



## AYLESBURY VALE DISTRICT COUNCIL

### Democratic Services

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29 March 2018

### CABINET

A meeting of the **Cabinet** will be held at **6.30 pm** on **Tuesday 10 April 2018** in **The Olympic Room, Aylesbury Vale District Council, The Gateway, Gatehouse Road, Aylesbury, HP19 8FF**, when your attendance is requested.

**NOTE:** There will be an informal session starting at 6.15 pm to give Members the opportunity to comment on issues on the Agenda. The press and public may attend as observers.

**Membership:** Councillors: N Blake (Leader), A Macpherson (Deputy Leader), J Blake, S Bowles, H Mordue, C Paternoster, Sir Beville Stanier Bt and J Ward

Contact Officer for meeting arrangements: Bill Ashton; [bashton@aylesburyvaledc.gov.uk](mailto:bashton@aylesburyvaledc.gov.uk);

### AGENDA

#### 1. APOLOGIES

#### 2. MINUTES (Pages 3 - 6)

To approve as a correct record the Minutes of the meeting held on 6 March, 2018, copy attached as an appendix.

#### 3. DECLARATIONS OF INTEREST

Members to declare any interests.

#### 4. COMMUNITY SAFETY UPDATE AND ANNUAL PLAN 2018-19 (Pages 7 - 32)

**Councillor Macpherson**  
**Cabinet Member for Communities**

To consider the attached report.

Contact Officer: Will Rysdale (01296) 585561 / Chris Oliver (01296) 585005

#### 5. MRF CONTRACT FOR MIXED RECYCLING (Pages 33 - 36)

**Councillor Sir Beville Stanier**  
**Cabinet Member for Environment and Waste**

To consider the attached report.

Contact Officer: Isabel Edgar Briancon (01296) 585862



**6. CENTRAL AREA GROWTH BOARD (Pages 37 - 46)**  
**Councillor N Blake**  
**Leader of the Council**

To consider the attached report.

Contact Officer: Tracey Aldworth (01296) 585003

**7. NATIONAL INFRASTRUCTURE COMMISSION: CAMBRIDGE-MK-OXFORD CORRIDOR (Pages 47 - 82)**  
**Councillor N Blake – Leader of the Council**  
**Councillor Mrs Paternoster – Cabinet Member for Growth Strategy**

To consider the attached report.

Contact Officer: Tracey Aldworth (01296) 585003

**8. EXCLUSION OF THE PUBLIC**

The following matter is for consideration by Members “In Committee”. It will therefore be necessary to

RESOLVE –

That under Section 100(A)(4) of the Local Government Act, 1972, the public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in the Paragraph indicated in Part 1 of Schedule 12A of the Act:-

Item No. 9 – MRF Contract for Mixed Recycling

The public interest in maintaining the exemption outweighs the public interest in disclosing the information because the report contains information relating to the financial or business affairs of organisations (including the Authority holding that information) and disclosure of commercially sensitive information would prejudice negotiations for contracts and land disposals or transactions.

**9. MRF CONTRACT FOR MIXED RECYCLING (Pages 83 - 86)**  
**Councillor Sir Beville Stanier**  
**Cabinet Member for Environment and Waste**

To consider the attached confidential report.

Contact Officer: Isabel Edgar Briancon (01296) 585862

## CABINET

6 MARCH 2018

**PRESENT:** Councillor N Blake (Leader); Councillors A Macpherson (Deputy Leader), H Mordue, C Paternoster, Sir Beville Stanier Bt and J Ward

**IN ATTENDANCE:** Councillor Strachan

**APOLOGIES:** Councillors J Blake and S Bowles

### 1. MINUTES

RESOLVED –

That the minutes of the meeting held on 9 January, 2018, be approved as a correct record.

### 2. CORPORATE RISK REGISTER

The Corporate Risk Register provided evidence of a “risk aware and risk managed organisation”. It recorded and considered significant risks that might affect the successful delivery of its statutory duties. The Register reflected the risks that were on the current radar for Strategic Board. The Audit Committee had a role to monitor the effectiveness of risk management and internal control across the Council and regularly reviewed the Corporate Risk Register. The Register was also reported to Cabinet to help inform the budget setting and monitoring process.

Members commented in particular about the two risks regarding Organisational culture and failure to manage a major partnership or a significant council contractor, and were assured that these would continue to be the subject of careful monitoring. It was recognised that further work still needed to be done to communicate the vision and direction of the ‘new’ organisation to staff, and to embed desired behaviours into the cultural norm. Significant performance issues with the street cleaning contractor were being addressed and a performance plan had been put in place with was being closely monitored. Having discussed the issues identified within the Register around recruitment to certain technical professions, it was,

RESOLVED –

That the Corporate Risk Register be noted and reported twice yearly to Cabinet for review.

NOTE: Councillor Mrs Ward, as a member of the Board of Aylesbury Vale Estates (AVE), declared a Personal Interest in this item insofar as it related to the operations of AVE.

### 3. NEW HOMES BONUS - PARISH GRANTS

The New Homes Bonus (NHB) was a national initiative whereby funding from the national revenue grant for local authorities had been top sliced and allocated to local councils in proportion to the number of new homes in their area. For every new home built and occupied in Aylesbury Vale, and for every long-term unoccupied property that was brought back into use, the Government gave the Council a NHB grant each year.

In December 2012, the Council had agreed to allocate a share of the NHB to Parish and Town Councils, to help alleviate the impacts of housing growth on local communities. 20% of the Government allocation had been set aside for the funding scheme, which equated to £1,228,000 being available in the 2017/18 round of funding. Additionally, a £284,686 underspend had been carried over from the last round of funding allocations. It had been agreed last year to establish an £80,000 budget for micro grants which meant that a total of £1,432,686 was available to allocate in this round of NHB grants.

The Informal NHB Grants Panel had met on 26 January 2018 to consider applications for funding from Parish and Town councils under the NHB grant funding scheme. The Panel had consisted of the Chairman of the Panel (Councillor Strachan), Councillors Lambert and Town, and Parish Council representatives John Gilbey and Nick Hierons (nominated by the Aylesbury Vale Association of Local Councils - AVALC). The Chairman of the informal Grants panel attended the Cabinet meeting to elaborate upon the Panel's considerations.

The Cabinet report set out the key criteria that applicants needed to demonstrate when applying for NHB grant funding. Awards could be for up to 100% of the scheme cost and could support both capital and revenue projects (with a life of less than 6 years).

Prospective applicants were required to submit a preliminary 'Expression of Interest' (EOI) form to identify whether projects met the criteria, to discuss other possible funding sources (including Section 106), and avoid abortive work for potential applicants. The deadline for applications had been 15 December 2017.

For 2017/18, ten EOI's or enquiries had been received and seven Parish and Town Councils had subsequently submitted applications for consideration by the Panel, to a total value of £333,448 (of the £1,432,686 of funding available).

The Panel had also considered requests from both Wing and Aston Clinton Parish Councils to ring-fence NHB grant funding awarded in previous rounds because of unavoidable project delays. In considering the applications the Panel members had recommended funding for all seven projects with awards totalling £225,098.

The Panel had also recommended ring-fencing the grants previously awarded to Wing (£208,000) and Aston Clinton (£500,000).

The level of funding recommended and the reasons for the recommendations were outlined at Appendices A and B (financial spreadsheet) to the Cabinet report.

Once the level of funding was agreed, funding agreements with the successful applicants would be finalised, which would include timescales for the delivery of the various projects, to be monitored by the Grants Officer, and against which phased grant payments might be made. Appropriate recognition of the support provided by the NHB funding scheme would also be sought through media publicity and appropriate plaques or signage would be required on the schemes that were funded.

RESOLVED –

That the recommendations of the Informal New Homes Bonus Grants Panel, be approved, as set out in the schedules attached at Appendices A and B to the Cabinet report.

#### **4. CROWD FUNDING**

Cabinet received a report seeking agreement to establish an Aylesbury Vale crowdfunding platform to enable local groups to secure capital funding for their local projects.

Crowdfunding was a relatively well-established and recognised method of raising funds for large projects. Funding was achieved by raising relatively small contributions from a large number of people to reach an overall set target. Spacehive, which had been identified as the preferred crowdfunding platform partner for the Council, had been established in 2012 and had significant experience in assisting local authorities with crowdfunding initiatives.

Spacehive would provide a single portal where people with project ideas could build support from their community, ensure their plans were viable, pitch for funding from residents and partners at the same time, and share the impact created. Spacehive would also provide training for council staff and local good causes, provide marketing support and help leverage funding from external organisations for crowdfunding projects.

According to a recent report from Future Cities Catapult, 10% of councils across the UK were now using civic crowdfunding to shape their civic spaces. As budget pressures continued to impact on all aspects of the council's work the development of a local crowdfunding platform would allow further activity for the council in an enabling role and complement the Vale Lottery scheme.

Crowdfunding was not just about money, it was much more than that. Crowdfunding helped build more cohesive, resilient and sustainable communities with tools to actively shape their local area. It was proposed in the Cabinet report that the platform was funded from the Vale Lottery's community fund.

The Cabinet report contained details of how a crowdfunding platform would complement the Vale Lottery and explained the various stages of how it worked from project identification, through viability assessment and verification, legal contract (to ensure the project was delivered if the fundraising target was hit), and on how the funding was raised. Crowdfunding for a project normally lasted up to 70 days and could typically expect to lever 3.5 times an initial investment. Funds were pledged to projects through one of two secure payment platforms; PayPal or GoCardless. When pledges were made, pre-approved payments were set up with PayPal or GoCardless and once the campaign target had been reached the payments were processed, sending the payment directly to the Project Delivery Manager. Spacehive did not hold any of the money collected by the Project Delivery Manager.

A dedicated and branded Aylesbury Vale webpage would also be set up to host projects with access to administer the funding, along with consultancy expertise and other support to promote the success and raise awareness of the project. Spacehive earned what was an industry standard 5% thus a project costing £10,000 would have to set and meet a target of £10,500 before pledges were called in.

RESOLVED –

That Spacehive Ltd be appointed to provide and operate a local crowdfunding platform on behalf of Aylesbury Vale District Council for an initial period of up to three years.

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Cabinet  
10 April 2018

## COMMUNITY SAFETY UPDATE & ANNUAL PLAN 2018-19

### 1 Purpose

- 1.1 This report provides Members with information about current crime levels, a summary of activity on the delivery of the Aylesbury Vale Community Safety Partnership (AVCSP<sup>1</sup>) Plan in 2017/18, and an update on some of the recent and future changes taking place in connection with community safety.

### 2 Recommendations/for decision

- |                                                 |
|-------------------------------------------------|
| 2.1 That Members note the content of the report |
|-------------------------------------------------|

### 3 Executive summary

- 3.1 Total recorded crime for the year to date, is currently showing an increase of \*16.1%. This equates to an increase of 1324 crimes, as compared with the same period 2016/17. An increase was anticipated due to the fact that crime rates had been generally falling year on year to relatively low levels.
- 3.2 The report provides information about activities completed to date from the AVCSP 2017/18 action plan such as the Purple Flag<sup>2</sup> application, work around drugs dealing/exploitation and prevention of Burglary to homes.
- 3.3 The AVCSP Strategy for 2017-20 was put in place at the beginning of this year, and the Annual Plan for 2017/18 compiled. A Strategic Assessment identifies priorities for the partnership based on the crime and disorder risks, as well as the Thames Valley Police Strategic Assessment; and a public consultation has also helped inform us of residents' priorities.
- 3.4 This report provides an update on use of Anti-Social Behaviour (ASB) legislation to deter offending that impacts on communities.

### 4 Supporting information

- 4.1 Crime has generally been falling in the Vale for the last few years and the Community Safety Partnership did not set numerical targets in the 2016/17 plan as it was felt unlikely that crime would continue to fall. An upward trend in crime can now be seen in Violent Crime, Thefts of pedal cycles and theft from motor vehicles, in particular tool thefts from unattended work vans. From 1st April 2017 to the end of February 2018 overall crime has increased by \*16.1% compared to the same period last year. A breakdown showing the changes in different types of crime is provided below. Due to the changes in recording practice a new norm is being established in certain crime types, such as Violent Crime. In order to provide some context, the table below also shows the percentage change for the same categories, over the same time period, for the Thames Valley area.
- 4.2 Notwithstanding the earlier changes in Home Office recording rules, Violent Crime has seen an increase. The Strategic Assessment and further snapshot

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<sup>1</sup> The Partnership Plan is drawn up by the AVCSP, which is made up of Aylesbury Vale District Council, Buckinghamshire County Council, Thames Valley Police, Buckinghamshire Fire and Rescue Authority, Thames Valley Probation, Aylesbury Vale Clinical Commissioning Group, VAHT and HMYOI, Aylesbury. \* Figures to be updated at end of year.

<sup>2</sup> For information about Purple Flag visit

[https://www.atcm.org/programmes/purple\\_flag/WelcometoPurpleFlag](https://www.atcm.org/programmes/purple_flag/WelcometoPurpleFlag)

analysis has shown an increase in reporting of violent crime involving young people in schools. Other institutions also account for higher percentages of crime compared with the wider community. The Young Offenders Institute (HMYOI) has its own particular challenges and the governor now sits on the CSP to provide the prison's perspective.

- 4.3 Partnership working with the police and AVDC continues to focus on Burglary to homes and other acquisitive crimes. AVDC Community Safety officers support community engagement and Crime Reduction events in both urban and rural areas. This has seen Burglary rates remain lower than seen in neighbouring areas and forces.
- 4.4 Hate Crime saw a spike this year following the London and Manchester attacks, such crimes have since been reducing month on month and returning to levels seen prior to these events. However, it is recognised that Hate Crime continues to be under-reported and an exciting initiative has been undertaken with a new Interfaith Network being formed, following the Police Crime Commissioners support for Hate Crime Champions being withdrawn. Hate Crime will be a major consideration of this group, going forward.

Crime Type	Crime figures <sup>3</sup> (ytd 1st Apr 2017 – 28 <sup>th</sup> Feb 2018) Aylesbury Vale	% change compared with 2016/17 Aylesbury Vale	% change in crime figures across Thames Valley
<b>TO BE UPDATED AT END OF YEAR</b>			
All Crime (excluding fraud)	9569 (up 1324 )	16.1% Increase	9.4% increase
Violent Crime	Up 386	18.7% Increase	11.4% increase
Robbery	Up 26	57.8% Increase	34.6% increase
Burglary (homes)	Down 27	3.3% Reduction	9.1% increase
Racist Incidents	Up 56	81% Increase	25.8% increase
Homophobic crime	Up 1	6% Increase	17.2% increase
Theft From Vehicle	Up 214	35.4% Increase	12.9% increase
Anti-Social Behaviour	Down 2	-2% Reduction	No comparisons

<sup>3</sup> Year to date figures above supplied by Thames Valley Police, sourced 23rd March 2017.

## 5 Update On The Community Safety Plan 2017/18

The Crime and Disorder Act 1998, requires the Aylesbury Vale Community Safety Partnership (AVCSP) to produce a three year partnership strategy and annual action plans to achieve the priorities set in the strategy. The strategy (2017-2020) has two key priorities:

- **Supporting communities and town centres to become safer, more resilient and cohesive places to live and work.**
- **Work closer in partnership to cut crimes that are of most concern to the public and to protect the most vulnerable members of our community.**

- 5.1 The Annual Plan for 2018/19 is in draft form, and is submitted pending comment from the next meeting of the Community Safety Partnership Strategy Group on Thursday 15 March 2018. It will be published at:

<http://www.aylesburyvaldc.gov.uk/section/communitysafety-partnership-news-and-events>

Aylesbury town centre has held Purple Flag status since 2010. This award recognises the partnership working together to make town centres safer places for visitors and residents. The Community Safety Team have assisted in the submission of a new full application in January 2018. An assessment evening has been arranged for 6<sup>th</sup> April where Aylesbury partners will be able to showcase the town centre evening and night-time Economy as a safe and vibrant environment, commensurate with a town of its size. The “Night Moves” group has been re-invigorated and this is now focused on activity to support the Purple Flag assessment.

The AVDC Community Safety Team continue to take key roles at a strategic level in relation to Child Sexual Exploitation, Modern Slavery/exploitation, Cyber Crime and the county-wide substance misuse action groups; along with other partners within the CSP. This interaction informs CSP actions in the annual plan.

Crime reduction and engagement events had been carried out throughout the Vale, especially in the rural areas, offering home safety and tool marking advice. A public meeting called by police in response to community concerns in Buckingham demonstrated a joint approach to a spike in tool thefts from contractors vans. Bucks Fire and Rescue Service continue to provide crime reduction advice as part of their events and Home Safety checks.

The CSP undertook a Locality Review in November 2017, which was carried out by the Violence and Vulnerable Exploitation Unit, a team aligned with the Home Office. This was focussed on “County Lines” drugs exploitation and involved the wider partnership from Social Care, Drug and Alcohol services, as well as youth services and voluntary groups. The full report provided recommendations that will inform this year’s CSP plan. The joint agency Vulnerable Tenancy Group, which takes cognisance of those individuals exploited in their homes, was held up as good practice within the review’s report.

