The CEO (Michael Bracey) will share full details then, including a detailed breakdown of who will be leading on specific areas.

Corporate Leadership Team - March 2019

Chief Executive - Michael Bracey, Head of Paid Service
 Director - Health and Social Care Integration - Jill Wilkinson
 Director - Finance and Resources - Steve Richardson
 Director - Law and Governance - Sharon Bridglalsingh
 Director – Environment and Property - Stuart Proffitt
 Director - Growth, Economy and Culture - Tracy Darke
 Director - Adult Services - Victoria Collins
 Director - Children’s Services - Mac Heath
 Director - Housing and Regeneration - Michael Kelleher
 Director - Strategy and Futures - Geoff Snelson
 Director - Policy, Insight and Communications - Sarah Gonsalves
 Director - Public Health - Muriel Scott

Finance and Resources

Professional finance | Revenue and benefits | HR
 ICT | Customer services | LGSS | Audit and risk

Environment and Property

Highways | Waste and Recycling | Transportation Property | Facilities | Management
 Regulatory services | Health and Safety

Growth, Economy and Culture

Place Making | Planning | Economic development | Arts and Heritage | Historic environment |
 Leisure | Sports development

Law and Governance

Legal services | Democratic services | Elections Civic events and mayoralty | Councillor
 support Governance

Policy, Insight and Communications

Policy | Partnerships | Performance Communications | Information Governance Emergency
 Planning | Community safety

Housing and Regeneration

Tenancy management | Repairs and maintenance Tackling homelessness | Strategic housing
 Regeneration and development | Private sector housing | Resident engagement and support

Children’s Services

Schools | Early years | Youth and community Special needs and disability | Safeguarding
 Family support | Children in care | Care Leavers

Adult Services

Mental health | Learning disability | Physical disability | Older people’s services Hospital
 discharge | Adult safeguarding | Commissioning

Public Health

Health improvement | Health protection | Public health services | Needs assessment
Strategy and Futures

Strategy and Futures

Delivery of MK2050 Strategy | Regional Local Enterprise Partnership | Oxford to Cambridge
Arc

Decision-making in a Pre-election Period**Executive Summary**

1. Purdah applies only to ministerial government departments, and does not prevent local councils or other public authorities outside of central government from making decisions during the pre-election period.
2. However, there are other rules relating to the extent to which certain decisions or actions can be publicised during a pre-election period, or the manner in which any publicity should take place.

The Rules

"Purdah" is a political convention originating in Whitehall, which is not codified in law. Purdah is often unhelpfully used to describe the rules relating to local government publicity during a pre-election period (see below).

In principle it reflects some common sense propositions:

1. Avoiding active engagement on politically sensitive matters in pre-election periods.
2. Ensuring the governing party does not:
 - a. gain unfair electoral advantage, or
 - b. commit successors to significant decisions.
3. Maintaining the impartiality of Officers during a period of potential transition.

Local Government

All councillors have a normal, and legitimate, political predisposition, and there is no reason (without further evidence) for concluding that during a pre-election period this is more likely to lead to a closing of minds than would otherwise be the case (*R (Lewis) v Persimmon Homes Teesside Ltd* [2008] EWCA Civ 746).

Section 25 of the Localism Act 2011 recognises the political realities. It states that a decision-maker is not to be taken to have had a closed mind, or been tainted by bias, in making a decision merely because they had previously indicated (directly or indirectly) a view on a matter relevant to that decision.

In essence it is business as usual but with the application of good judgement in controversial matters.

The pre-election Period and Publicity

Local authorities in England and Wales are under a duty to have regard at all times to the Code of Recommended Practice on Local Authority Publicity (the Code) (issued under sections 2 and 4 of the Local Government Act 1986). The latest version of the Code that applies to local authorities in England was published on 31 March 2011.

Paragraph 34 of the Code in England states that, during the period between the notice of an election and the election itself (Dates to be inserted) local authorities should not publish any publicity on controversial issues or report views or proposals in such a way that identifies them with any individual members or groups of members. Unless it is expressly authorised by statute, publicity relating to individuals involved directly in the election should not be published by local authorities during this period although it is permissible for them to publish factual information identifying the names, wards and parties of candidates at elections.

Travellers - MK Council action

If an encampment is on public land (land owned by MK Council, MKDP or The Parks Trust) MK Council will visit the site quickly to assess the situation and gather any evidence needed.

Police responsibilities

MK Council work closely with Thames Valley Police to agree the best way forward on unauthorised encampments. The police may use powers under Section 61 of the Criminal Justice and Public Order Act 1994 to remove trespassers only if there is a significant impact to the local community or other users of the land, impact upon the land, a significant increase in local crime directly attributable to the encampment, or a risk to life. The police are also bound by the Human Rights Act. It is for the police alone to decide whether Section 61 should be used.

Dealing with anti-social behaviour

While many unauthorised encampments are short and cause minimal disruption, others can have a high impact on the local community.

Report a crime associated with an encampment to Thames Valley Police at www.thamesvalley.police.uk or on 101

Milton Keynes Council and Thames Valley Police will take action against individuals responsible for anti-social behaviour, working together to consider what kind of action is best for each situation

Report an unauthorised encampment to MK Council at www.milton-keynes.gov.uk/pay-report-apply/report-it