

Wavendon Snippets

February 2024



New City Plan feedback

There's only a couple of weeks to go to take part in the MKCC survey into how MK residents use their neighbourhoods and what would make it easier to do everyday things like a quick grocery shop or get to green spaces, bus stops or other facilities.

MKCC is running the survey to gather evidence for our New City Plan, which is an important planning document that we'll submit to the Secretary of State in 2025.

<https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/new-city-plan>

The survey runs until 23 February, and you can take part here....

<https://mknewcityplan.commonplace.is/>

Changes at Local TVP

PC Rob Childs will be leaving the team and we wish him well in his new assignment. PC Danny Foster will be taking over his role, but this won't be until Mid-March.

In the interim PCSO Amy Ryan, (C9639) amy.ryan@thamesvalley.police.uk is the primary contact locally.

Amy RYAN | C9639 | Milton Keynes Neighbourhood Policing Team South

Police Community Support Officer

Telephone 101 | Mobile 07976926498

Address: Thames Valley Police, Broughton Police Office, Fire Station, Childs Way, Milton Keynes, Bucks. MK10 9AP

Logistics Driver Training in Wavendon.



John Lewis filmed a driver training video on Walton Road double bend to demonstrate technique in challenging road situations!

MK Plan 2 – the big issue for 2024/25

As you will see from the slide set attached, MKCC is planning to provide for an additional 63,000 dwellings in the city boundary of MK in its new local plan. That is 30,000 that remain to be built from the current plan plus 33,000 in sites to be selected.

A long list of 12 'areas' in and around MK have been identified including sites to the east of Newport Road in Wavendon and sites in and around Bow Brickhill.

Details of the presentation made to local Danesborough & Walton Councillors (City and Parish) have been circulated with this report There is a planned consultation that will run for 12 weeks from late summer. Please see final 2 pages of this report for more detail on possible numbers and option sites.

H10 extension

As previously advised the Bridleway was to be temporarily closed at the start of works but MKCC has have tried to keep it open up to now to minimise inconvenience to residents. However, due to the recent bad weather: rain, frost, high wind and some sections of wooden fence have fallen over, the Bridleway has become unsafe. Parts have become waterlogged and very muddy. Therefore, MKCC needed to close the Bridleway on safety grounds, the agreed temporary diversion will be put in tomorrow around midday.



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Guide to Highways Inspections

Repairs and maintenance to the public highway are planned and assessed by qualified highways inspectors. The Highways team also use Artificial Intelligence (AI) to scan the road environment on a routine basis to log the condition of all the assets including the road surface, signs and road markings. The information gathered is used to plan future maintenance works including road resurfacing programmes carried out in the summer months.

The criteria and process can be complex so to help explain it more clearly, a useful guide is now available to download on the MKCC website in the Highways section under 'Policies and Codes of Practice (Highways)'.

This section also includes our Codes of Practice which sets out the minimum standards and timeframes for highways repairs.

<https://www.milton-keynes.gov.uk/highways/our-policies-and-processes/policies-and-codes-practice-highways>

If you would like a copy of either the Mini Guide to Highways Inspections or the Codes of Practice emailing directly to you, please contact highways.liaison@milton-keynes.gov.uk

East West Rail



The company managing plans for East West Rail is seeking applications for a permanent CEO. Current CEO Beth West has been in post since April 2022.

The East West Railway Company (EWR Co) was created by the Department for Transport (DfT) in 2018 to look at plans for a new railway between Oxford and Cambridge. Track laying along the first connection stage for East West Rail between Bicester and Bletchley reached 99per cent completion on Tuesday (December 19).

"This process is another milestone for EWR Co as it continues its journey to deliver a transformational railway which will boost local economies and improve everyday lives." The job description says the role is an "exciting opportunity to lead one of the most anticipated infrastructure projects in the UK". The CEO reports directly to the Chair and to EWR Co's Board.

EWR Co is currently hiring for six other roles, including a 'Head of Commercial' and 'Head of Planning and Scheduling'.

The costs of the £7billion East West Rail project may outweigh the benefits, the National Audit Office (NAO) warns in a new report.

However, the project may still be justified because it will unlock wider economic growth in the Oxford to Cambridge area, the NAO says. But it stresses that the government must make clear how its growth plans for 250,000 homes in the Cambridge region fit with the proposals for East West Rail – and whether they can be delivered together.

The NAO assessed whether the two approaches to growth in the region are compatible, with the East West Rail business case dependent on development along the rail route.

The independent public spending watchdog's report says it's "not yet clear" how the two approaches to growth are aligned. It says, as a result, the government risks the planning for both projects being at cross purposes.

The report also reveals that full electrification of the line could cost up to £1billion, stating that diesel-powered trains will run as an interim measure when the first section of the route opens.

That is sure to prove controversial, with the line due to run through the constituency of Anthony Browne, the Conservative MP for South Cambridgeshire, who was recently appointed as the minister with responsibility for the decarbonisation of transport.

The NAO also explains that the Department for Transport (DfT) cost-benefit analysis suggests that the costs of the project may outweigh the benefits.

In 2021, DfT assessed that every £1 spent on the project would result in between 50p and £1.10 in benefits.