National campaigns in relation to security and personal safety have been supported and social media employed to focus messages on key demographics, for example the “White Ribbon” campaign aimed at the reduction of male violence against women and girls, as well as Thames Valley Police’s Hidden Harm campaign around Modern Slavery.

Housing officers from AVDC supported a police operation to safeguard suspected victims of Modern Slavery in a neighbouring CSP area. Housing Advisors were on standby but not eventually required.

**6 Examples of upcoming projects/initiatives for 2018/19 include:**

The Aylesbury Vale CSP Strategy and Annual Plan builds on the closer partnership working from the previous year's plan. A problem-solving approach involving as wider partnership as possible will continue to form the basis of tackling crime and disorder, whilst empowering communities to be more resilient. Emergency Planning and Resilience, having been aligned with the Community Safety sector in AVDC has seen a temporary increase in resource to ensure the responsibility under the Civil Contingencies Act 2004 is carried out.

The Community Safety discipline will continue to focus activity on acquisitive crimes, such as burglary to homes, and support a multi-agency approach to raise awareness of home and personal security. Joint events are likely increase due to the overall increase in crime across Aylesbury Vale.

At the same time, partners will continue working to tackle some of the highest priority crimes, such as organised drug dealing gangs who exploit the vulnerable. Initiatives such as the Complex Needs and Vulnerable Tenancy Group will continue to support those at risk of losing their homes or those who have already lost their homes through being exploited by criminal gangs.

Anti-Social Behaviour, along with crime is often the symptom of complex issues within families and communities and one that can lead to homelessness should it not be resolved. As homelessness duties for AVDC change in line with the Homeless Reduction Act 2017, (which sees a shift change to prevention through early support and intervention), emphasis will be placed via the ASB Tactical Advisory Group (TAG) on encouraging partner agencies to offer earlier intervention, assistance and signposting of perpetrators to relevant support agencies in order to further reduce the risk of homelessness. Support and advice on anti-social behaviour for private landlords has also been identified as an emerging area of need and one that will be a point of focus.

Youth Concern, TVP and AVDC have received funding from the Police and Crime Commissioner to run a youth project in partnership aimed at vulnerable young people who are in danger of being trapped into county lines and other criminal activity in the district. The project will deliver sessions on grooming and exploitation, addressing social cohesion between young people from BME and those from white communities. Participants will also discuss practises of Stop and Search operations.

## 7 Annual plan 2018/19

7.1 The new Community Safety Annual Plan for 2018/19 has been drafted. The strategic assessment<sup>4</sup> has been updated and shows the two priorities of the current strategy are still valid. A summary of key points around these areas are:

(i) Violent crime accounts for 25.4% of all reported crime in Aylesbury Vale. This is similar to the previous year which showed 25.12%\*\* . There has been a rise in offences linked to the early hours of the morning during the night time economy. A proportion of this also relates to younger victims outside of school hours. Further analytical work will take place to provide the partnership with more information around violent crime, such as high risk locations, times or dates.

iii) Within the 2017/18 CSP Consultation, Burglary and Cyber Crime were the crimes where members of the community felt the most concerned of them or their family becoming a victim. Only 11% reported not feeling worried about Burglary and 18% reported not feeling worried about Cyber Crime with the remaining feeling a little worried to extremely worried. Although Aylesbury Vale Burglary levels are down for 2017/18 compared with 2016/17 it remains important to increasingly reassure members of the community, providing information as to how they can prevent themselves from becoming victims. Within the CSP Consultation over 45% of responders felt that the CSP should prioritise Burglary within the Annual Plan 2018/19.

iiii) The National Crime Agency (NCA) estimates that the cost of cyber-crime to the UK economy is billions of pounds per annum and growing. Under reporting by organisations and individuals means that the full scale of the cyber-crime threat in the UK is unknown. In line with the Thames Valley Cyber Crime Strategy 2017-20, the CSP will work to prevent and deter people who could be, or are, drawn into cyber criminality as well as providing public awareness messages through training and campaigns to those who are vulnerable of becoming a victim.

(iiiiii) Other areas of crime include CSE, "County Lines" model of drug dealing and other forms of exploitation such as Modern Day Slavery, Forced Marriage and Female Genital Mutilation. Work is continuing to help the partnership understand the scale of these crimes in the Vale, and across Buckinghamshire. Whilst the number of victims of these types of offences is low, they have a high impact on the victims and the local community and these crimes achieved the lowest results in the 2017 CSP consultation in relation to how informed individuals felt about the risks of these crime types.

7.2 Each year the AVCSP consults with residents about the priorities for the new action plan. We also ask people to tell us how safe they feel in their neighbourhood, town centre or place of work, how informed they feel about the emerging areas of crime and where they would seek information. The results of this year's survey will help to shape the activities and awareness raising campaigns during 2018/19.

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<sup>4</sup> CSP's have a duty to conduct annual reviews of crime, known as strategic assessments, to help identify priorities for action. \*\* As at March 2018 (TVP)

## **8 Update on the Antisocial Behaviour (ASB), Crime and Policing Act 2014.**

- 8.1 Reducing ASB incidents is one of the AVCSP's objectives. During 2017/18 there has been an decrease of -2% in incidents of Anti-Social behaviour.
- 8.2 A partnership approach continues to be taken towards tackling ASB. A co-located team working from AVDC offices or Aylesbury police station is staffed by the AVDC ASB Officer and a police constable. They work with partners, giving tactical advice to neighbourhood police teams, local housing providers and other partners to deal with incidents of ASB. Through the multi-agency Tactical Advisory Group, priority cases are discussed and recommendations made around utilising ASB powers as well as lower level sanctions to disrupt ASB activity. In 2017/18 there have been no requests for a review of ASB cases where the applicant considered that no action was being taken (otherwise known as the Community Trigger); compared with three cases in 2016/17.

## **9 Other information**

- 9.1 Section 26 of the Counter-Terrorism and Security Act 2015 places a duty on certain bodies, including local authorities, in the exercise of their functions, to have "due regard to the need to prevent people from being drawn into terrorism". One of the key enablers in carrying out this duty is effective partnership working and co-operation, and this takes place locally through the AVCSP and the countywide Safer and Stronger Partnership Board. All members of the CSP are represented at the Bucks Prevent Network meetings where actions from the county Prevent Action Plan are discussed and implemented. The Workshop to Raise Awareness about PREVENT (WRAP) has been rolled out to AVDC staff and elected members, and complies with the new county-wide Prevent Training Strategy. Training figures including frontline staff and managers will be available from April 2018. The training programme continues with two AVDC officers now accredited by the Home Office to provide WRAP sessions.

**This report is amended following the Community Safety Partnership Meeting on the 15<sup>th</sup> March and is subject to comments from the Environment & Living Scrutiny Committee to be held on Wednesday 28<sup>th</sup> March 2018.**

**The Aylesbury Vale Community Safety Partnership Annual Plan 2018-19 has been amended to include:**

- i) Expansion of action around joint Night-time Economy activity with police and AVDC enforcement.**
- ii) Exploration of Civil Injunctions in partnership with VAHT.**
- iii) Removal of Cyber Segmentation activity, pending further form the Home Office.**
- iv) Addition of supporting Community Warden schemes.**
- v) Amendment to wording around Modern Slavery Statements.**
- vi) Addition of action around communication of reporting methods in regards Anti-Social behaviour.**

# Aylesbury Vale Community Safety Partnership.



**Community Safety Strategy 2017 to 2020**

**and**

**Annual Plan 2018 to 2019**

## Vision statement

*To make everyone who lives, works and visits Aylesbury Vale feel safer.*

## Background

Aylesbury Vale is one of the safest places to live and work in the Thames Valley area. We strive to keep it that way, working with local partners to tackle crime and disorder and its root causes. The total number of crimes per 1,000 population in Aylesbury Vale in 2016/17 was 60.03, as compared with 74.94 crimes per 1,000 in the Thames Valley area.<sup>1</sup>

Community Safety is the term used to describe the work we undertake with communities and partners to tackle crime, disorder, anti-social behaviour and the fear of crime. The Aylesbury Vale Community Safety Partnership (AVCSP) was established in 1998 following the implementation of the Crime and Disorder Act, which made this way of working a statutory function. Section 17 of the Act imposes a duty on responsible authorities to:

“Without prejudice to any other obligation imposed upon it -

- to have due regard to the likely impact of all of their daily functions and services on crime and disorder, and;
- to take reasonable and proportionate action with regard to crime and disorder reduction in all areas of their work.”

Later amended by further legislation to include:

“anti-social behaviour and other behaviour adversely affecting the local environment, the misuse of drugs, alcohol and other substances and re-offending...”

The Aylesbury Vale Community Safety Partnership is made up of the following organisations:

- Aylesbury Vale District Council
- Buckinghamshire County Council (this includes the Youth offending Service)
- Buckinghamshire Fire and Rescue Service
- Aylesbury Vale Clinical Commissioning Group (AVCCG)
- Thames Valley Police (Aylesbury)
- National Probation Service (NPS)
- Community Rehabilitation Company (CRC)

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<sup>1</sup> TVP to provide population crime figures for 2017/18 at the end of the working year.

- Vale of Aylesbury Housing Trust (VAHT)
- HMP Young offenders (HMYOI)

## Setting the strategy

The Police and Justice Act 2006 requires all Community Safety Partnerships to undertake a strategic assessment once a year. In addition to this, the partnership engages with communities to gain a better understanding of the issues that are of most concern to them. For the last eight years AVCSP have consulted with communities about the priorities for its annual action plans. This has been done each year by sending a crime survey using various means of the media.

Crime has followed similar temporal trends to previous years with Burglary Dwelling peaking in the winter months and Sexual Offences peaking in the summer/autumn months. Shoplifting continues to occur primarily during the early afternoon hours and Domestic Violence occurs primarily in the after work hours of the early evening. Violent Crime has seen a rise in offences linked to the early hours of the morning during the night time economy in Aylesbury Vale between the later end of 2017/early 2018 compared with the same period in 2016/17. Reducing numbers of younger victims in communities is a priority for the partnership.<sup>2</sup>

Burglary to homes continues to cause concern despite lower numbers than the Thames Valley Police force-average. This is especially true in rural areas where communities feel vulnerable due to their more isolated position. The partnership is linked in to the police tasking process and live crime trends, such as rural burglaries, are managed accordingly.

Tool Theft from vans across Aylesbury Vale has seen a 27% increase over 2017/18 compared with 2016/17- with a 36% rise in Buckingham, many of these incidents were down to the same group of individuals who have now been identified through the police tasking process and the majority took place in the rural areas.

Crime subject areas new to this strategy, such as Modern Day Slavery and Serious Organised Crime are not crimes in themselves but describe clusters of crime types which fall within their definition, e.g. drug dealing could be spontaneous and isolated in nature or could be part of more serious organised criminal activity.

There is intelligence emerging around a small number of Organised Crime Groups active within the Aylesbury Vale. Some action within the partnership has already taken place to disrupt the activity of these groups and further work is needed to understand the underlying issues and to address the conditions under which these groups find it possible to operate.

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<sup>2</sup> TVP to provide updated crime figures for 2017/18 at the end of the working year.

Hate Crime<sup>3</sup>, however, continues to be under reported<sup>4</sup>, highlighting the need to support greater cohesion within our communities<sup>5</sup> along with increased partnership working.

Anti-Social behaviour has increased by 8% across Aylesbury Vale over the last three years. There are localised issues in neighbourhoods where we will continue to use partnership intervention, involving the communities themselves. There are national examples of neighbourhood based resolution models that have proven successful in supporting communities to deal with specific and localised issues. This will be a focus for our new strategy.

**This information supports two strategic priorities for the period of the strategy, these being:**

- **Supporting communities and town centres to become safer, more resilient and cohesive places to live and work.**
- **To reduce crimes that are of highest concern to the public and to protect the most vulnerable members of our community through a coordinated partnership approach.**

Based on our consultation survey 2017/18, Burglary and Cyber enabled crime were of most concern for residents, with over 80% of respondents reporting feeling a little worried to extremely worried about becoming a victim of this type of crime. These will continue to be priorities within AVCSP Annual Plan.

Problem-Solving and dealing with underlying causes are key elements of our new strategy. We will work hard with partners and communities to identify areas of vulnerability and high demand to achieve solutions that are sustainable and that make a lasting impact. There will be a greater emphasis on helping communities to identify ways to improve their safety and resilience through restorative approaches<sup>6</sup>, Neighbourhood Watch and warden schemes.

Whilst the Partnership Strategy is for the period 2017 to 2020, the Plan will be revised annually to reflect any emerging or changing trends.

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<sup>3</sup> Hate crime is defined as any criminal offence which is perceived, by the victim or any other person, to be motivated by a hostility or prejudice based on a personal characteristic.

<sup>4</sup> 'Challenge it, Report it, Stop it – The Government's Plan to Tackle Hate Crime'

<sup>5</sup> TVP to provide Hate crime figures for 2017/18 at the end of the working year.

## Links with other plans

AVCSP has a reciprocal duty to have regard to the Police and Crime Commissioners Plan and its priorities. There are other plans which are taken into consideration when developing this strategy, which consider countywide areas of common interest, which ensures that together we are more effective and efficient. These include:

- Thames Valley Police Strategic Assessment of Crime
- The Safer Bucks Plan
- Countywide Domestic Abuse strategy

In two-tier local authority areas (such as ours) there is a strategic requirement for the 'County Strategy Group' (the Safer and Stronger Bucks Partnership Board) to prepare an annual 'Community Safety Agreement'. This Agreement should identify:

*“(a) the ways in which the responsible authorities and partners in the county area might more effectively implement the priorities set out in the strategic assessment through coordinated or joint working; and*

*(b) how the responsible authorities and partners in the county area might otherwise reduce crime and disorder or combat substance misuse through coordinated or joint working.”<sup>7</sup>*

In Buckinghamshire this is called the Safer Bucks Plan. For some issues it is appropriate to work at a local level and for others it may be more appropriate to work at countywide level for example, on domestic abuse services and treatment services for drug and alcohol misuse. We are committed to working in partnership to deliver the most sensible approach to respond to local need.

## Future Challenges 2017-2020

The community safety agenda continues to see significant changes in funding, resources, partners, monitoring arrangements and policy framework. Some of this work is ongoing and we have highlighted the key challenges that we know we need to be addressed over the next three year period. These are:

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<sup>7</sup> New duty for county councils in the Police and Justice Act.

- Further reductions in funding.
- Pressure on partners' budgets; for example for CCTV services, which has initiated a review of the service requirements for Aylesbury, this is on-going. AVDC have conducted a root and branch review to equip itself for the total withdrawal of central government funding in 2020.
- Housing development leading to an increase in population, and further growth expected. This means that partners will need to work ever closer to find ways of reducing demand on their services whilst maintaining a safe environment in which communities and businesses can thrive. Since the last Community Safety strategy was agreed, Thames Valley Police have reviewed their processes and have implemented a new operating model.

### Future Opportunities –

More than ever, the AVCSP recognises the important role it has to play in providing communities with information and resources to help them build strong and resilient neighbourhoods, examples include:

- Neighbourhood Watch and similar schemes, such as Street Associations and Community Wardens.
- Aylesbury Street Angels scheme, organised by local churches provide additional support to users of the town centre economy in the evenings.
- Ask For Angela initiative, sexual violence campaign aiming to help individuals feel safe when they are on a night out.
- Safe Places scheme, providing safe havens for vulnerable individuals if they need help/reassurance when they are out in the community.
- Thames Valley Alert, websites and social media; such as Twitter and Facebook provide opportunities to allow individuals within communities to hear about crime and disorder issues that are pertinent to the area they live or work, and obtain advice on taking appropriate action to prevent themselves and their families becoming victims of crime.
- Country Watch, working in partnership with rural businesses and communities to help prevent them becoming victims of crime.
- Liaising with Parish Council's about local issues/concerns and keeping them updated on current crime campaigns.

The key principles to underpin the Partnership strategy are:

- The development of relationships between the AVCSP and local groups.
- Open and clear communication with the public.
- Making community safety engagement 'worthwhile' for local groups.
- Understanding the diverse groups and respective needs within the Vale.

This Plan will be shared with communities in order to inform them of the priorities. We keep them and partners informed of progress via the following ways;

- Local Area Forums
- Local press/radio
- Quarterly newsletters
- Crime reduction initiatives i.e. posters, bill boards, community awareness roadshow
- Thames Valley Police Have Your Say Events
- Twitter, Facebook, and Thames Valley Alert.
- AVDC website [www.aylesburyvaledc.gov.uk/section/emergencies-safety-and-crime](http://www.aylesburyvaledc.gov.uk/section/emergencies-safety-and-crime)
- Annual Community Safety Survey
- Thames Valley Police website, your neighbourhood.
- Parish Council's meetings
- Community communications channels such as Parish newsletters.

AVCSP continues to support and work with groups like these to identify issues of greatest concern as well as ways of tackling crime.

### **Annual Plan 2018/19.**

The main priorities that the Community Safety Plan 2018/19 are working towards, are also reflected in the Thames Valley Police plan and include;

- Reducing crime compared to 2017/18 and preventing harm.

