

Unitary Councillor Report

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

December 2019

A421

The A421 will be fully closed between the Eagle Farm Roundabout up to M1 Junction 13 near Magna Park from 10pm on Thursday 12 December and will open at 6am on Friday 13 December.

The road will also be closed from 9pm on Friday 13 December and will open at 6am on Monday 16 December.

These closures will allow us to carry out works at Cranfield Road bridge, which will enable us to switch the traffic on a section of the new road in the New Year, so that we can start working on the other side of the bridge

EMERGENCY

In the event of an incident 999 is the number to call if human welfare is at risk. **The MKC out of hours emergency number is 01908 226699 and can be called where MKC assistance is required and the council has a Duty Emergency Planning Response Officer on Duty.** During Office Hours call Emergency Planning on 01908 254555 (Not a public number). The public should call the Councils normal switchboard number 01908 691691



Serco have just entered the fourth week of an 8 week leaf clearance schedule.

Preview below.

Local areas at Old Farm Park, Browns Wood, Caldecotte, Brickhills, Woburn Sands, Wavendon Gate should have been completed up to end of last week subject to operational issues (e.g. leafing will be suspended if poor conditions or very windy).

One of the block cleaning teams is dedicated to undertaking urgent leaf clearing works and individual tickets from customer reports. This crew are deployed based on risk (e.g. areas at risk of flooding or high footfall areas) and ad-hoc works raised during inspections. If you have a location

which you think needs additional leaf clearing please let me know and I can ask this crew to attend.

Week Commencing 9 December	Stony, Galley Hill New Bradwell Bradwell Common Coffee Hall Leadenhall Walnut Tree
Week Commencing 16 December	Greenleys Wolverton Great Linford Conniburrow Fishermead Oldbrook
Week Commencing 23 December	Fullers Slade Newport Pagnell Bradville Springfield Lakes Estate
Week Commencing 30 December	Wolverton Stacey Bushes Olney Emberton CMK Neathhill Netherfield Beanhill Furzton
Week Commencing 6 January	Bancrofts Blue Bridge Giffard Park Blakelands Stantonbury Tinkers Bridge Passmore West Bletchley

David Proctor

Waste Management Services Client Manager

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**TRAFFIC
SURVEY****Danesborough Traffic Study– note from James Povey**

AECOM have asked if the PC has any additional comments/issues they would like to raise concerning the work being undertaken in phase 1, namely Church Road/Longslade Lane through traffic, and the walking and cycling provision in Woburn Sands.

For clarity this is what AECOM have been tasked with doing:

Church Road

3.1 There are concerns over the volumes and speeds of traffic on Church Road to the south of Bow Brickhill. While some of this traffic is local, other traffic uses this route as a rat run between Woburn and south of Milton Keynes as an alternative to the A5.

3.2 Subject to traffic data being available, we would make use of this data to quantify the volumes of traffic flows on Church Road. If data is unavailable, we would not propose to carry out a traffic survey. We would however carry out observations of traffic flows and conditions during the site visit as described below.

3.3 A site visit would be carried out in order to provide a qualitative assessment of Church Road, including carriageway width, topography and general conditions of the carriageway. The visit would cover both peak and inter-peak periods to enable an assessment of flows and speeds to be made. It is not proposed that volumetric counts are carried out.

3.4 Drawing upon the detailed observations, options for reducing through traffic would be developed. These are likely to be minor works to include road signing, (particularly at the Central Beds end). Other measures including traffic signals, speed limits and physical measures (traffic calming) designed to deter through traffic and reduce traffic speeds would also be considered.

3.5 A Technical Note will be prepared that would summarise the current conditions and present the recommended proposals. It is not envisaged that any design work or drawings would be required for options that are proposed for this element of the study.