Following the Purple Flag accreditation process we formed a working group of interested parties to help deliver the priorities for action in Aylesbury town centre and to ensure our success in the reassessment in 2018.

The Buckinghamshire Substance Misuse Strategy was introduced in 2016 to cover the next 5 years.

The Thames Valley Cyber Crime Strategy and Buckinghamshire Exploitation Strategy were introduced in 2017 to cover the next 3 years- the AVCSP will work with partners to deliver on these plans.

As outlined in the strategy there are also a number of projects which the AVCSP will continue to support because of the valuable role they play in creating a safer town centre and these include:

- The CCTV Partnership
- Aylesbury Business Against Crime group (ABACG)<sup>8</sup>
- Pubwatch

### AMENDMENTS HIGHLIGHTED

**Priority 1: Supporting communities and town centres to become safer, more resilient and cohesive places to live and work.**

Target	Activity	Lead Agency or resource	Timescale	Updates
<b>To retain the purple flag in 2018/19</b>	Implement the purple flag action plan 2018/19 for Aylesbury town Centre.	NTE group, Partnership resources	April 2018/2019	
	Work towards reassessment of the Purple Flag award in April 2018 and light touch reassessment in April 2019- raising awareness of the status encouraging a safer Night-time Economy (NTE).	AVDC lead, Partnership resources	April 2018/2019	

<sup>8</sup> This group was rebranded in 2012 to include organisations outside the retail sector.

Target	Activity	Lead Agency or resource	Timescale	Updates
<p><b>Reduce violent crime, related to the night time economy in Aylesbury Vale's town centres. (compared with 2017/18)</b></p>	<p>Working with Police, AVDC Licensing and the NTE Group in Aylesbury to conduct publicity campaigns in and around licensed premises warning of the dangers of excessive alcohol consumption and behaviour expectations, conducting innovative joint operations at key times.</p>	<p>TVP/AVDC/Night-time Economy Group</p>	<p>January 2019</p>	
	<p>Continue to Roll out 'Ask For Angela' initiative across Aylesbury Vale increasing the number of supporting businesses and sexual violence awareness amongst the Community.</p>	<p>AVDC</p>	<p>March 2019</p>	

**Priority 2: To reduce crimes that are of highest concern to the public and to protect the most vulnerable members of our community through a coordinated partnership approach.**

Target	Activity	Lead agency or resource	Timescale	Updates
<p><b>Reduce Burglary compared with 2017/18 in both the towns and rural areas.</b></p>	<p>Use the police tasking process to identify areas of the Vale which are experiencing higher levels of burglary and provide crime prevention advice/campaigns.</p>	<p>AVDC Community Safety team</p>	<p>March 2019</p>	
	<p>Include as part of the wintertime and summertime burglary campaigns, specific information in regards to outbuildings, sheds and garages- attending further events than 2017/18 due to the increase in overall crime rate.</p>	<p>AVDC/TVP</p>	<p>March 2019</p>	
	<p>Visit farms and provide crime prevention advice to reduce theft; encourage sign up to Country Watch and the Thames Valley Alert system. Encouraging the Farmers association to attend the Independent Advisory Group in order to increase information sharing in relation to rural crime.</p>	<p>AVDC/TVP</p>	<p>March 2019</p>	

Target	Activity	Lead agency or resource	Timescale	Updates
<b>Reduce tool thefts from vans compared with 2017/18</b>	Raise awareness of tool thefts, providing information on how to keep vehicles secure, arranging tool marking events in areas which have previously been affected or are likely to be hit.	AVDC/TVP	March 2019	
<b>Reduce the level of Violent Crime.</b>	Reduce the levels of repeat victimisation in domestic abuse by raising awareness of support services and supporting campaigns.	TVP/AVDC	March 2019	
	Reducing the negative impact of crime and reoffending through the reinvigoration of Integrated Offender Management.	AVDC/TVP	March 2019	
	Promote and develop Domestic Violence champions within partnership organisations.	AVDC/BCC	March 2019	
	Use the police tasking process to identify areas of the Vale which are experiencing higher levels of violent crime, especially involving younger victims.	TVP/AVDC	March 2019	

Target	Activity	Lead agency or resource	Timescale	Updates
	Explore avenues for providing analytical products where focussed information can be provided to the partnership and targeted work to reduce the levels of Violent Crime can take place.	AVDC/TVP	March 2019	
<b>Reduce the level of ASB.</b>	Continue to impact on persistent and resistant ASB through closer partnership problem-solving, E.g. Tactical Advisory Group	AVDC/TVP	March 2019	
	Encourage the take up of Community Warden Schemes and work with Parish and Town Councils to build robust processes to support them.	AVDC	March 2019	
	Provide support and advice to private landlords on ASB in relation to their tenants.	AVDC/TVP	March 2019	
	Continue to use powers and tools, such as the Community Trigger and Closure Orders to tackle ASB. Explore better use of civil injunctions.	AVDC/TVP/VAHT	March 2019	
	Support communities by communicating various methods of reporting ASB, using IT, leaflets, Etc.	AVDC	March 2019	

Target	Activity	Lead agency or resource	Timescale	Updates
	Coordinate regular problem solving partnership meetings in order to discuss reoccurring ASB issues within Aylesbury Vale.	AVDC/TVP	March 2019	
	Build community resilience by using restorative approaches – Community Resolution Project	AVDC	March 2018	
<b>Contribute to an increased sense of community awareness and social responsibility in Year 6 school children.</b>	Encourage young people to get involved with their local communities by organising a Community Safety Schools event based on the Community Cards initiative. <sup>9</sup>	AVDC	July 2018 (planning since September 2017)	
<b>Reduce levels of crime associated with drug dealing and substance/alcohol misuse and raise awareness amongst the community regarding the related risks.</b>	Run drug awareness initiatives in areas of high concern-signposting to supporting agencies.	BCC/AVDC	March 2019	
	Explore key recommendations from the 2017 Institute of Community Safety local assessment of gangs and organised crime groups. Work with partners around governance, identifying good practice.	AVDC/TVP	March 2019	

<sup>9</sup> Community Cards is a fun competition for year 6 school children which encourages engagement with diverse faith groups, emergency services and other community based services to broaden awareness and encourage citizenship.

Target	Activity	Lead agency or resource	Timescale	Updates
	Work in partnership to tackle Organised Crime Gangs, taking an “Achilles Heel” approach and supporting Operation Stronghold principles.	TVP/AVDC	March 2019	
	Work in partnership to improve relations between BME Youth Groups and Aylesbury Vale Police Force around stop and search operations through the Police and Crime Commissioner funded Youth Social Cohesion Project.	AVDC/TVP	May 2018	
<b>Raise awareness of cyber crime and online safety in line with the Thames Valley Cyber Crime Strategy 2017-2020.</b>	Raise awareness of scams that target older people linking with trading standards	BCC/TVP	March 2019	
	Raise awareness amongst young people on how to use the internet safely- supporting schools and young carers.	BCC/AVDC/TVP	March 2019	

Target	Activity	Lead agency or resource	Timescale	Updates
<p><b>Improve the protection of vulnerable people by working with our partners to ensure that the most at risk are identified and the risk is reduced.</b></p>	<p>Continue running the joint Vulnerable Tenancy Group/ Complex Needs Group. Identify those at risk of exploitation by gangs and organised criminals. Improve information sharing between police and partners supporting vulnerable migrants and rough sleepers.</p>	<p>AVDC</p>	<p>March 2019</p>	
	<p>Develop the Safe Places Scheme to cover more premises in the towns of Aylesbury and Buckingham; and wider as appropriate.</p>	<p>AVDC</p>	<p>March 2019</p>	
	<p>Promote and support Scams awareness programmes aimed at younger people, especially in relation to identity fraud.</p>	<p>Trading Standards/ AVDC</p>	<p>March 2019</p>	
	<p>Continue to identify those at risk of child sexual exploitation and radicalisation, and those who seek to exploit them.</p>	<p>Safeguarding Boards</p>	<p>March 2019</p>	

Target	Activity	Lead agency or resource	Timescale	Updates
	Continue to promote "Hotel Watch" to local hotels/guest houses in the Vale area. Measuring effectiveness through 'mystery-shopping' activity.	AVDC/TVP/Bucks F&RS	March 2019	
	Raise awareness and encourage reporting of Hate Crime through further development of Hate Crime Champions. Continue running the Hate Crime Network with the view that the Interfaith Network could potentially take on.	AVDC	September 2018	
	Align Prevent & Tackling Radicalisation training packages with the Buckinghamshire wide Prevent Training Strategy- working with partners to coordinate community awareness campaigns in relation to tackling terrorism and serious organised crime.	AVDC/TVP/BCC	March 2019	
	Provide space for Victim Support to engage with clients on a six monthly trial basis.	AVDC	March 2019	

Target	Activity	Lead agency or resource	Timescale	Updates
	Encourage early intervention and victim support amongst partner agencies to complement AVDC's revised Housing duties under the Homeless Reduction Act 2017	AVDC	March 2019	
	Improve awareness of more hidden forms of abuse such as coercive control, stalking, harassment, honour based abuse, Female Genital Mutilation and forced marriage.	TVP/AVDC/HEALTH/ OXFORD AGAINST CUTTING	March 2019	
Raise community awareness around the risks of Modern Slavery as identified by the 2017 annual consultation.	Support the PCC Funded 'Rahab Project' -arranging training sessions for all front line staff members in relation to spotting the signs and the reporting process.	AVDC/BCC	March 2019	
	Working with local businesses and the RAHAB charitable organisation to educate on the signs of Modern Slavery, encouraging the posting of Modern Slavery and Human Trafficking Statements, (where necessary), and advising on their update and review. Identifying good practice through the Thames Valley and Buckinghamshire Anti-Slavery Network.	TVP	March 2019	

Target	Activity	Lead agency or resource	Timescale	Updates
	Support the TVP 'Hidden Harm Campaign' – raising awareness of abuse and encourage reporting across Buckinghamshire.	TVP	March 2019	
<b>Prevent and Identify risks or incidents that are likely to cause Community Tension.</b>	Sharing information with partners in order to put together Community Tension reports - prevention work to be put in place in order to prevent future incidents/tensions.	AVDC/TVP	Quarterly	
	<b>Engage</b> with Gypsy Roma Traveller sites in order to reduce levels of ASB and community tension.	AVDC/TVP/BCC	March 2019	
<b>Improve safety on our roads through partnership initiatives aimed at reducing casualties and promoting good driver behaviour.</b>	Establish a multi-agency Task & Finish group to develop work in areas, such as "Community Speedwatch", cyclists, pedestrians and younger driver behaviour.	BCC/AVDC/TVP/ <b>Bucks F&amp;RS</b>	March 2019	
<b>Raise the profile of AVCSP Communications</b>	Explore options to host a webpage and Twitter page- sending out regular communications based around the work of the CSP.	AVDC	March 2019	

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Cabinet  
10 April 2018

**MRF CONTRACT FOR MIXED RECYCLING**  
**Councillor Sir Beville Stanier**  
**Cabinet Member for Environment and Health**

**1. Purpose/Recommendation**

- 1.1. To approve the contractual arrangements for the Council's recycling facility as outlined in the attached report.

**3 Supporting Information**

- 3.1 Attached as an Appendix is a copy of a report considered by the Environment and Living Scrutiny Committee on 28 March, 2018 setting out the proposed contractual arrangements for the Council's recycling contract.
- 3.2 The Scrutiny Committee was supportive of the proposed arrangements.

**4. Resource Implications/Reasons for Decisions/Alternative Options**

- 4.1 These are contained in the attached Appendix.

**Contact officer:** Isabel Edgar-Briancon (01296 585862)  
**Background documents:** None

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**1 Purpose**

- 1.1 To update members of the new procurement undertaken in relation to the materials recycling contract for Waste Services.

**2 Recommendations**

- |                                                                                                                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2.1 To consider the contents of this report and make recommendation to Cabinet Members to approve the contractual arrangements for the Councils materials recycling facility. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**3 Supporting information**

- 3.1 In 2012 AVDC adopted a mixed recycling collection regime that allowed residents to place paper, glass, plastics bottles, tubs, and trays, cans and tetrapak mixed together into a single recycling bin.
- 3.2 In September 2012 the council began a new contract with a recyclable materials processing facility, known as a MRF. The contract was for a 3+3 year period. This contract is due to expire on 3<sup>rd</sup> September 2018 and AVDC have no further option to extend the contract.
- 3.3 The original 2012 contract was procured at a time when the materials recycling Market was buoyant and recyclable materials such as paper and card, steel and aluminium cans and some plastic bottles attracted an income for the council of around half a million pounds per year. This income was made up of a fixed payment per tonne
- 3.4 During the first 3 year period of the contract the value of the recycling materials market began to decline and in 2015 AVDC were required to renegotiate the fixed price per tonne. This resulted in a loss of around £250k income per annum to the council.
- 3.5 Since 2015 the materials market has been fluctuating in response to Chinese materials markets requiring less imported recycling. Currently the global materials market is exposed to particular market pressures around plastics and paper and therefore materials are struggling to hold their value.
- 3.6 These market pressures have been passed down the supply chain and councils that are currently procuring new MRF contracts have found that rather than generating income from the recyclable material they collect, they are now being charged a gate fee to process the material.
- 3.7 AVDC undertook a joint procurement with Cherwell DC and South Northants in 2017. The tenders have now been returned and evaluated and a company based in Leicestershire called Casepack has won the contract. The contract is being let on a 3 + 3 year term as before.
- 3.8 Additional supporting information is available in the confidential papers in the report.

**4 Options considered**

- 4.1 If AVDC do not wish to enter this income share agreement another procurement exercise could be carried out, however there would be no guarantee that an improved gate fee would be secured.

Contact Officer Isabel Edgar Briancon 01296 585862  
Background Documents None

**Cabinet**  
**10 April 2018**

**CENTRAL AREA GROWTH BOARD**  
**Councillor N Blake**  
**Leader of the Council**

**1 Purpose**

- 1.1 This report sets out the approach for the new Central Area Growth Board (CAGB) which is proposed as the new Joint Committee responsible for strategic leadership as part of the Cambridge-Milton Keynes-Oxford Growth Corridor. It covers the governance structure, terms of reference and function. Cabinet endorsement is sought for the proposed approach and governance proposals.

**2 Recommendations**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>2.1 Cabinet is asked to approve the arrangements for the new Central area growth board joint committee as set out in this report.</p> <p>2.2 Cabinet is asked to agree the new Governance Structure and becomes a full member of the Central Area Growth Board, adopting the Terms of Reference (Annex A).</p> <p>2.3 To commit to associated contribution of £5k per annum of ongoing revenue to support the work of the Growth Board.</p> <p>Cabinet is also asked to recommend to Council that it adopts the proposals for the joint committee and delegate any amendments to the terms of reference to the Chief Executive, in consultation with the Leader.</p> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**3 Supporting information**

- 3.1 The National Infrastructure Commission's (NIC) Interim report on the Cambridge-MK-Oxford growth corridor identified that one factor holding the area back from achieving its full potential as the UK's 'Silicon Valley' is the lack of joined-up planning of housing, jobs and infrastructure across traditional local authority boundaries.
- 3.2 "Current governance mechanisms are not sufficient to deliver the step-change in strategic leadership and collaboration needed... and will require a fundamental shift in the scale at which local authorities collaborate on planning and infrastructure."
- 3.3 In its final report on the Cambridge – Milton Keynes - Oxford corridor, 'Partnering for Prosperity: a new deal for the Cambridge – Milton Keynes - Oxford arc', the NIC encouraged authorities within the central section of the arc to "strengthen structures for collaborative governance and collective decision making" and referenced the work ongoing in the central area to establish a growth board.
- 3.4 The final report contained several recommendations within it. AVDC has prepared a written response to each of these recommendations and these have been attached as an appendix to the Cabinet report regarding the Ox-Camb Expressway Corridor options. Cabinet have been asked to support these written responses.
- 3.5 Government, in its initial vision for the Corridor published at Autumn Budget, stated that "it will be necessary for authorities to work together much more closely going forwards."

- 3.6 Within the Cambridge – Milton Keynes - Oxford corridor, formalised stronger regional working arrangements have been established at either ‘end’ of the corridor through the Cambridgeshire and Peterborough Combined Authority and the Oxfordshire Growth Board. Establishing a Growth Board for the ‘Central Area’ allows Aylesbury Vale District Council and its partner authorities to meet the challenge of councils working together closely in the future.
- 3.7 Aylesbury Vale District Council has been actively engaging since last summer on closer regional working with the 17 local authorities within the South East Midlands and Buckinghamshire Thames Valley Local Enterprise Partnerships (LEP) footprints that are locally defined as being within the Cambridge - Milton Keynes - Oxford corridor. All of the authorities across this geography have agreed to form the Central Area Growth Board (CAGB), with the exception of Buckinghamshire County Council. Partners have agreed in principle to formally establish a Growth Board to coordinate cross-boundary working within the central area.
- 3.8 The CAGB is to be constituted as a Joint Committee under Sections 101(5) and 102 of the Local Government Act 1972 and Section 9EB of the Local Government Act 2000 and pursuant (where applicable) to the Local Authorities (Arrangement for the Discharge of Functions)(England) Regulations 2012.
- 3.9 The establishment of a Growth Board in the centre of the Cambridge-Milton Keynes- Oxford corridor also allows the central area to be an active participant in the cross corridor working arrangements currently being established.
- 3.10 The CAGB will provide the strategic leadership to enable the area to plan for, and realise an economic transformation across the central area and the Growth Board will be a single coordinating voice for the region with central government. Its key function is to focus on growth-related matters with four key outcomes:
- Accelerate the delivery of planned growth across the area, where this is enabled by investment in infrastructure and services
  - Provide the strategic leadership that will enable existing mechanisms and processes to plan for, and realise an economic transformation across the area;
  - Secure long-term benefits and opportunities for local communities; and
  - Attract increased private sector investment
- 3.11 It will also seek to:
- Establish Common Planning Areas to produce an integrated and holistic approach to strategic planning for employment, housing and infrastructure that builds on Local Plans
  - Accelerate and increase the delivery of planned growth across the area, where this is enabled by investment in infrastructure and services
  - Work together to influence the route planning options in order to realise the opportunity for the area including an “Expressway” (road and rail) and other associated linkages that may be delivered

- Approve and monitor the implementation of a Central Area programmes of work including those flowing from any Place Deals, Strategic Economic Plans and transport strategies and other relevant infrastructure programmes agreed
  - Bid for and secure investment, including from Government and external sources of resources to support the above purposes and
  - Contribute to and be an active member of the Cambridge-Milton Keynes-Oxford Corridor cross corridor governance arrangements
- 3.12 The Terms of Reference set out the governance structure and roles and responsibilities of Board members. A full list of members and the Terms of Reference are attached at Appendix 1.
- 3.13 No powers are being ceded from member authorities to the Growth Board. If members of the Growth Board agree to vest powers into it, this would be agreed by individual councils via their decision making processes. Hence Aylesbury Vale District Council will only cede powers to the Growth Board if it and all other member authorities choose to. Milton Keynes Council is the Accountable Body for the CAGB and will provide the Section 151 officer role to the CAGB.
- 3.14 In the visioning document 'Helping the Cambridge, Milton Keynes and Oxford corridor reach its potential' published at Autumn Budget, government announced its ambition to work with the central area on housing and growth deals throughout 2018. Whilst any potential housing and growth deals will not necessarily cover the whole geography of the Central Area, the Growth Board will have an important role to play in coordinating these at the sub-regional level.

#### **4 Options considered**

- 4.1 (a) Do nothing
- 4.2 Establishing joint working at the two ends of the corridor (ie: Oxford and Cambridge) has played a significant role in securing investment, flexibilities and commitments from government. Doing nothing would mean that AVDC would not have a voice in such regional discussions.
- 4.3 (b) Become a full member of the Central Area Growth Board
- 4.4 By becoming a full member of the Central Area Growth Board, AVDC will be an active participant in contributing to agenda on strategic planning, economic development and infrastructure planning at the sub-regional working.

#### **5 Reasons for Recommendation**

- 5.1 To seek agreement from Cabinet to become a full member of the Central Area Growth

#### **6 Resource implications**

- 6.1 Collaborating and proactively planning for growth through the forum of a Growth Board will allow regional partners to proactively shape the future growth of their places, rather than having growth imposed from above.
- 6.2 By joining the Central Area Growth Board, AVDC is committing to an ongoing annual £5k commitment to support its work and to fund officer roles to support its operation. Further contributions may be sought for specific pieces of work.

6.3 In the years in which AVDC is the Host Authority (those in which it chairs the Growth Board), Committee Management services will be provided by Aylesbury Vale District Council.

Contact Officer Claire Britton 01296 585471

Appendix: Terms of Reference

Background Documents NIC Partnering for Prosperity: a new deal for the Cambridge- Milton Keynes- Oxford arc

## Central Area Growth Board – Terms of Reference

These Terms of Reference are not legally binding but are intended to lead to a legal agreement in due course.

### Central Area Growth Board

#### 1. Governance

1.1 The Central Area Growth Board (the Joint Committee) includes at commencement the following local authorities:-

##### Full Members

- Aylesbury Vale District Council,
- Bedford Borough Council,
- Central Bedfordshire Council,
- Cherwell District Council,
- Chiltern District Council,
- Corby Borough Council,
- Daventry District Council,
- East Northamptonshire District Council,
- Kettering Borough Council,
- Luton Borough Council,
- Milton Keynes Council,
- Northampton Borough Council,
- Northamptonshire County Council,
- South Bucks District Council,
- South Northamptonshire District Council,
- Borough of Wellingborough Council and
- Wycombe District Council.

1.2 The Central Area Growth Board is a Joint Committee under s101 (5), 102 Local Government Act 1972 and s9EB Local Government Act 2000 and pursuant (where applicable) to the Local Authorities (Arrangement for the Discharge of Functions) (England) Regulations 2012.

Each member authority must take the Terms of Reference through its internal processes.

1.3 The Growth Board will exercise the powers which its members have agreed to vest in it on a unanimous basis under Section 1 of the Localism Act 2011 insofar as they relate to the promotion of development or economic growth or matters ancillary to this. These powers will be exercised concurrently with the constituent members and members will unanimously decide the voting mechanism for exercising powers. This excludes ceding the decision making powers on planning matters, which will remain vested with the Local Planning Authorities, as set out in the Planning and Compulsory Purchase Act 2004.

1.4 The Growth Board will also include associate members, who will be able to participate in meetings but not be able to vote. The LEPS that operate in the area are entitled to be associate members.

1.5 It will also include other co-opted non-voting named members from those organisations listed at 4.4 below.

## 2. Accountable Body and Host

2.1 The Accountable Body for the Growth Board is Milton Keynes Council which will provide the Section 151 officer role to the Growth Board.

2.2 Milton Keynes Council's Chief Finance Officer (Section 151 Officer) will provide the Growth Board with a quarterly financial report. This report will provide the Board with an overview of the funds spent, funds committed against funds allocated.

2.3 Programme management will be provided by dedicated growth board officer support and will include milestones and outcomes achieved and where necessary, ensure that action plans are put in place to address any concerns.

2.4 The Growth Board will be hosted under local government arrangements and this will be rotated in accordance with the arrangements for the Chair (see Section 8). Committee services are provided by the Host in accordance with the Local Government Act 1972, as outlined in paragraph 8.3.

## 3. Purpose of the Central Area Growth Board

3.1 To provide the strategic leadership that will enable us to plan for, and realise an economic transformation across the central area, speaking to Government and its Agencies with one co-ordinated voice and encouraging private sector investment.

3.2 To seek to establish Common Planning Areas to produce an integrated and holistic approach to strategic planning for employment, housing and infrastructure that builds on Local Plans, Local Transport Plans and Strategic Economic Plans.

3.3 To accelerate and increase the delivery of planned growth across the area, where this is enabled by investment in infrastructure and services.

3.4 To work together to influence the route planning options, in order to realise the opportunity for the area in the Cambridge-Milton Keynes- Oxford growth corridor, "Expressway" (road and rail) and other associated linkages that may be delivered.

3.5 To approve and monitor the implementation of a Central Area programmes of work including those flowing from any Place Deals, Strategic Economic Plans and transport strategies and other relevant infrastructure programmes as agreed. This is not an exhaustive list and may be expanded at agreement of the Growth Board.

3.6 To bid for and secure investment, including from Government and external sources of resources to support the above purposes.

3.7 To contribute and be an active member of the Cambridge- Milton Keynes-Oxford Corridor cross corridor governance arrangements.

## 4. Membership

4.1 As the Growth Board is (where applicable) discharging executive functions then the appointed person must (where applicable) be from the Executive. In authorities where the committee system is

in operation the Leader should be the representative. There shall be one member from each constituent body.

4.2 Each constituent authority/body shall appoint a substitute (also being an executive member or in the case of councils using the committee system, another senior member). The substitute member shall have the same rights of speaking and voting at the meetings as the member for whom the substitution is made.

4.3 Subject to the legal right of the Growth Board to appoint a Chair and Vice Chair of its choice each year, the proposed protocol is that there will be a rotating Chair and Vice Chair as set out in 8.2 below.

4.4 Other non-voting members as required for good linkages shall be a single named-position representative from the bodies as detailed below:

- England's Economic Heartlands
- Universities Representative
- Further Education Colleges
- DCLG/BEIS/Department for Transport
- Homes and Communities Agency Representative for South East
- Buckinghamshire County Council

4.5 The Growth Board can agree to allow other authorities/parties outside of the initial members (listed in 1.1, 1.4 and 4.4 above) to have either full or associate membership of the Central Area Growth Board and agree the terms on which this is to be permitted. Associate members would not have voting rights.

4.6 The Growth Board can also invite other relevant observers to meetings of the Board.

## 5. Voting

5.1 One member one vote for each constituent authority member. The Chair will have an original but not a casting vote.

5.2 Normal rules as to declarations of interest and conflicts of interest to be applied to Local Authority members in accordance with the respective Council's Code of Conduct and LEP members in respect of the LEP Assurance Framework.

5.3 Any questions to be decided by the Growth Board will be decided by way of two thirds majority of constituent members present and voting.

5.4 Members votes are only valid when they have paid the annual subscription (see 10.0 below). Each member must pay their contribution before the agreed date for the year, if the subscription is not paid on the agreed date, the Local Authority will only be entitled to observe Growth Board meetings.

## 6. Quorum

6.1 The quorum for a Growth Board meeting shall be 2/3rds of (12) constituent members, including the Chair.

## 7. Functions

7.1 The Members have agreed that the main function of the Growth Board is to focus on growth related matters. The Members have agreed that there are four key outcomes it wishes the Growth Board for the Central Area to focus on, namely to;

- a) Accelerate the delivery of planned growth across the area, where this is enabled by investment in infrastructure and services.
- b) Provide the strategic leadership that will enable existing mechanisms and processes to plan for, and realise an economic transformation across the area.
- c) Secure long-term benefits and opportunities for local communities and
- d) Attract increased private sector investment

7.2 The Growth Board will, in relation to matters of general importance to the Central Area

- Represent the Central Area as a whole
- Respond to consultations, express views and make recommendations to Government and others, including partners, on matters of general importance to the Central Area. This will include on:
  - i. Proposals for major development, including local plans.
  - ii. Proposals for major infrastructure.
  - iii. Funding submissions to Government or its agencies.
  - iv. Strategic Economic Plans.

7.3 Coordination of whether spatial planning, infrastructure and public services are integrated and make recommendations to encourage this.

7.4 Advise partners on matters of collective interest.

7.5 Commission and share research and analysis in support of the preparation of statutory and non-statutory plans and strategies (including local plans and strategic economic plans). This will include work designed to assist compliance with the duty to cooperate in connection with plan-making.

7.6 Lead and coordinate the Homes and Communities Agency (HCA) liaison process on Central Area wide regeneration and housing issues and contribute to any related interaction with Government agencies.

7.7 The Growth Board will also:

- i. Provide a forum for partnership working and collaboration on spatial planning, economic development, housing, transport, and general infrastructure issues.
- ii. Input into development of a Local Industrial Strategy for the Central Area.
- iii. Engage with and represent the Central Area to the Sub-national Transport Body covering the Central Area.
- iv. Wherever possible, the Growth Board will aim to streamline existing processes

## 8. Meetings

8.1 The Chair and Vice-Chair of the Growth Board will be elected at the first meeting and subsequently at the start of each municipal year (i.e. the first meeting after local government elections are or would usually be held).

8.2 It is expected that the role of Chair and Vice Chair will rotate on a municipal year basis (except in the first year which will be slightly longer than a municipal year), and that the Vice-Chair will serve as the Chair in the following year. It is expected that there will be a rotation of those positions to ensure that each constituent member and geographic area of the Central Area has the opportunity to serve, over time.

8.3 Meetings will be convened by the Chair or on the written request of five or more constituent members. Meetings shall normally be held on a bi-monthly basis at the host authority (that of the Chair), but meetings may be called as and when required to ensure that important timescales are met. Papers will be published in line with the Local Government Act 1972 to ensure statutory timescales are met .

8.4 Proposals for decisions by the Growth Board may be put forward by the Chair or by any member of the Growth Board.

8.5 Local Authority Chief Executives will attend in support of the political attendees at the meetings. Local Enterprise Partnership Chief Executives will attend in support of their LEP Chair.

## 9. Secretariat and Support

9.1 The secretariat and support for the Growth Board will be established. Primarily the support will be led by dedicated growth board officer support and an Executive Officer Group, the Central Corridor Group (CCoG). CCoG will drive the technical and operational elements and the preparation of advice and recommendations to the Growth Board.

9.2 Dedicated Growth Board officer support will be established. Support will be provided by lead executive officers at each constituent member and LEP, each of whom will link into the CCoG.

9.3 Other investment partners will be involved as appropriate, again connecting directly to the Programme Manager and linking to CCoG as the lead co-ordination group for matters of general importance to the Central Area including the Homes and Communities Agency, Environment Agency, Highways England, Network Rail and England's Economic Heartlands Transport Forum/Sub-national Transport Body. These will advise on the investment and work programme.

## 10. Funding Contributions

10.1 The budget of the Growth Board will be agreed each year by the Growth Board not later than 1<sup>st</sup> December of the preceding financial year. The cost of meeting the expenditure planned in the budget shall, to the extent not met from other sources, be divided equally among the members (both constituent and associate) of the Growth Board. This shall be their subscription. At the time of establishment of the growth board, the annual contribution will be £5k. If the Growth Board wishes to seek additional contributions for any further work, proposals will be referred to partners for decision making.

10.2 If the proposed subscription is higher than the preceding year's subscription plus CPI, if any constituent or associate member is unwilling to pay the subscription so determined they may give written notice to the Host on behalf of the Growth Board no later than 1<sup>st</sup> January preceding the financial year to which the budget will apply. Unless they withdraw in writing that notice they shall cease to be a member from 1<sup>st</sup> April of that year (and the normal notice period given in Section 11 will not apply).

10.3 Any member which has not given due notice under 10.2 (and whose membership has not come to an end under Section 11) shall be obliged to pay its subscription for the year.

## 11. Withdrawal

11.1 Any member may give written notice to the Host, on behalf of the Growth Board, of its intention to withdraw from the Growth Board.

11.2 Such notice, unless withdrawn in writing, shall come into effect on the first 1<sup>st</sup> April which occurs after 12 months after the notice is given.

## 12. Joining

12.1 Any English local authority may apply to become a consistent member of the Growth Board. The Growth Board may approve such an application if it is satisfied that the applicant's area is closely economically linked to the existing Central Area, and that its joining would not render the governance of the Central Area unreasonably difficult.

12.2 Any English Local Enterprise Partnership may apply to become an associate member of the Growth Board. The Growth Board may approve such an application if it is satisfied that the applicant's area is closely economically linked to the existing Central Area, and that its joining would not render the governance of the Central Area unreasonably difficult.

12.3 On the application to join being approved, the new member shall take on the rights and obligations of the existing members of the Growth Board, including paying the appropriate proportion of the subscription due from members for the financial year in which it joins.

## 13. Scrutiny Arrangements

13.1 Decisions made by the Growth Committee shall be subject to the usual scrutiny arrangements of each constituent authority.

**Cabinet**  
**10 April 2018**

## **OXFORD-CAMBRIDGE EXPRESSWAY CORRIDOR OPTIONS**

**Councillor N Blake – Leader of the Council**

**Councillor Mrs Paternoster – Cabinet Member for Growth Strategy**

### **1 Purpose**

- 1.1 To consider the corridor options for the 'missing link' for the Oxford-Milton Keynes-Cambridge Corridor and to agree the key considerations to be included in the authority's written response to Highways England required by 12<sup>th</sup> April 2018, along with AVDC's written response to the National Infrastructure Commission's Report, 'Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc'.

### **2 Recommendations/for decision**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"><li>2.1 Cabinet is asked to consider the report and agree the principle points summarised from the Members sessions to be input into the authority's written response as set out in paragraph 4.14.</li><li>2.2 To delegate to the Director with responsibility for planning, in consultation with the Leader and Cabinet Member for Growth Strategy the writing of and submission of the formal written response to Highways England.</li><li>2.3 Cabinet is asked to support AVDC's written response to the National Infrastructure Commission's Report, 'Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc', along the lines of the document attached as Appendix 3 and delegate to the Director with responsibility for planning, in consultation with the Leader and Cabinet Member for Growth Strategy the submission of the formal response to Government.</li></ol> |
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### **3 Executive summary**

- 3.1 The National Infrastructure Commission (NIC) report 'Partnering for Prosperity', published in November 2017 sees East West Infrastructure as a once-in-a-generation opportunity to unlock land for new settlements and alleviate some of the constraints in the arc in terms of housing affordability as well as congestion and to better link the thriving economies of Oxford and Cambridge. The decision of the 'missing link' of the Expressway corridor (option A, B or C) between M40 and M1 is key. Highways England, who have been commissioned by Department for Transport to deliver the expressway project, are seeking views from stakeholders on the preferred corridor and least preferred corridor. Members seminars have been held to seek views but no overall consensus has been reached on a preferred corridor. This report sets out the key considerations raised during the members seminars which focused on the lack of information available to be able to make a fully informed choice regarding the corridor route at this time and concern that the decision about this important aspect is being made in isolation of decisions for locations and scale of new settlements across the corridor and areas for economic growth. Comments were also made about the absence of evidence from connectivity studies or other detailed analysis. It is recommended that the written response be prepared and submitted on this basis.
- 3.2 The NIC's report also contained several recommendations which officers have drafted responses to. These are both attached in Appendix 3.