Walking and Cycling: Woburn Sands

4.1 This task involves the development of measures to promote walking and cycling within Woburn Sands. This should be achieved by:

- Building on and enhancing existing facilities. For example, this would include assessing the condition of the current Red Route along Newport Road connecting to Wavendon.
- Identifying opportunities for new and improved facilities to promote walking and provide a safer environment for pedestrians.

4.2 An audit of current facilities would be carried out from site visits and would include the Red route along Newton Road between Bow Brickhill and Wavendon.

4.3 The views of the Danesborough Forum would also be sought at this stage to identify issues and to discuss ideas for improvements. It is understood that this forum is attended by representatives of parish and town councils within the area. Further views might also be sought from local walking and cycle groups.

4.4 The results of the audit and feedback from the stakeholder consultation will be used to inform the development of a walking and cycling plan. This will focus on:

- Improving accessibility to local shops and other facilities within Woburn Sands
- Improving accessibility to Woburn Sands Station
- Enhancing existing facilities, including the Newport Road Red Route.

4.4 The proposals will be assessed for engineering feasibility and an outline cost of works prepared. The recommended proposal would be in the form of a CAD plan showing indicative solution with annotation on a scale of 1:1000.

4.5 Indicative costs for the options will be prepared. This would be based upon a schedule of rates provided by the client.

4.6 A Technical Note will be prepared describing the current provision and setting out proposals including their feasibility and outline cost. The Technical Note will include a design options plan based on the option/recommendations.

At the forum meeting itself they will start gathering views on Walton Road and suggested traffic calming/closure, ahead of work to be commissioned looking at this issue.

I would be grateful if you could circulate this email/request further feedback from the forum that can be passed to AECOM. Forum comments by 17 December would be appreciated if possible.



(From MK Citizen) 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.



We are currently putting together our 3rd annual Greensand Country Festival. The festival takes place over the whole of May and last year included over 200 events that celebrate this beautiful and vibrant area. Activities and events are wide ranging and help us to learn about and explore this unique landscape. Please take a look at our events guide from last year to see what was on offer

http://greensandcountry.com/wp-content/uploads/2019/03/RC783_Greensands_Events_Guide-2019_A5_32pp.Webv5_.pdf

We would love for all of the villages and towns in the Greensand Country to be involved in our festival this coming year. If you have any activities or events that you would like to include in our festival, particularly if you are one of our ‘Gateway’ villages/towns, please let us know.

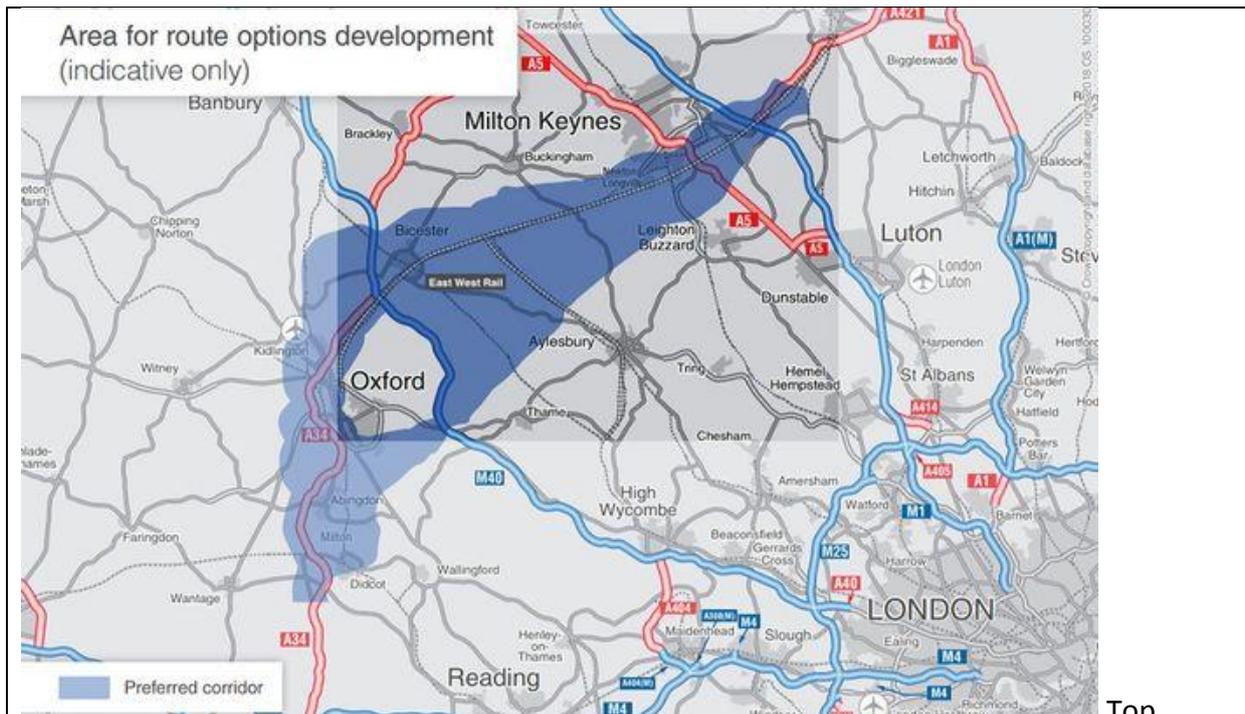
I have attached our booking form which has further information.