## 4 Supporting information

- 4.1 Oxford – Milton Keynes – Cambridge region has been identified as one of the most significant growth corridors in the country; these three economic areas being some of the fastest growing, innovative and productive in the UK. However, there is currently poor east-west connectivity, resulting in restricted interaction between these economies coupled with challenges including congestion, journey times and housing unaffordability which threaten further economic growth and reduce the attractiveness of the area as a place to live and work. The National Infrastructure Commission (NIC) in its report 'Partnering for Prosperity – a new deal for the Cambridge-Milton Keynes-Oxford Arc' (published November 2017), stated that without urgent action, a chronic undersupply of homes could jeopardise growth, limit access to labour and put prosperity at risk.
- 4.2 The NIC report stated that East West Rail (EWR) and the Oxford – Cambridge Expressway provide a once-in-a-generation opportunity to unlock land for new settlements. Estimates prepared for the Commission suggest that meeting the needs of the arc's future population and workforce which is set to increase by between 1.4-1.9 million in the period to 2050 could require 23,000 – 30,000 net new homes per year but taken in aggregate, current local plans make provision for fewer than 16,000 homes per year. Accommodating between 1.4 and 1.9 million people could require between 782,000 and 1,020,000 new homes by 2050 but current development plans, if realised in full, might be expected to deliver only 230,000 new homes.
- 4.3 With the level of growth indicated in the Objectively Assessed Need for areas like Aylesbury Vale shown in the recent Government consultation on this matter, and the increases to housing figures for the areas around the Vale, it is anticipated that the Vale will need to be a key contributor to the overall housing figure that the corridor is expected to achieve. Current calculations show Aylesbury Vale needs to allow for 970 dwellings per annum, but this will need to increase to 1499 dwellings per annum under the new methodology. It should be noted that these figures are for Aylesbury Vale only and do not include any unmet need.
- 4.4 An Expressway between Oxford and Cambridge (M4 and A14/M11) could alleviate some of the housing pressures facing both Oxford and Cambridge, improving connectivity to the central area and unlocking aspirational levels of growth in the corridor.
- 4.5 An Expressway is "an A-road that is as well-designed as a motorway and is able to offer the same standard of journey to users. At a minimum, Expressways will be largely or entirely carriageway standard roads that are safe, well-built and resilient to delays, have junctions that are safe, well built and resilient to delays, have junctions that are largely or entirely grade separated, include modern safety measures and construction standards and technology to manage traffic and provide better information to drivers" (RIS 1, December 2014).
- 4.6 The Expressway involves the conversion of sections of the A34, A421, A428 and A1 but there is a 'missing link' between Oxford and Milton Keynes and following appraisal processes, three corridor options (which include sub options to route around Oxford) have been short listed;
- Option A – via Aylesbury
  - Option B - the East West Rail (EWR) corridor

- Option C - the existing A421 corridor
- 4.7 Stage 0 of the Oxford to Cambridge Project, undertaken by DfT, involved Strategy, shaping and prioritisation and in July 2017, it was passed on to Highways England to initiate Stage 1 of the project. Stage 1 is split into 1a which is identification of the corridor (option A, B or C) to be complete by summer 2018 and 1b which is route selection within the preferred corridor, to be complete by Autumn 2020 following a public consultation to commence in Autumn 2019. The key milestones of the project thereafter comprise of the development phase which will include a Development Consent Order application which will be subject to Examination and a Public Inquiry to enable construction to commence 2025 with a view to the road being open in 2030.
- 4.8 As part of the process to identify the corridor, Jacobs have been appointed by Highways England to carry out stakeholder engagement. A number of stakeholder reference groups have been set up as well as a strategic stakeholder group and members and officers forums in order to gain understanding of the issues and concerns relating to the options. Technical teams have been working in parallel to collate information and evidence on traffic and economic modelling, environment and infrastructure.
- 4.9 Engagement events have set out the strategic aims of the Project:
  - o Safe and serviceable network
  - o Supporting economic growth
  - o More free-flowing network
  - o Improved environment
  - o Accessible and integrated
- 4.10 The following objectives for the Ox-Cam scheme have also been set out (updated following the publication of the NIC report):
  1. Connectivity – provide an east-west strategic road link between MK and Oxford that delivers enhanced connectivity through faster, safer and more reliable connections across the corridor in the broad arc
  2. Strategic Transformation – support the creation of an integrated corridor between Oxford and Cambridge, reflecting and advancing plans for infrastructure, housing, business investment & development
  3. Economic Growth – unlock economic potential by facilitating strategic growth to the benefit of the UK economy through increased productivity, employment and housing and maximising synergies with potential growth associated with East West Rail
  4. Skills and Accessibility – promote accessibility and wider socio-economic benefits by improving access to job opportunities
  5. Planning for the Future – Reduce the impact of new housing on local roads for communities and contribute to better safety, security and health whilst promoting sustainable transport modes
  6. Environment – To provide a healthy, natural environment by reducing congestion and supporting sustainable travel modes and promoting equality and opportunity
  7. Innovation – apply innovative technology wherever possible to support the sustainable planning, construction and operation of transport measures

4.11 At the end of February 2018, the Project Team took the decision to give key stakeholders the opportunity to provide written feedback to Highways England to help inform the Summer 2018 Corridor decision. To aid in their analysis of the feedback, views were specifically asked to be framed around the following questions and to be submitted before 12<sup>th</sup> April 2018:

- 1) What is your preferred corridor and why?
- 2) Are there any corridors you do not support, and why?

4.12 HE confirmed that the information on the broad corridors being considered can be found at the Strategic Study Stage 3 Report by DfT dated 28 November 2016. This report recognised the potential for the Expressway to unlock aspirational growth by providing increased road capacity but also delivering strategic housing sites and set out next steps to assess further the economic, environmental, transport impacts and value for money as well as further analysis of the potential interaction with EWR. However, it did include some initial analysis which is summarised in the table below and broadly scored accordingly (1 – best performing and 2 – less well performing). This initial analysis showed option C as the lesser performing option.

	Corridor A – Aylesbury	Corridor B – Line of East West rail	Corridor C – Buckingham
Distance in miles	1 (40 miles)	2 (42-46 miles)	3 (47-51 miles)
Scheme Costs – Base cost (plus uncertainty and project risk)	2 (£3,452 million)	1 (£3,035-£3,366 million)	3 (£3,216 - £3,514 million)
Scheme beneficiaries – all would benefit freight industry, business travellers, commuters, leisure travellers, local communities and wider economy	1 (reduced traffic congestion referencing Thames and Aylesbury)	2 (complement EWR)	3
Estimated journey time M4 Chieveley to M1 (MK) Eastbound(E), Westbound (W) Base line 2015: E 01:39 W 01:35	1 E 00:57 W 00:56	2 E 00:59-01:01 W 00:57-00:59	3 E 01:03-01:05 W 01:02-01:04
Predicted change in workers within 45 mins drive time of key corridor locations – all 3 routes offer significant overlapping of 45 min drive time catchments – potential for stronger relationship	2	1 Specific analysis on this route showing an additional 340,000 people predicted to be brought into 45 min drive time of MK, 123,000 more into Aylesbury catchment	2
Summary of 2041 Socio-economic impacts – direct transport access and travel benefits for total no. of jobs by 2041	1 736,000	2 683,000	2 689,000
Total	8	10	16

4.13 To inform the written response which AVDC intend to submit, two Members seminars have been held (15.03.18 and 22.03.18) to inform Members of the process above and initial analysis carried out and to seek their views. Officers had also mapped the constraints and existing planned growth areas in the Vale for information and provided commentary on the growth context.

4.14 No consensus was reached in these sessions to the questions posed but some key considerations were raised. These principle points are summarised below to be incorporated into the final response:

- The need to be clear on the purpose for the Expressway and what is trying to be achieved in order to answer these questions well
- A proper informed view is not possible to set out based on the evidence currently available or in the proposed timelines
- Corridor decision needs to be planned in an integrated way to ensure that as well as improving the utility of the national road network, it maximises the potential to support and deliver new and aspirational growth whilst preserving the Vale as a great place to live
- Engagement process for the corridor decision is not effective as consultation process is not offered until route selection in 2019
- Concern that project is being carried out in isolation to and in advance of discussions and progress on scale and locations for growth
- Serious concern that the Expressway is being carved up as a discrete Highways project and not joined up with the vision to unlock land for new settlements as championed by the NIC. The Project team, which is headed up by DfT – needs to be integrated with other Government departments – MHCLG and BEIS and treated as a priority as part of the focus on the Corridor as a serious competitor to the Midlands Engine and Northern Powerhouse
- Need to be clear on the corridor choice and interplay with place making and place shaping
- Lack of context to the consultation in terms of the numbers of houses expected to be delivered and the overall scale of development
- Need results of the wider connectivity study currently being prepared by England's Economic Heartlands and information on junctions to understand how the Expressway can link in with existing road network and places and what other infrastructure can be brought forward to truly unlock economic growth and the right connections
- Sequencing of announcements is key - concern that mechanism for capturing land value uplift is not in place prior to the corridor announcement. This is a key opportunity to capture land value uplift to deliver infrastructure and improve connections
- One size fits all engagement process is not appropriate; specific and regular dialogue is needed with Aylesbury Vale as approximately 70% of the missing road length passes through the District, dialogue to include liaison with MPs
- Require more information from Government on the intentions for the area such as the announcements for new settlements or garden communities and to knit these elements together
- Difficult to comment on the corridor without knowing the position on either end eg. Oxford sub options – noting the current issues with A34
- Gigabyte broadband has the potential to substantially reduce the need for physical movements and may influence the need for hard infrastructure

4.15 Following the seminars, a number of members put forward their own views on the options presented and individual responses to the questions posed.

4.16 The main points raised by those members at the seminars with regard to each option and question are summarised below:

	Reasons for Preferred	Reasons for least preferred
Option A	Scored best in Stage 3 report; delivers dual carriageway bypass for Aylesbury as well as one for Wing (need bypass to SE of Oxford); potential for delivery of new homes at Leighton Buzzard, Aylesbury, Cheddington and Haddenham – all 3 have a mainline station; close to Enterprise Zones and will link these with Science parks in ‘brain belt’; potential for HS2 station; land value capture opportunities to develop around this area	Increase in local congestion as will attract more development; insufficient capacity for growth; constrained by current committed development and AONB and Green Belt; little or no benefit to Aylesbury Vale; would also require upgrades of Cheddington and Leighton Buzzard railway stations; environmental constraints AAL etc; would not benefit or easily connect to Buckingham, Bicester or Northern Aylesbury Vale or offer any relief to the A421; concern how to navigate road around Aylesbury owing to development committed and position of Historic Park and Garden
Option B	Sensible to deliver fastest road; delivers significant housing and economic growth potential in Vale in contained areas; opens up potential development land even for a new town and aspirational growth at scale; some containment to growth using EWR rail boundary and creating a genuine corridor offering advantages for road and rail in one corridor where development will then naturally occur; B1 option links to Aylesbury; connects two of Enterprise Zones; potential for HS2 station at the crossing point with HS2 (providing N/S connectivity) and a site for development; less environmental constraints; provide equal local transport benefits for and opportunities for link roads to Buckingham, Winslow, Bicester and Aylesbury relieving pressure on A421;	Scored worse than option A in stage 3 report; not a sustainable location for housing growth and road network is not suitable; adverse environmental impact on rural Vale as development would be on greenfield sites; danger of coalescence with Bicester and MK; should be used to solve existing infrastructure deficit not add to it; concern about competition with EWR and duplicating benefits
Option C		Does not open up much land potential for development; fails to link with or benefit Aylesbury or the two enterprise zones to the south of the Vale ignoring new developments

		in Aylesbury Vale; insufficient space for major new housing or economic growth due to flood plain and other natural features; unviable owing to amount of roundabouts/junctions, disruptive and expensive
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- 4.17 Opinion also endorsed for the road to be linked from the M40 at Bicester (new junction) with a new road to Bedford and there was considerable favour with a hybrid option from M40 at Bicester (corridor B) to then link into Aylesbury (corridor A) (option labelled B1 option). North-south connections were also expressed as being important and that the A41 west of Aylesbury needs to be improved as well as extension of the A41 south dual carriageway from Aylesbury to East West rail spine.
- 4.18 No overall consensus can be derived from AVDC Members views on the response to question 1, with corridors A and B being “preferred” but for different reasons, as well as a hybrid option of A and B. The lack of support for option C as a preferred route means this could be put forward as the response to question 2 expanding on the points summarised above.
- 4.19 Bearing in mind the principle points bulleted and the lack of consensus on a preferred corridor, it is recommended that the written response from AVDC to Highways England focuses on the main principle points. The above reasoning from Members can be expanded upon to express the benefits and limitations of options A and B (and the hybrid option) in response to question 1 if Members wish for a view to be submitted with option C being expressed as the least preferred route. BCC have confirmed a preference for option A which remains their position, which they set out in the Call for Evidence submission to the NIC in August 2016. AVDC did not express a view on the corridor at that time.
- 4.20 The key message to deliver in the response from Aylesbury Vale is that investment in infrastructure is welcomed but it is critical that the purpose of the Expressway is properly considered and understood in order to properly inform and influence the corridor choice and that sequencing of announcements makes sense to this purpose. Any of the three corridor choices are feasible but depending on what needs to be achieved, affects the weighting of the benefits and limitations of the options. AVDC consider it is critical that the road delivers more than just a connection between places at the fastest possible time but that it truly unlocks transformational and aspirational growth to maximise this once in a generation opportunity which must not be wasted.
- 4.21 To that end, the Council consider that the Expressway project needs to be delivered as a co-ordinated and integral part of the wider ambitions for the Oxford to Cambridge arc as set out in the NIC report. The correct sequencing of decisions on settlement options, infrastructure, land value capture and new governance arrangements to allow effective interplay between these elements needs to be in place to maximise this opportunity. This also needs to be joined up at Government level to ensure the area achieves its full potential. As such, the Council’s response to the Expressway questions will also be framed as part of our overall response to the NIC report.
- 4.22 The Council are willing to partner in discussions and continue and increase dialogue and engagement with Highways England and Government in the decision making processes on the Expressway both at an officer and member level. The importance that this Government scheme has for our area is

unparalleled across the corridor and there is therefore a special case for the Vale to be particularly and closely involved with the planning.

## **5 Options considered**

- 5.1 There is an option not to submit any response to Highways England but the location of the Expressway will have a significant impact on the growth of Aylesbury Vale and therefore, submitting our views is considered essential.

## **6 Reasons for Recommendation**

- 6.1 To set out the Cabinet's view in respect of how to respond to the questions posed by Highways England.

## **7 Resource implications**

- 7.1 None immediately as our work in relation to the expressway is being met from within existing resources.

Contact Officer  
Background Documents

Claire Britton 01296 585471  
Strategic Study Stage 3 Report  
NIC 'Partnering for Prosperity' report

Appendices: AVDC Response to Call for Evidence Aug 2016  
Corridor options – officer options  
AVDC Response to the National Infrastructure Commission Report  
Director Generals' Letter re Cambridge – Milton Keynes – Oxford  
corridor next steps letter

## National Infrastructure Commission Call for Evidence on the Cambridge – Milton Keynes – Oxford ‘Growth Corridor’

### Response from Aylesbury Vale District Council

#### General

Aylesbury Vale District Council welcomes the opportunity to be involved in the Commission’s call for evidence about this important growth corridor and supports the submissions that have been made by the six LEPs that cover the wider corridor area and also supports the joint submission made on behalf of the local authorities in Buckinghamshire.

We are also pleased to be directly engaged with Highways England on the discussions about the Oxford – Cambridge Expressway Strategic Study, which has obvious links with this call for evidence.

However, in light of the fact that Aylesbury Vale is the single largest district that forms part of the growth corridor, has one of the highest housing growth targets to deliver and needs to accommodate most of the expressway “gap”, it is important for the Commission to be aware that Aylesbury Vale is key to achieving the maximum potential of this growth area.

This district is one of the fastest growing places in England and has been consistently producing some of the highest housing delivery rates across the country for the last few years, as clearly demonstrated in the table below.



It is worth noting that if all areas in England were to produce the same rate of housing delivery as Aylesbury Vale, then England would have seen over 300,000 additional new homes delivered last year alone.

This rate of sustained housing delivery and growth is even more impressive in light of the fact that there has been very little investment from central government to help deliver or

accelerate this growth but very clearly this position needs to change if the area is to be able to sustain this level of growth over the medium to long term.

The Cambridge-Milton Keynes- Oxford corridor provides an ideal opportunity for the maximum gain to be achieved from the expected growth this area is currently making provision for and to enable the area and the wider growth corridor to deliver transformational growth that will be sustainable for future generations.