If you have any queries or would like to know more please do not hesitate to contact me.

Lindsay Measures - Events and Engagement Officer
‘Greensand Country Landscape Partnership’.

**east
west
RAIL**

It looks likley 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 likley to come forward before 2027. A decision on the future of HS2 is expected in March 2020.



Top 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



ENGLISH
HERITAGE

The New Town Heritage Explorers Project is an exciting design and heritage project to develop a New Town Heritage Toolkit and bring the city's design heritage to life for all residents with an innovative creative programme. The project will explore and document architectural design heritage and social history of MK – the stories of the people who live here, the impact of the buildings on daily life, and what is it like to live in a city built from scratch.

I have attached a general information leaflet about the project and information about a heritage toolkit workshop we are hosting on Saturday 30th November at the Parks Trust, Campbell Park. We are planning a heritage toolkit for parish councillors in early January. I will contact you once again once a date has been confirmed.

I would also like to place information about the project and our call for volunteers either on the parish councillors website or in the forthcoming newsletter.

Pamela Roberts - Project Manager
New Town Heritage Explorers Project
<http://www.milton-keynes.gov.uk/heritage>
#CultureMK
#HeritageFuture

Project Overview

Milton Keynes Council (MKC) and its partner Milton Keynes City Discovery Centre (MKCDC) have secured National Lottery Heritage Fund investment thanks to National Lottery players, for a pioneering New Town Heritage Explorers project in Milton Keynes. The New Town Heritage Explorers Project will explore and document the architectural design heritage and social history of MK – the stories of the people who live here, the impact of the buildings on daily life, and what is it like to live in a city built from scratch. The project will:

1. Animate and profile the New Town Heritage Register a new local list detailing the heritage character and contemporary value of Milton Keynes' Design City heritage, delivering a model for celebrating and safeguarding modernist heritage for other New Towns across the UK and Europe.
2. Develop existing and new audiences through a public programme of events and volunteering activities arising from the development of a New Town Heritage Toolkit. The New Town Heritage Toolkit to enable local communities to:

Use the city's archives to find out about the history of where they live
Assess the city's architectural and heritage character - what has worked well or not so well?

Identify what makes places special and how they should be looked after in the future?
Suggest buildings that could go into the New Town Heritage Register, and
Shape the city's future planning and growth.

3. Engage young people in exploration of New Town Heritage in key MK areas and embed skills and knowledge that allows them to take part in decisions about their future – developing the next generation of volunteers and civic guardians.



Avanti West Coast will be the name of the new West Coast rail franchise, the new operators have revealed.

FirstGroup and Trenitalia - the companies who are taking over the operation of West Coast rail services from December 8 - say the name Avanti, which is Italian for forward, reflects a mission to deliver an innovative railway service that is 'ready for today and fit for the future.'

The service will link London to cities and towns across England, North Wales and Scotland and its new logo - a bright orange triangle - has been designed to symbolise the geographic extent of the 400-mile route that serves cities such as Birmingham, Manchester, Liverpool and Glasgow as well as London and North Wales.

Under the new West Coast Partnership, First Trenitalia is committed to delivering a range of passenger enhancements for InterCity West Coast services and passengers will benefit from more trains, more seats, simplified fares and more frequent services.

The 56 Pendolino trains will be completely refurbished with 25,000 brand new seats, more reliable Wi-Fi and improved catering.

By 2022, there will be 263 more train services every week to more places and a fleet of new trains introduced.

Fares and ticket types will be simplified with mobile tickets and smartcards introduced.



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>



Over recent months we have been working with the **Parishes Advisory Group (PAG)** to come up with a replacement for the Parish Protocol which came into being in 2013 and which needed reviewing.

With changing times and parishes taking on more, services and responsibilities, we are excited to send the new proposed partnership agreement of how we work together entitled 'Together We Can' as agreed with PAG. This takes into account the valuable work that parishes do and the changing way our relationship has grown with respect and understanding on both sides.

Please see attached the new updated proposed agreement and would be grateful for your comments by 31st January 2020 after discussion at your December/January meetings.

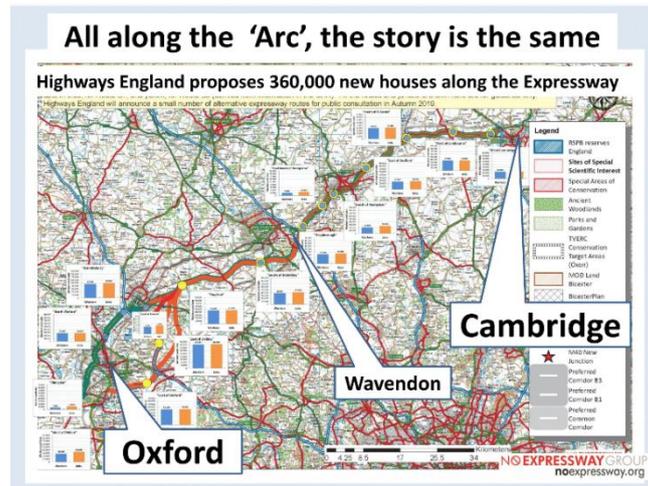
Heather Baker (Partnership Officer – Parish and Town Councils)

T: 01908 254597

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Visit us online: www.milton-keynes.gov.uk

Parishes www.milton-keynes.gov.uk/your-council-and-elections/councillors-and-committees/parish-and-town-councils



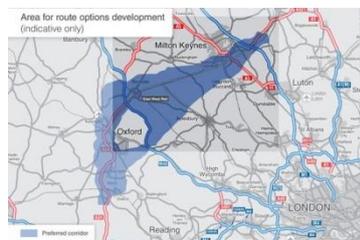
The Oxford – MK - Cambridge Expressway

Link to Presentation heard in St Marys Catholic Church Hall on 3 December will appear here

We've turned our presentation into a PDF which you can find here..

<https://www.noexpressway.org/events/2019/12/3/woburn-sands-amp-surrounding-villages-meeting>

There's a big red button to press which will bring up the PDF version



ITRC Infrastructure Analysis: OxCam Arc

<https://www.itrc.org.uk/consultation-dissemination-event-november-2019/>

Evaluating impact of local, regional and national choices on sustainable future options

The Consortium launched a report on the use of infrastructure systems analysis to inform planning and design of the Oxford-Milton Keynes-Cambridge Arc at a conference and consultation event on 20 November, 2019, at the Institution of Civil Engineers in London.