**Q1. Many places across the Cambridge – Milton Keynes – Oxford corridor have very successful local economies and are perceived as highly desirable places to live:**

**What have been the key drivers of that success?**

Most fundamentally it is about the combination of people and places. Basically many of these areas across the corridor possess the right mix of conditions that go to create successful places. Location and proximity to key economic centres are crucial, coupled with highly skilled and entrepreneurial people, a strong business base to build from and a high quality of life.

**What is holding back further growth and greater productivity?**

The **lack of a co-ordinated and strategic focus** on this growth area and corridor at a national level has not helped the area to achieve its full growth and productivity potential in the last 10 years. The original Growth Board that previously existed for the MKSM area under Lord Rooker helped to focus attention and energy on this area but since this disappeared there has not been the same momentum for the areas that have functional economic links and the prospects for growth in a truly co-ordinated and transformational way.

In addition to this, **the lack of certainty over the delivery and timing for key infrastructure projects** that are actively supported in the area, such as the East-West Railway project, has resulted in delays to future growth and therefore productivity.

Although many parts of this corridor are strategically well placed, **the level of connectivity for some areas, in particular Aylesbury Vale is poor** and again is a constraint on achieving the full potential this area has to offer. Managing this at a strategic level is crucial and any sub national transport board will need to include the planning authorities to be truly effective.

The **lack of forward funding** for essential infrastructure is hampering the rate and speed that growth is delivered at and leaving this to individual developments results in piecemeal infrastructure and a slower rate of delivery. We have had examples where we have forwarded funded elements of a scheme in order to assist the development industry to progress a scheme and this is then repaid by the developers. However to be able to do this on the scale that is required for the growth we are now having to plan for requires a major investment from Government and has been proposed in the Local Growth Fund round 3 application process. This would assist with accelerating and maintaining our growth rates and deliver benefits to existing residents at the outset of the development rather than at the end, which helps to make development more acceptable to local communities.

**Lack of housing affordability** will hold back further growth and the provision of affordable housing is crucial. Ensuring that all the levers that Government has available to it are deployed to this growth area is essential, such as prioritising HCA funding to growth areas.

**In particular, what planned or new infrastructure improvements would best support sustainable growth and promote innovation over the long-term?**

The delivery of East-West Rail needs to be formally confirmed and a programme for its delivery announced without delay. Aylesbury Vale has committed £5m of New Homes Bonus funding to this project along with significant contributions by many other local authorities and as a rail project that can very quickly unlock opportunity, it should be a Government priority.

Enhanced road connectivity within this East West corridor is also important through an expressway. Again it would be helpful for this work to be accelerated in order that the opportunities related to this corridor can be joined up at the local plan level at the earliest opportunity.

In addition, investments in strategic local connectivity around Aylesbury in particular, fast and reliable digital connectivity, and transforming public services are essential.

**Does the corridor require better connectivity to other major centres of growth?**

Yes.

The corridor is positioned close to a number of areas and towns that also have major growth challenges and opportunities and looking at ways to “join up more of the dots” should be a focus for the Commission. Linking the work on this corridor with a wider review of the national infrastructure requirements should help the UK increase its economic performance and prospects and is therefore clearly of national importance.

It is also crucial that there is an unequivocal decision from Government on how runway capacity in the South East of England will be increased.

**Q2. Does the Cambridge – Milton Keynes – Oxford area, including Northampton, form a recognisable economic corridor? If so:**

The corridor does not currently form a single functional economic area but a series of related and overlapping areas. However the area does have the potential to form a stronger recognisable and related corridor – the East-West Powerhouse perhaps?

**What factors unite the area?**

There are a number of factors that currently unite the area including the need to continue to support and plan successful growing places. There are also synergies in the rate and delivery of growth, the current economic performance, its excellence and potential, an open approach to innovation and collaboration.

There are also some existing clusters that already unite a large part of the corridor area for example the High Performance Motor cluster. The cluster study recently commissioned by MEPC identifies the connections and opportunities in this sector across much of the corridor area. Further information about this report can be found [here](#).

**Would greater emphasis on corridor-wide planning and decision making benefit local communities and local economies? Would that same emphasis on coordinated planning and decision making provide wider benefits for the UK economy?**

Yes greater emphasis on corridor-wide planning and decision making would certainly benefit local communities and local economies. We support the move to have better co-ordinated corridor-wide planning and decision making and it is crucial that all of the strategic planning authorities are actively engaged in any formal Government supported structure or body that is established to look at strategic transport planning, which is not presently the case with the England Economic Heartland Strategic Alliance.

**Should adjacent towns and cities be incorporated into the corridor in terms of growth and infrastructure planning?**

Yes relevant adjacent towns and cities should be considered and it would be helpful for the Commission to give an early indication of the scope it sees the corridor covering so that the adjacent towns and cities can be clearly identified and incorporated appropriately.

**Q3. Describe your vision to maximise growth, maintain a high quality environment, and deliver more jobs and homes across the corridor over the next 30 years:**

Aylesbury Vale District Council has just issued its draft local plan, which sets out how we see the Vale growing in the next 30 years, which need to accommodate the needs of our own district but also see how it can help with the unmet needs identified by more constrained adjoining areas. The delivery of the East West Rail project is crucial in achieving this level of growth, as is the impact that the decisions about the Cambridge-Milton Keynes-Oxford corridor will have, as well as the East-West Expressway. The draft plan for the district can be found by clicking [here](#).

As the table below illustrates the scale of growth to be accommodated over the life of the plan period is significant and unprecedented in terms of our previous growth delivery. Achieving this scale of growth will require delivering at housing rates not previously seen in the district at a sustained level every year for the next 17 years.

**Aylesbury Vale Housing Delivery**

	Local Plan Housing Figures
Aylesbury Vale	30,000 *(2013-2033) <i>draft figures</i>
Cherwell (Bicester)	22,800 (2011-2031)
Milton Keynes	28,000 (2010-2026)

Our vision for the district is to ensure that growth will be shaped by strong place-shaping and sustainability principles to create well-designed developments that are sensitive to the district's local character and are well integrated with existing communities, both in terms of scale and design and that people will have a sense of pride in their communities, wherever they live in the district.

Delivering the jobs to match the housing growth is also a challenge and the recent designation of three Enterprise Zones is an excellent boost to this ambitious vision and again a sustained focus on securing the success of these EZ's is essential in the overall 'masterplan' for the area.

### **What does that mean for growth and infrastructure investment in your area?**

To achieve the levels of growth mentioned above we first need to have a multi-agency Growth Board that is focused on delivering the growth proposals across the district. On a wider economic geography level we also need an integrated growth strategy for investment supporting delivery of higher productivity jobs, higher levels of employment, and accelerated delivery of housing to support business-led growth.

### **What steps are currently being taken to realise that vision, and what more needs to be done?**

Work is on going to firm up the detailed proposals for growth in this part of the corridor through the local plan process. In terms of realising the complete potential of Aylesbury, which is set to increase by 50% in the next plan period, we need to get Aylesbury designated as part of the Government's Garden Town programme. An application is scheduled to be submitted for Garden Town status shortly. Approval of this is essential in terms of ensuring that this level of growth can deliver the ambitious vision we have set for the town and be an exemplar of how to manage and achieve such intensive growth and create the type of place and communities we can all be proud to be associated with.

In addition to this approval of Aylesbury as a Garden Town, support is also required for unpacking the potential cumulative impact and opportunities that the three related E-W corridor projects will have on this district in particular.

We also need to have early confirmation of the funding commitments to critical transport schemes submitted as part of the LGF3, Major-Majors Bids and Local Majors where they relate to growth in the district.

### **What value could new cross-corridor intercity road and rail links bring? How do these compare to other transport initiatives e.g. intra-city links, or wider infrastructure, priorities?**

The three key infrastructure opportunities that are currently focused on this growth corridor have the potential to provide immense value to the wide geographic area that it covers, but also nationally. As yet it is not possible to have any accurate or even broad estimate of the 'value add' these key projects could make but in light of the scale of the improved connectivity they can deliver, the associated GVA and VFM must be amongst the best of any scheme nationally.

### ***Priorities and Wider Infrastructure***

The vast majority of the areas in this corridor are at the stage where the requirement is for investments that can create and unlock a step-change in growth. Without this full potential being unlocked, growth will stagnate and the economic conditions for sustained growth will dissipate.

There is a greater need now than perhaps ever in the past for there to be a consistent and focused commitment by central and local government and other partners to energise the focus on this particular growth corridor as the UK evolves its new economic agenda. Co-ordination across national infrastructure projects, particularly in the areas where they intersect, eg HS2, East West Rail and the Cambridge-Oxford growth corridor is also critical.

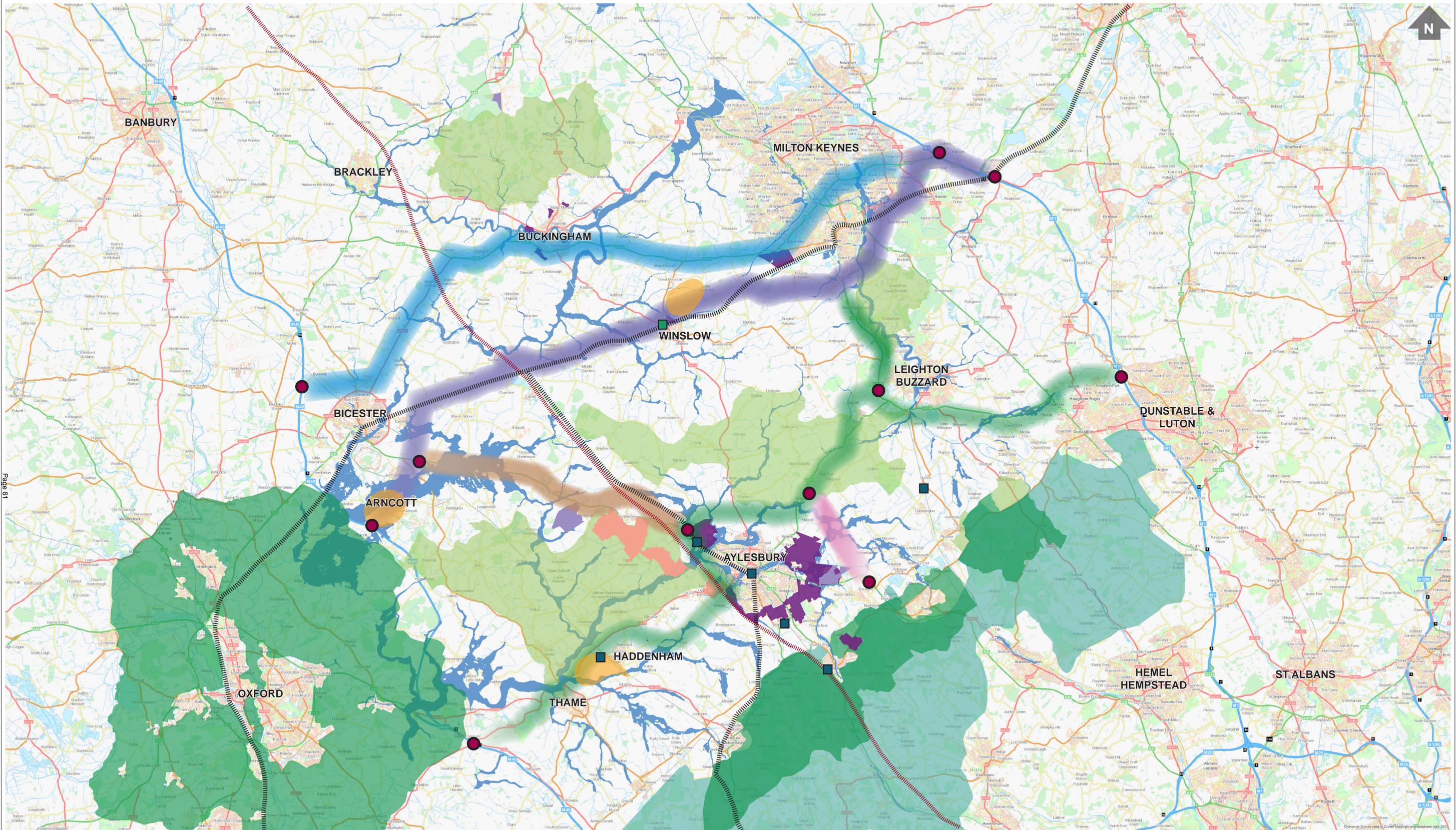
#### **Q4. Are there lessons to be learnt from previous initiatives to maximise the potential of the corridor?**

The previous work on the Oxford-Cambridge Arc is an interesting comparison but it was never obvious that it really delivered any tangible outcomes. It is likely that its lack of a delivery body that could hold partners and agencies to account and the absence of any real focus and key objectives resulted in the initiative drifting away.

As referenced earlier, the MKSM partnership was a more positive experience in terms of outcomes and focus and the oversight by a Government Minister helped to positively drive this agenda forward and corral the various agencies and partners into a delivery mode.

#### **Q5. Are you aware of any examples of UK or international good practice, for example in respect of new technology, local frameworks or the built environment that are relevant to this review?**

Examples are cited in the joint LEPs submission.



**EXISTING CONSTRAINTS**

- Area of Outstanding Natural Beauty (AONB)
- Greenbelt
- Area of Attractive Landscape (AAL)
- Historic Parks and Gardens
- Flood Zone 2 & 3
- HS2 Route
- East West Rail Route
- Existing Train Stations
- Proposed Train Stations

**PREVIOUSLY PROPOSED POTENTIAL FUTURE GROWTH**

- Potential Future Growth
- VALP Housing/Employment Allocation
- Enterprise Zones

**CORRIDOR OPTIONS**

- Option A
- Option B
- Option B1
- Option C
- Option A41 Spur
- Highway Junction

**OXFORD TO CAMBRIDGE EXPRESSWAY  
CORRIDOR OPTIONS**  
SCALE @ A0 1:75,000



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**Aylesbury Vale District Council response to the National Infrastructure Commission report:  
‘Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc’**

**Introduction**

We welcome the publication of the National Infrastructure Commission (NIC) report and we have outlined our response to the recommendations contained within it in the table below.

The Commission has put forward a bold vision and we are pleased that the significant economic potential of the arc has been recognised at a national level. We would emphasise the need to support future economic growth with the necessary infrastructure and new housing in a planned and coordinated way across the arc.

Aylesbury Vale is at the heart of the arc, with approximately 70% of the Expressway ‘missing link’ positioned in the Vale, however, the definition of the arc is not clear in the report. Further clarity is recommended, which will aid the setting up of clear strong governance and effective planning.

We are supportive of the principles contained within the report but we are concerned that many of the timescales are too ambitious. Future timescales need to be realistic, especially in regard to the planning process.

A major national undertaking is needed in order to achieve the scale of growth outlined in the report, to do it successfully and to ensure its sustainability. We are committed to working with the Government, partner authorities and investors to successfully implement the NIC’s recommendations and ultimately, achieve the 2050 economic vision.

<b>Recommendation 1a:</b>	<b>Response</b>
<p>Government should progress work on East West Rail, the Expressway and new settlements through a single co-ordinated delivery programme, with cross-government ministerial commitment and oversight. The aim of this programme should be to unlock opportunities for transformational housing growth through the creation of well-connected new communities. As part of this programme Government should commit:</p>	<ul style="list-style-type: none"> <li>• Whilst we support the principles of the proposals outlined within this recommendation, we seek further clarification from Government on exactly <b>how</b> they are to be delivered.</li> <li>• The first bullet point should include a specific reference to Aylesbury Vale and include a reference to the Aylesbury Link, which is a key component of this section of the East West Rail line.</li> <li>• We are concerned that the commitment to £1bn to deliver the western section of</li> </ul>

<ul style="list-style-type: none"> <li>• £1bn to deliver the infrastructure necessary for a high quality and resilient rail commuter service between Bicester and Bedford, accelerating delivery of this section of East West Rail to a target date of 2023;</li> <li>• to accelerate work on the development of the new East West Rail line between Bedford and Cambridge, and commit to open the line by 2030; and</li> <li>• to deliver the ‘missing link’ of the Oxford-Cambridge Expressway, accelerating development work to deliver a clearly-defined and agreed route by 2025, enabling construction to begin as part of the next Road Investment Strategy (RIS 2) and be complete by 2030.</li> </ul> <p>Key milestones and decision points in the development of East West Rail and the Expressway should be subject to “in principle” agreement to the development of significantly more ambitious proposals for housing growth in the arc, including major new settlements and urban extensions, and subsequently, progress in identifying, evaluating and designating sites. “In principle” agreement should be provided within 12 months. The schemes should be futureproofed to ensure the potential for expansion and improvement is not permanently and prematurely closed.</p>	<p>the EWR has been significantly reduced since the publication of the Report. We consider that the cost cutting approach has been to the detriment of the scheme, particularly in reducing the quality of Winslow Station, reduction in improvements to Aylesbury Vale Parkway Station and in no longer proposing (at this time) dual tracking of the Aylesbury Link between Aylesbury Vale Parkway and Calvert Junction. This is clearly not in line with a long term vision for this area and are cost reductions that are short sighted.</p> <ul style="list-style-type: none"> <li>• We support the acceleration of the work on the new East West Rail line between Bedford and Cambridge (The Central Section).</li> <li>• We support the “in principle” agreement to the development of achievable proposals for housing growth in the arc, including major new settlements and urban extensions, however, we feel that a timescale of 12 months to gain agreement for such a wide range of very large developments is too ambitious and will preclude the ability to deliver the ambitious expectations of the report in a properly developed and deliverable form.</li> <li>• If this ambition is to be achieved, planning and investment at this scale and complexity, needs to be a national undertaking. There could be more effective partnership working if the process for delivering infrastructure projects was streamlined and consistent across government. We have come to this conclusion as a direct consequence of the delays to the delivery of East West Rail.</li> <li>• Our new local plan references the potential for new settlements within the Vale, which is supported by a study of potential locations, and this will be explored further as part of our early local plan review, however, we seek further clarification on the quantity of new homes and the form and location of the new settlements expected.</li> <li>• We would also wish to explore the interest and capacity from developers to deliver these ambitious plans as our housing delivery study indicates limitations on delivery that can only be resolved through radical intervention.</li> <li>• To provide the futureproofed schemes ensuring the potential for expansion and improvement is not permanently and prematurely closed will require formal statutory plans to be prepared otherwise schemes risk having no status in planning decisions.</li> </ul>
<p><b>Recommendation 1b:</b> Government should seek to introduce fast, direct services to London</p>	<p><b>Response</b></p> <ul style="list-style-type: none"> <li>• We have already committed to major development throughout the whole of</li> </ul>

to enable growth in the arc between Bicester and Bletchley and improve connectivity between London and Aylesbury. Any such improvements should be contingent on local authorities' commitment to major development between Bicester and Bletchley and around existing settlements.

Aylesbury Vale, which is demonstrated in the housing figures in our submitted local plan where we accommodate 8,000 houses from the more constrained areas in the south of the County on top of our own need of 19,400 houses. Aylesbury Vale also has economic growth aspirations and is home to three Enterprise Zones; Silverstone focusing on high performance and technology and at the centre of the Silverstone Technology Cluster, Westcott Venture centred around the space propulsion section and Arla/Woodlands building on the position of Arla, the UK's largest super dairy to promote a Human Health and Agri Food cluster.

- We are also delivering significant housing year on year and we are keen to discuss with Government to understand what more can be done
- We also reference the need to carry out an early review of that plan to address the longer term requirements of EW Rail and the Expressway in association with new settlement options.
- Our land availability assessment also includes a number of suitable locations for development that are not included in the plan we have recently submitted to Government
- The delivery of what is described will depend on wider connectivity improvements in addition to the strategic elements of EW Rail and the Expressway
- EWR will put Aylesbury back on the main rail network by reintroducing regular and direct passenger services to the north via Milton Keynes for the first time since the 1960s. However, both lines south of Aylesbury to London remain rather constrained with a 40 mile journey to central London taking 60 minutes or more. As part of the works to enable HS2, the single track branch line from Aylesbury to Princes Risborough is being relocated and the new formations will enable this section of line to be dual tracked in the future. As a significant part of the branch line is being improved the opportunity to upgrade the whole line to Princes Risborough, linking to the Chiltern Mainline, should be included in the overall "Infrastructure Package" to support the growth ambitions in this corridor.
- Once complete, EWR and the Expressway will connect between most of the major radial transport routes extending west and from London – M4 to M11 via road and Great Western to East Coast mainline via rail. In addition, the Aylesbury Link and appropriate upgrades to the lines south of Aylesbury could act as a new north south radial route from London to the north via connectivity to Milton Keynes. The Aylesbury Link runs in close proximity to the HS2 Phase 1 route for

	<p>much of its length crossing north of Aylesbury. As the scheme stands, access to HS2 in the arc around London, would require journeys into the capital to come out again. There needs to be a consideration of an intermediate stop on HS2, supporting the corridor growth opportunities. Any new stop is likely to be related to the accessibility provided by EWR (including Aylesbury Link)/Expressway routes.</p>
<p><b>Recommendation 1c:</b></p> <p>Government should work with the private sector and the relevant local authorities to agree funding packages and progress schemes to support housing and employment growth now. These should include:</p> <ul style="list-style-type: none"> <li>essential works required to enable passenger services between Oxford and Cowley no later than 2019; and</li> <li>the acceleration of East West Rail phase 3 works around south Cambridge to enable the delivery of a Cambridge South station in 2022 as part of Control Period 6.</li> </ul> <p>Substantial private sector and local contributions, reflecting the benefits that these parties gain, will be required to enable the delivery of these schemes.</p>	<p><b>Response</b></p> <ul style="list-style-type: none"> <li>The EWR Western Section Improvement Extension funding package should also include the Aylesbury - Princes Risborough (The PRA Line).</li> <li>We agree that Government should work with the public and private sector to agree funding packages and growth deals, with the central area having its own growth deal and a funding package to support this, although developer contributions will need to link to specific developments to accord with legislation .</li> <li>We agree that local authorities and national government should work together to identify locations for new settlements, however, the basis of this should be any existing new settlement studies/proposals and any other such studies commissioned as part of forthcoming local plans.</li> <li>We would support the principle behind ensuring that benefits are derived for the community and that land value uplift needs to be harnessed effectively into building infrastructure and to enable the delivery of schemes. The strengthening and streamlining of mechanisms for compulsory purchase orders (CPO) and its reform is supported to ensure that land comes forward for development at a lower price to enable land value uplift to be captured and used for new infrastructure, affordable housing, community facilities etc. Different approaches to contributions and opportunity to set up New Town Development Corporations may provide appropriate vehicles to enable public/private partnerships to enable effective delivery. Changes to the planning systems and NPPF may also facilitate the delivery of schemes to ensure planning policy and standards are not subordinate to the competitive returns of landowners.</li> </ul>
<p><b>Recommendation 2a:</b></p> <p>Government and local authorities should work together, through a robust and transparent process, to designate locations for new and expanded settlements by 2020. This should involve:</p> <ul style="list-style-type: none"> <li>commissioning formal studies to identify and assess options for</li> </ul>	<p><b>Response</b></p> <ul style="list-style-type: none"> <li>Whilst we agree in principle that local authorities and national government should work together to designate new settlements, we feel that the timescale suggested is very ambitious and we would stress that the process should be led by local authorities who have a greater understanding of their local area to ensure that</li> </ul>

<p>new settlements required, and potential locations for these settlements;</p> <ul style="list-style-type: none"> <li>• consultation with communities, statutory agencies, infrastructure providers, wider stakeholders and public examination of proposed sites; and</li> <li>• formal designation of sites and the publication of such assessments as legally required.</li> </ul> <p>The Commission is optimistic that Government and local authorities will reach agreement on the scale and location of new settlements in the national interest. However, if agreement cannot ultimately be reached, the Secretary of State should designate these new settlements.</p>	<p>schemes are properly founded in realistic assessments of potential and needs. Formal requirements for the preparation of plans will need to be met if they are to be properly sustainable and deliverable and given the requirements for evidence gathering, sustainability appraisal, consultation and examination, this will take at least three years. If this involves an Examination or Public Inquiry timescales will be longer than envisaged even if some form of Government 'designation' is resorted to.</p> <ul style="list-style-type: none"> <li>• We seek further details on exactly what the 'robust and transparent process' is and how this would work as part of the national planning process.</li> </ul>
<p><b>Recommendation 2b:</b> Government should:</p>	<p><b>Response</b></p>
<ul style="list-style-type: none"> <li>• work with local authorities to establish appropriate delivery vehicles for new and expanded settlements across the arc, considering the role that can be played by locally accountable Development Corporations, Mayoral Development Corporations, the Homes and Communities Agency and Urban Development Corporations.</li> <li>• establish New Town Development Corporations to deliver larger new and expanded settlements. In so doing, it should: work with local authorities to define and agree the objectives, membership and reporting arrangements for new development corporations;</li> <li>• provide a clear remit to support the economic success of large new settlements as centres of employment, and assist the development corporation by using wider policy levers to support local economic growth; and</li> <li>• explore the full range of options for funding development corporations' programme of land acquisition, including providing public funding with a view to unlocking substantial private investment, and balancing considerations of short-term affordability and long-term value for money.</li> </ul>	<ul style="list-style-type: none"> <li>• We agree with the principle of establishing a locally influenced New Town Development Corporation (NTDC) (please also see our response to the Government consultation 'New Towns Act' as Appendix A), however, we would seek further clarification on what this looks like as current arrangements may not suit the delivery of the form of development envisaged. In order to be effective, any NTDC would need to be established as soon as possible bearing in mind the timescales set out in the report and to help drive the delivery of this scale of growth. The resources and complexity of the scale of growth should not be underestimated and there will be a consequential additional burden to local authorities, which government can help support, with the powers to set up the NTDC.</li> <li>• We strongly agree that judgements about good placemaking are best made locally, which is why we also believe that corporations should be locally based. Our preference would be for government to provide local areas with the power and funding required to set up our own corporations, which will include other appropriate partners.</li> <li>• The ability to acquire land at close to existing land value levels, or for local authorities as part of NTDC's to intervene in the land market, and assemble sites, is key to ensure that land value uplift can be harnessed effectively for the benefit</li> </ul>

	<p>of the community, and mechanisms need to be in place prior to the announcement of the corridor for the Expressway to enable it to have maximum effect.</p> <ul style="list-style-type: none"> <li>• The existence of Enterprise Zones and the rates relief offered are useful policy levers which can be used to encourage sustainable new developments with employment and housing. Strategically placed sites could also maximise the linkages between existing Enterprise Zones in the knowledge belts.</li> <li>• We would favour an approach that focuses on designing communities that sustain themselves by virtue of how they operate. A good example of this is Brighton whereby local residents manage waste and recycle effectively, ensuring less intervention by the local authority. We are considering initiatives like these through the development of our Garden Town status for Aylesbury.</li> </ul>
<p><b>Recommendation 3:</b> Government should work with local authorities to:</p>	<p><b>Response</b></p>
<ul style="list-style-type: none"> <li>• put in place an independent design panel for East West Rail, the Expressway and new and expanded settlements across the arc by April 2018. This panel should work in concert with existing infrastructure design panels and new development corporations to specify, scrutinise and challenge settlement designs, plans and delivery, with a view to: <ul style="list-style-type: none"> <li>• making most efficient use of new and existing infrastructure (including transport and utilities);</li> <li>• supporting positive social outcomes (including better mental and physical health);</li> <li>• achieving net gains in biodiversity and natural capital across the arc; and</li> <li>• improving quality of life for existing and future residents.</li> </ul> </li> <li>• establish arrangements for the long-term stewardship of valued community assets in each new or expanded settlement, placing responsibility and resources in the hands of the community – learning from both the Parks Trust in Milton Keynes and the Letchworth Garden City Heritage Foundation; and</li> <li>• ensure that strategic infrastructure, including new elements of East West Rail and the Oxford-Cambridge Expressway, are</li> </ul>	<ul style="list-style-type: none"> <li>• We agree with this recommendation in principle but the timescale of April 2018 is unrealistic. After all many of the matters it will need to liaise on have no form yet e.g. new development corporations.</li> <li>• We particularly support the principle of long term stewardship of community assets through the creation of suitable bodies and funding via land value capture.</li> </ul>

<p>planned and developed to achieve net gains in biodiversity and natural capital across the arc.</p>	
<p><b>Recommendation 4:</b> Government and local authorities should implement measures to increase certainty on the delivery of growth enabling infrastructure.</p>	<p><b>Response</b></p>
<ul style="list-style-type: none"> <li>• Government should work with local authorities to establish an indicative, long-term pipeline of strategic national and local infrastructure investments, conditional upon specific housing delivery milestones, and with firm financial commitments made at the beginning of the relevant spending review, road investment or rail industry control period. This pipeline should be established and agreed by 2020.</li> <li>• Local authorities should work with LEPs, local business groups, educational institutions and other key partners to formally agree robust and credible transport plans to enable the development of the arc's key towns and cities. These should be agreed locally by April 2019. These plans should provide a firm basis for long-term growth and investment, and include plans for significantly upgrading public transport, integrating transport hubs and providing safe cycling infrastructure.</li> <li>• Following agreement of these long-term transport plans, Government should develop deals, bespoke to this region, with local authorities in Oxfordshire and the central section of the arc. These deals should extend powers over bus franchising, the introduction of smart ticketing, and give greater long-term certainty over future funding which authorities can use to fund, and unlock finance for, city-regional infrastructure improvements. Powers and resources should be devolved no later than April 2020.</li> </ul>	<ul style="list-style-type: none"> <li>• Whilst we agree that the Government should work with local authorities to establish an indicative, long-term pipeline of infrastructure investments, the deadline could be brought forward to align with the development of housing and economic proposals.</li> <li>• We agree that local authorities should work with LEPs, etc. to agree transport plans but we need to know where the growth is going to go first or at the same time. April 2019 is unachievable.</li> </ul>
<p><b>Recommendation 5:</b> Government should, through bespoke deals with local areas, make changes to the operation and application of CIL and s106 agreements</p>	<p><b>Response</b></p>

<p>across the arc that will:</p>	
<ul style="list-style-type: none"> <li>• give groups of local authorities, working together through appropriate governance structures, the power to levy a city-regional CIL; and</li> <li>• remove restrictions on the pooling of section 106 revenues and on the forward funding of infrastructure against future receipts. These changes should be agreed by 2020.</li> </ul>	<ul style="list-style-type: none"> <li>• Whilst we note some of the benefits in implementing an arc-wide CIL arrangement, we seek further details on how this would work and we would need to ensure that we receive the appropriate level of funds required to meet the needs of our area. Whilst CIL can be deployed at varying rates for differing areas, we would like more detail on how CIL would operate over such a wide area and across many housing market areas.</li> <li>• We welcome the removing of the pooling restrictions on S106 revenues and forward funding of infrastructure, but consider that the legislation would need to go further than that to deal with land value capture.</li> <li>• We are concerned that this recommendation promotes a mayoral type CIL, like the Milton Keynes Tariff, which may not match the make up of the local authority groupings that may deliver the growth.</li> <li>• There does not appear to be any good practice examples that could apply to an arc-wide CIL and therefore, a more bespoke solution needs to be sought.</li> <li>• We are also concerned that an arc-wide CIL may prioritise certain requirements, such as infrastructure, at the expense of other pressing needs, such as affordable housing, which already in many cases, comes towards the bottom of the hierarchy of section 106 contributions. This is why a traditional developer led approach using existing viability assessment will not deliver what the NIC report envisages. Some form of land value capture is therefore essential.</li> <li>• We would like to emphasise that the delivery of genuinely affordable housing, that includes social housing, should be a key consideration for the success of the arc and in the creation of mixed and balanced communities.</li> <li>• We believe that land value uplift has to be harnessed more effectively into building infrastructure, and recommend that legislation should be in place which gives greater powers to the local planning authority to intervene in land market and assembly, and acquire land at close to the existing land value. Furthermore, reform the complex and lengthy CPO process to make it a quicker simpler process, act as a deterrent to developers in holding on to land and provide a more effective mechanism to control land values.</li> <li>• Funds being accessible from government would also help cash flow and delivery of upfront timely infrastructure as part of a comprehensive package in association with the above measures.</li> </ul>

<p><b>Recommendation 6:</b> government should consider the <u>need</u> for agreements extending flexibilities in the application of five-year land supply requirements. These agreements should only be considered in cases where local authorities agree deals to accommodate significantly higher levels of housing growth. Flexibilities should:</p>	<p><b>Response</b></p>
<ul style="list-style-type: none"> <li>• help ensure that local areas are not exposed to increased risk of speculative development as a result of their commitment to additional growth; and</li> <li>• be kept under review and made subject to local areas demonstrating progress in the delivery of major housing growth.</li> </ul> <p>In all cases, agreement must preserve the requirement for local authorities to maintain a supply of land sufficient to enable house building at the rate that would have been required in the absence of any deal to support additional housing growth.</p>	<ul style="list-style-type: none"> <li>• We welcome this recommendation as it is essential that scarce council resources are not at risk defending speculative development proposals outside the plan preparation process. Aylesbury Vale in particular has faced massive and continuing pressure despite an exemplary delivery record and a strong commitment to the delivery of a local plan alongside neighbourhood plans. In particular, the proposed housing delivery test and the new OAN calculation method must be applied appropriately to allow the arc councils to deliver on their growth expectations. The additional housing ‘requirement’ should not form part of the calculation of five-year housing land supply until the ‘supply’ via new allocations is formalised through the planning process,</li> </ul>
<p><b>Recommendation 7:</b> Government should work with local authorities across the arc to secure agreement that:</p>	<p><b>Response</b></p>
<ul style="list-style-type: none"> <li>• representatives of each of the arc’s defined sub-regions will work together at the arc-wide level, and with Government, to develop an ambitious spatial vision covering the whole arc area up to 2050, identifying locations for growth and investment and enabling infrastructure requirements. This work should be completed no later than summer 2019. This vision should be supported by a set of arc-wide economic plans and an arc-wide plan for strategic infrastructure; and</li> <li>• local planning and transport authorities will work together, in defined sub-regions, to prepare statutory strategic spatial plans and submit these for inspection by April 2020. These should be underpinned by a clear investment strategy and a phased delivery plan, and shaped by the requirements of a robust integrated appraisal framework. Local Enterprise Partnerships</li> </ul>	<ul style="list-style-type: none"> <li>• If the “ambitious spatial vision covering the whole arc area up to 2050” is to have any statutory force, it must be properly developed through the formal planning process so that it is supported by relevant evidence and a sustainability appraisal. Developing such an approach will not be feasible in the timescale proposed. Sticking to the suggested timescale would be possible if a very broad vision was to be set out, but further work would then be required to turn that broad vision into deliverable proposals which would similarly not follow the suggested timescale.</li> <li>• 7 of the Authorities also represented the Central Corridor at MIPIM London 2017 and representation is planned for MIPIM London 2018.</li> <li>• England’s Economic Heartland are working on producing a Transport Strategy for the arc area.</li> </ul>