ITRC's modelling will help to create the clear vision for the Arc's grey and green infrastructure, employment and housing. The tool is highly flexible and can analyse a multitude of different scenarios at varying scales. We would particularly welcome feedback from those that see a value in the application of the ITRC's modelling tools in practice.

Oxford University Centre for the Environment, South Parks Road, Oxford, OX1 3QY, UK
miriam.mendes@ouce.ox.ac.uk | +44 (0)1865 275852

General Election

Since the announcement by the Government that a general election will be held on the 12 December, our election team has sprung into action to plan for polling and the count. If you know anyone who would like to help as a poll clerk or count assistant, please let us know by filling out the form – link below. (If they have done this before, they don't need to fill out the form – we'll be in touch soon).

<https://www.milton-keynes.gov.uk/your-council-and-elections/elections-and-register-to-vote/elections/election-staffing-form>

We have to show particular sensitivity about the way we publicise certain topics, including some consultations, in the run up to an election. We'll be sharing advice about the dos and don'ts of purdah in next week's Councillors News. In the meantime if you have any questions, please contact colleagues in Democratic Services.

Briefing note attached.



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 allocated proposed employment land	Contribution
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	
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each separate contribution	
Contribution Amount	
Purpose of contribution / Where Spent (define specific project/s)	
<p>*Regulation 122 of CIL</p> <p>(a) necessary to make development acceptable in planning terms:</p> <p>(b) directly related to the development: and</p> <p>© fairly and reasonably related in scale and kind to the development</p>	
Justification / evidence basis	
Timing of payment / trigger (if appropriate)	
Other comments	



Case Study – Cranbrook and Sissinghurst Parish

The On-Street Residential Chargepoint Scheme accepts applications from a variety of local authorities, including parish councils. In 2018, Cranbrook and Sissinghurst Parish Council in Kent received £17,000 to install three double-headed fast chargers in a council owned car park. The council wanted to encourage EV ownership as part of its Environmental Committee plans but faced a lack of charging infrastructure in the areas around Maidstone, Tunbridge Wells and Tenterden.

Several residents used the local council owned car park overnight, due to the narrow streets and a lack of off-street parking options in Cranbrook. Placing the chargepoints in this car park gave residents the option to charge their cars overnight, with the 7kW power providing more than enough speed to charge a battery from flat to full whilst the residents slept.

It is hoped projects like this will not only encourage other councils in more rural areas to apply but will further boost EV uptake. Mark, a local resident in Cranbrook and Sissinghurst had this to say about the chargepoints:

"Even with a well-planned excursion it is always a relief to find a charge point for my Nissan Leaf. What a great sight it was to find three brand new chargers all in perfect working order,

six bays under a leafy canopy of trees framing the tower of St Dunstan's"