<p>and utilities providers should be included in the development of these strategic spatial plans.</p> <p>Local authorities and LEPs should work collectively and seek to agree a definition for sub-regional planning areas by April 2018. If agreement cannot be reached by this date, the Secretary of State for Communities and Local Government should define the sub-regions based on consideration of the best areas for joined-up economic, transport and land-use planning.</p>	
<p><b>Recommendation 8:</b> Government should work with local authorities to put in place robust sub-regional and arc-wide governance arrangements. This will include:</p>	<p><b>Response</b></p>
<ul style="list-style-type: none"> <li>• reconstituting the Oxfordshire Growth Board as a planning joint committee by April 2018, ensuring it is empowered to take decisions on the development, adoption and delivery of a strategic statutory spatial plan;</li> <li>• establishing growth board arrangements for defined planning areas in the central section of the arc by April 2018, ensuring these are constituted as planning joint committees and empowered to take decisions on the development, adoption and delivery of a strategic statutory spatial plan(s);</li> <li>• supporting the continued development of new and existing growth boards, with a view to their being constituted as statutory combined authorities, or mayoral combined authorities, as soon as possible and no later than 2022; and</li> <li>• working with representatives of the Cambridgeshire and Peterborough Combined Authority, Oxfordshire Growth Board and other growth board(s) across the arc to establish an arc-wide 'Strategic Partnership Board' by Summer 2018. This should include recruiting an independent chair to convene the board and provide a clear link to Government, and agreeing this appointment with local partners.</li> </ul>	<ul style="list-style-type: none"> <li>• Local Authorities across the central section of the arc have been working together to form a Central Area Growth Board to act as a Joint Committee. Terms of Reference have been compiled and agreed and the Authorities are in the process of taking them through their individual approval processes by June 2018. The Growth Board has been formed to provide one coordinated voice speaking to Government and its Agencies. The Board also has the purpose to seek to establish Common Planning Areas to produce an integrated and holistic approach to strategic planning for employment, housing and infrastructure that builds on local plans and transport plans.</li> </ul>
<p><b>Recommendation 9:</b></p>	<p><b>Response</b></p>
<p>Government should work with local authorities and any new delivery</p>	<ul style="list-style-type: none"> <li>• Whilst we support the intentions of this recommendation, we have the following</li> </ul>

<p>bodies from across the arc to prepare and publish a six-monthly update, with the first being published in April 2018, enabling the Commission to assess the progress achieved in delivering the recommendations set out in this report.</p>	<p>queries:</p> <ul style="list-style-type: none"> <li>○ What is the geography and boundary of the Arc?</li> <li>○ What is the expectation about accelerating growth?</li> <li>○ What are the timescales?</li> <li>○ How does the Government propose to work with local authorities across the arc and publish six-monthly updates?</li> </ul>
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## Conclusion

The recommendations in the report would be truly transformational, particularly for certain areas like Aylesbury Vale. We would seek reassurance that this once in a generation proposal is completely joined up from the very highest level in Government and that there is control at a central level to ensure that a true partnership can be created to ensure the proposals can be realised. We want to do everything we can to help ensure that this is not simply a new road link and some housing – we recognise the scale and ambition of these proposals and fully welcome the proposals to maximise the potential and benefits for this area.

The New Towns Act 1981 (Local Authority Oversight) Regulations

Consultation paper: December 2017 Response from Aylesbury Vale District Council

**Question 1: Do you support the principle of enabling oversight of the development of an area as a new town to be transferred from the Secretary of State to the local authority or authorities covering the area?**

AVDC supports the transfer of oversight powers and authority from the Secretary of State to the local level in order to ensure a strong element of local ownership and accountability. We consider that local councils, working in partnership, are best placed to understand the needs of their place and population and how to effectively respond and manage these.

We would welcome clarity on who might qualify to be an oversight authority, particularly where there are two tier authorities and we believe that this should be the local planning authority.

We consider that the powers should have sufficient flexibility so that, where local conditions dictate, a single locally led new town development corporation is able to cover more than one project within an area and that these projects are able to be at different scales (reference to scales of garden villages, towns and cities within the DCLG prospectus on garden communities). These also need to be sufficiently flexible at a local level to amend the scale (increase / reduce) of relevant development projects.

We also ask that the Government considers how local authorities can be supported in setting up and delivering these powers, given the skills, knowledge and resources required so they are truly effective.

We support the requirement for a strong evidence base demonstrating that the site or sites are suitable for development at the scale proposed and that the appropriate consultation has been undertaken locally.

**Question 2: Do you agree that the proposed list of functions to be transferred and functions that may only be exercised with the consent of the oversight authority is the correct one? If not, please specify which other functions you think should or should not be transferred and why.**

It may be helpful that, if requested and if agreed by each of the authorities comprising the oversight authority, an order could provide for the transfer to the development corporation of CIL powers, development management powers (including enforcement powers) and plan-making powers, to create flexibility and local appropriateness in the delivery of required functions.

**Question 3: Where the draft Regulations provide for the transfer of functions has this been done correctly? If not please specify the changes you think are required and why.**

Sufficient flexibility should be retained in order to allow functions to be transferred, suspended or terminated or, as in the case of development management powers, to relate to only certain specified categories of development for the delivery of major growth

**Question 4: Do you agree that the draft Regulations appropriately support the delivery of high quality, sustainable communities and their long-term stewardship? If not, how should they go further or include less prescription?**

We endorse the aims of the oversight authority including a need to consider and plan from the outset for the long term stewardship of the new town assets, say through a legacy plan. The responsibilities of the oversight authorities will then include ensuring that the development corporation manages the development programme and asset disposal/transfer in a way that delivers long term stewardship in accordance with its legacy plan.

We believe that the aim in relation to stewardship applied to oversight authorities should be expanded to arise at the outset as proposed and also be expressed to apply up to and on dissolution, so that any Regulation 41 request for the apportionment of assets is made having regard to that aim.

**Question 5: Do you agree with the proposals for Board membership set out in Paragraph 22 of Schedule 1 of the draft Regulations? If not, how should these be changed?**

We again re-iterate that we welcome the stated aim of the oversight authority having overall 'control' and responsibility for the new community and this clearly ensures a significant role for locally elected and accountable Members. We also fully appreciate and support the involvement of local, independent stakeholders and individuals to form an integral part of the structure as this will enrich skills, knowledge and local ownership of the development. However, whilst we recognise the benefits of the Development Corporation Board being a partnership between public and private sectors, and in particular we support local business representation, we would not wish the Regulations to specify that the Chair and Vice Chair should be independent. This appears at odds with the aims of being locally led and locally accountable. We believe that local authorities have a significant role to play in the leadership of garden communities and driving their delivery. We therefore propose that the Chair and Vice Chair should be elected Members who are accountable to the local electorate and this applies equally to the majority of the board members.

**Question 6: Are there any issues with the draft Regulations not picked up in the questions above you would like to raise? If so, please set these out.**

It would be helpful to have guidance from the Secretary of State on the conditions that will need to be met in order for a new town to be designated and a development corporation incorporated.

We welcome the fact that the Development Corporation would have borrowing powers and consider this essential for it to be able to deliver its function. Whilst we support a cap, up to which Treasury consent is not required, we do not consider £100m to be an appropriate sum, particularly in relation to those new town corporations that may be set up in higher land value areas. New communities, by their nature, will require significant infrastructure provision, together with land acquisition, and we consider the stated limit to be too restrictive. We would suggest that there is no fixed limit in order to give greater flexibility, particularly where projects require significant infrastructure provision/land acquisition and in recognition

of our desire to ensure that a single New Town Development Corporation has the ability to cover more than one project within an area.

We question whether all Development Corporation funding should come via local borrowing. The original New Towns had the benefit of Treasury funding. We suggest that, in part at least, there needs to be a commitment to government investment in set up costs, revenue costs and strategic infrastructure, otherwise many authorities are likely to be prohibited from pursuing the option of a New Town purely on the basis on initial expense and disproportionate financial risk for local councils. Also, as the creation of a New Town is a national contribution to the housing need, the financial burden of this shouldn't be met exclusively by local taxpayers.

It is also not clear how the value of compulsory acquired land is calculated to ensure there is value capture for the benefit of the new community. Creating a new/revised, simplified and bespoke CPO process that allows land to be acquired at a rate that takes account of the overall costs, quality and sustainability of the New Town would be helpful. We also consider a need to update CPO guidance to take account of new garden communities. In particular it would be of assistance to make it clear that, if requested by the development corporation,

the Secretary of State will be willing to confirm an order permitting the acquisition of the whole (or a large part) of the new town area at the outset. The development corporation (and the underlying local authorities) will want to be clear that the land asset is available before committing to the infrastructure investment necessary to deliver a high quality garden community.

We consider that the Regulations need to be drafted to take account of, and allow for, different delivery models, including those that vary from the traditional model. We refer in particular to land value capture for the benefit of the new community. We wish to ensure that specification of functions and flexibility in how they are operated is inherent to allow for different methods of delivery to be tailored to local circumstances.



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**Department for Transport**

Great Minster House  
33 Horseferry Road  
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SW1P 4DR

Date: **22 January 2018**

Dear all,

### **Cambridge-Milton Keynes-Oxford corridor next steps**

We are sending this letter to partners in local authorities, Local Enterprise Partnerships, England's Economic Heartland, universities and colleges across the Cambridge-Milton Keynes-Oxford corridor.

In the November Budget, the Government announced a broad package of measures aiming to realise the considerable economic potential of this corridor as demonstrated by the National Infrastructure Commission in its report.

We are writing to you jointly to confirm the Government's ambition and set out next steps. We really want to work with you to maintain momentum on this important endeavour, to ensure the greatest benefits for local people and businesses, and for the country as a whole.

Given the breadth of the Government's ambition for the corridor, we have agreed to establish a joint programme of work within Government to take this forward. This will entail joint working across MHCLG and DfT, reporting to us, in close collaboration with other Government departments and agencies. The programme will be managed on a day-to-day basis by Rachel Fisher, Deputy Director for Infrastructure and Regeneration in the Cities and Local Growth Unit.

The breadth of the programme of course means you will be in contact with different Government departments and agencies. A key aim of the joint programme is therefore to provide an aligned Government voice and clarity on how the different strands of work fit together. Area leads in the Cities and Local Growth Unit and DfT will continue to work with you and your teams, and they will feed directly into the joint programme.

In addition, you will be aware that Iain Stewart MP has been asked by the Government to be a Champion for the corridor. We know that some of you are already engaging with Iain in his

new role and we hope that you and local political leaders will continue to do so as the programme develops.

We have set out next steps on the various elements of the programme below. You are pivotal to the successful delivery of these different strands of work, and we and our teams look forward to working with you.

If you have any questions, Rachel and her team would be happy to speak with you (Rachel.fisher@communities.gsi.gov.uk). Alternatively you can of course contact your Cities and Local Growth Unit and DfT Area Leads.

Yours sincerely,



**SIMON RIDLEY**

Director General, Decentralisation and Growth, Ministry of Housing, Communities and Local Government



**TRICIA HAYES**

Director General of Roads, Devolution and Motoring, DfT

## **NEXT STEPS**

### **Long-term corridor vision to 2050**

At Budget, the Government invited local partners to work with it in 2018 to develop a long-term 'Vision' for the corridor to 2050, reflecting the corridor's significant potential to help drive the UK economy.

Planning at the local/sub-regional scale will remain crucial but we agree with the NIC that the full potential of the corridor could not be reached without aligning ambition across the corridor. We would therefore envisage that individual Joint Plans and Local Industrial Strategies support the long-term corridor Vision. The Vision will also need to consider how growth can be delivered while protecting the corridor's environmental and built heritage, and from the outset this also means considering any requirements for Strategic Environmental Assessment.

Establishing and delivering a Vision will require groups across the corridor to agree effective ways of joint working. We know there is consideration underway locally about how this could be organised, and look forward to discussing this with you.

**Next steps:** Rachel's team in the Cities and Local Growth Unit will be in contact about arranging an initial workshop to discuss the Vision and corridor-wide joint working to support this. We are aware that a piece of consultant-led work on a strategy for the corridor has already been undertaken locally, and we suggest that this meeting considers how to build on this existing work.

### **Housing deals**

At Budget, the Government agreed with Oxfordshire an ambitious housing deal targeting 100,000 homes by 2031 underpinned by a Statutory Joint Plan. This rate of delivery would be equivalent to 1 million new homes by 2050 if achieved across the corridor. The Housing Deals team in MHCLG is currently working with Oxfordshire towards finalising a delivery plan.

**Next steps:** The Government is keen to continue discussions about further deals in other parts of the corridor which would be consistent with this level of ambition. The Housing Deals team in MHCLG has already made contact with partners across the corridor, and we are keen to take forward housing deal discussions in the very near future.

### **New settlements**

At Budget, the Government announced that it will bring together public and private capital to support the delivery of five locally led new garden towns, including in areas of high demand such as the South East, and will consider appropriate delivery vehicles such as development corporations. The Government is not limited to supporting just five new garden communities, and will look to consider high quality ambitious proposals around the country.

**Next steps:** In the Spring, the Government intends to publish a prospectus inviting expressions of interest for ambitious, locally supported proposals for high quality new garden communities at scale, and we would urge local partners in the corridor to consider responding.

## Rail

At Budget, the Government confirmed funding for Network Rail to deliver phase two of the western section of East West Rail, from Bicester to Bedford, and Milton Keynes to Princes Risborough, with the aim of the first passenger services to be running in 2023 and the project to be complete by 2024.

The Government also announced the establishment of an independent East West Rail Company, which will seek opportunities to accelerate delivery of the central section of East West Rail between Bedford and Cambridge, with the aim for passenger services to begin by the mid-2020s. This is a major opportunity to develop a new rail link that will underpin future economic growth and new homes.

In addition, the Government committed £5m to develop proposals for a new station at Cambridge South, matched by £5m from the Greater Cambridge Partnership, the Cambridgeshire and Peterborough Combined Authority, and Astra-Zeneca. The Government also announced two new rail corridor studies – one in Cambridgeshire and another in Oxfordshire.

**Next steps:** Teams in DfT, Network Rail and EWR Co will continue to work with you as plans are developed and we hope you will take this opportunity to engage fully.

## The Oxford-Cambridge Expressway

At Budget, the Government committed to starting construction of the ‘missing link’ of the Oxford-Cambridge Expressway, between Oxford and Milton Keynes by 2025, to be open by 2030. To ensure local infrastructure improvements are felt across the region, the Government is also asking England’s Economic Heartland to analyse how communities not on the route of the Expressway could benefit from it.

**Next steps:** A decision on corridor choice for the missing link will be made by summer 2018, and teams in DfT and Highways England are already engaging with you on this. The scope for the EEH study is not yet finalised, but we can assure you it will involve district councils.

## Local Industrial Strategies

At Budget, the Government invited LEPs across the corridor and the Cambridgeshire and Peterborough Combined Authority to begin developing ambitious Local Industrial Strategies. These should identify long-term priorities to improve skills, back the corridor’s world-class science and innovation assets, and identify and grow new sectors and businesses. Their success will depend on aligning with each other and the long-term Vision for the corridor as a whole.

**Next steps:** Cities and Local Growth Unit officials discussed LISs with LEP and MCA chief executives on 12 January. This is the first step in a programme of close working, with the hope that LISs may be agreed by March 2019.

## Land value capture reform

At Budget, the Government stated its expectation that authorities and delivery bodies in the corridor will use existing mechanisms of land value capture and the new powers (subject to

consultation) announced at Budget to capture rising land values from the additional public investment. We would strongly encourage you to consider how you would capitalise on the proposed reforms to CIL, and explore the introduction of a Strategic Infrastructure Tariff where supported by appropriate governance arrangements.

**Next steps:** Government will consult on the detailed proposals in due course and would welcome your response to this.

#### Export growth and attracting international investment into business and infrastructure

At Budget, the government invited local partners across the corridor to work with the Department for International Trade (DIT) to build on the already strong international profile of the corridor, with the aim of boosting exports, foreign direct investment and international capital flows.

**Next steps:** DIT will be in contact about supporting partners to develop a Trade and Investment Strategy going forwards. We know that work is also currently underway to profile the corridor to international investment markets at MIPIM Cannes in March 2018 at the UK Government Pavilion, and we would encourage you to work closely with DIT on this.

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