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

**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 its 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

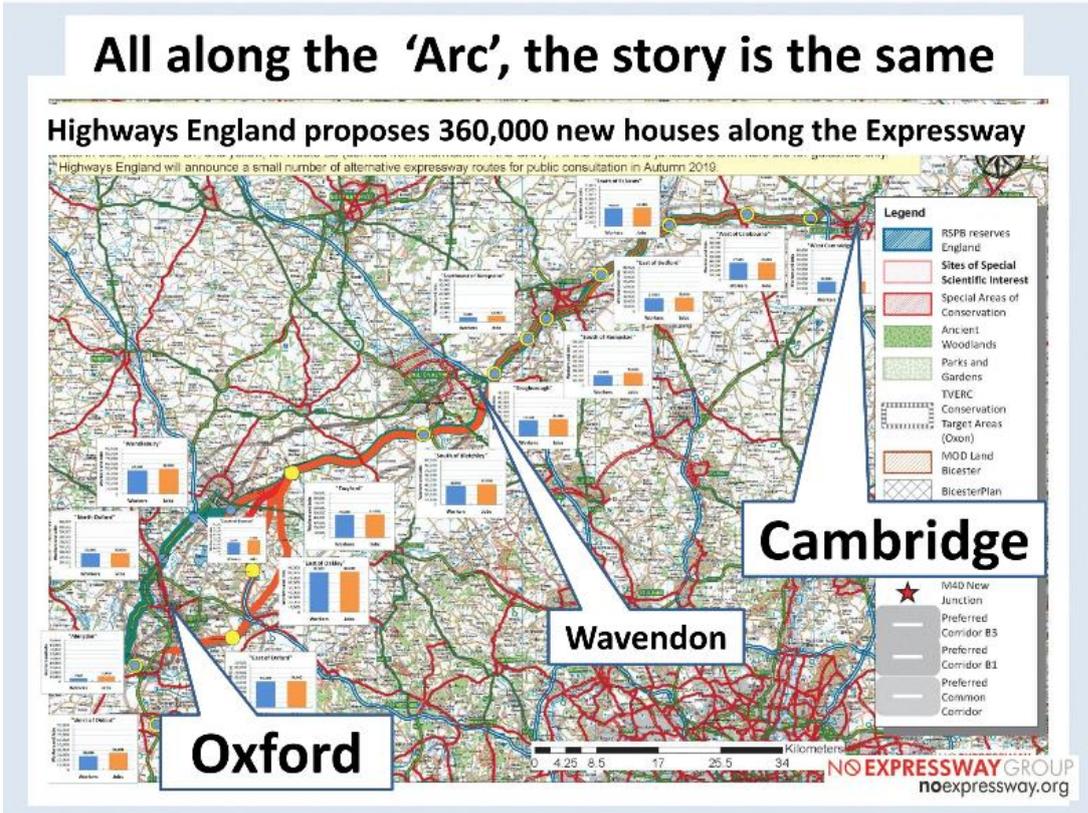
We will be transferring case files across to Planning Inspectorate colleagues this week and I will include your name on a list of interested parties (together the Parish and Town Council contacts). Someone from the Inspectorate will then be in contact, in due course, to outline the next stage of the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

Expressway Timeline



Date	Event
Autumn 2017	Commitment by the Chancellor for construction to commence on the missing link before the end of the Road Investment Strategy (RIS2) in 2025
2018	Corridor announcement
Autumn 2019	Public consultation on route options*
2020	Preferred route announcement*
2025	Construction starts*
2030	New link opens to the public

*Indicative timetable, subject to preferred route options



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.

**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
WAVENDON	STOCKWELL LANE	12/12/19	12:30pm	12/12/19	4:30pm	ROAD CLOSURE

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

Switchboard: +44 (0)1908 691691

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

Chief Executive	Michael Bracey	01908 252200
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Deputy Chief Executive	Tracey Aldworth	01908 253888
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Contact Us www.milton-keynes.gov.uk	Email: firstname.surname@milton-keynes.gov.uk	Tel: 01908 691691
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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	Muriel Scott	01908 252388

Bedfordshire Councils)		
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

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 Manager	Fiona Robinson	01908 252318
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 Support	Sandra Rankin	01908 252762
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

<p>Policy, Insight and Communications Policy Partnerships Performance Communications Information Governance Emergency Planning Community safety</p>
<p>Housing and Regeneration Tenancy management Repairs and maintenance Tackling homelessness Strategic housing Regeneration and development Private sector housing Resident engagement and support</p>
<p>Children's Services Schools Early years Youth and community Special needs and disability Safeguarding Family support Children in care Care Leavers</p>
<p>Adult Services Mental health Learning disability Physical disability Older people's services Hospital discharge Adult safeguarding Commissioning</p>
<p>Public Health Health improvement Health protection Public health services Needs assessment Strategy and Futures</p>
<p>Strategy and Futures Delivery of MK2050 Strategy Regional Local Enterprise Partnership Oxford to Cambridge Arc</p>

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