The calculated benefits have reduced further since, with DfT now estimating that there would be between 30p and 60p of benefits for every £1 spent on connection stages 2 and 3.

However, the DfT's most recent conclusion – in May 2023 – was that there is a strong strategic case for the project.

“As with many transport projects, the rationale for East West Rail does not rest on the strength of the benefit-cost ratio for the project alone – which is poor – but on its wider strategic aim of overcoming constraints to economic growth in the Oxford-Cambridge region,” the newly-published report states.

Gareth Davies, head of the NAO, said: “The rationale for East West Rail rests on its wider strategic aims of increasing economic growth in the Oxford to Cambridge region.

“To maximise the economic benefits from its investment in East West Rail, government must ensure stronger strategic alignment between departments and with wider local growth initiatives, so that there is a shared, coherent vision for the future of the region, and the contribution that the East West Rail project will make to it is clear.”

The NAO report gives a glimpse into the results of East West Railway Company's 2019 consultation, which have yet to be published, revealing that more than 7,000 responses were received.

It says that respondents identified ‘environmental impacts and opportunities’ and ‘benefits to transport users’ as the two most important factors that should inform decisions on route options.

In decreasing importance were ‘supporting economic growth’, ‘cost and overall affordability’ and ‘supporting delivery of new housing’.

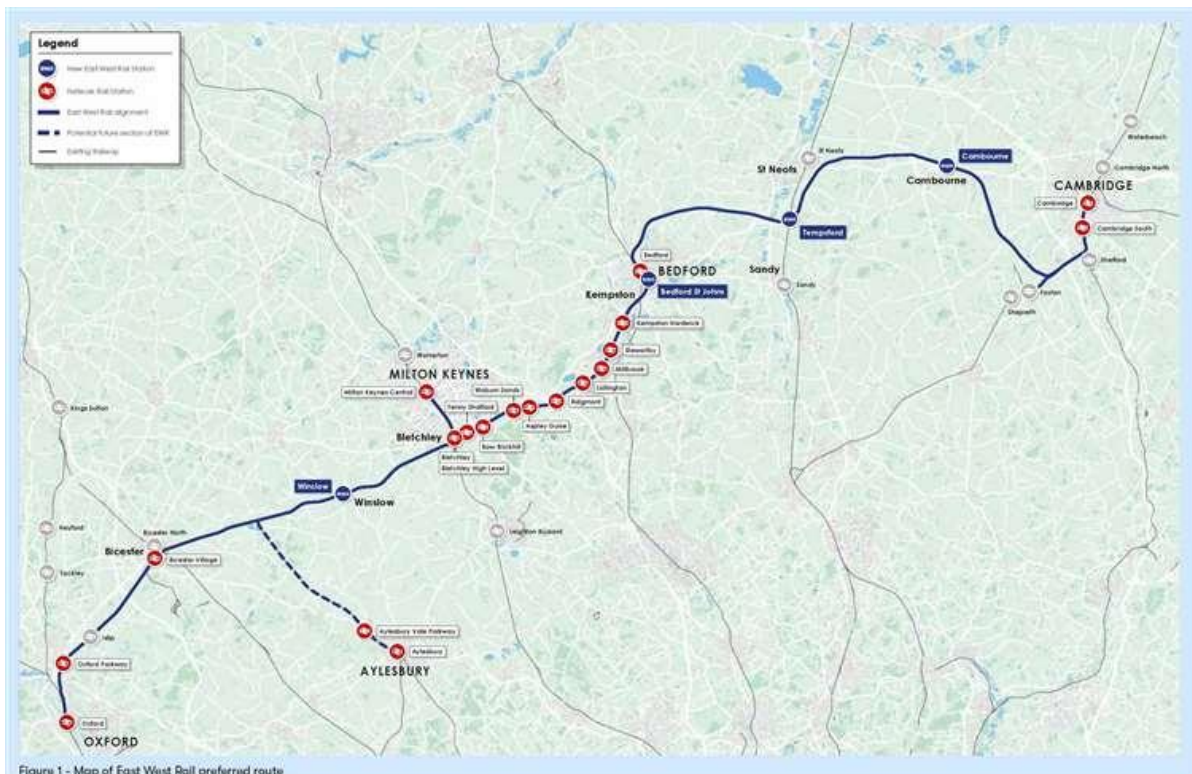
The independent public spending watchdog's report examines the evolving context for East West Rail, the Department for Transport's assessment of its benefits and costs, and the arrangements in place to deliver it.

The investigation was launched in response to correspondence from a MP raising concerns about the East West Rail business case and the strategic need for the project, which may have been affected by the announcement of Cambridge 2040.

The Cambridge 2040 project could see 250,000 homes built in Cambridge over two decades to support investment in the sciences and technology sectors.

The government announced plans to support economic growth in the region between Oxford and Cambridge in the 2017 Autumn Budget. The plans included a new road project, ambitions to build up to one million homes, and investment for East West Rail, which the Department for Transport expects will cost around £6bn-£7bn.

The improved connectivity is intended to make the region more attractive to businesses and new housing development, supporting growth and jobs.



A coroner is calling for clearer signs at a road junction where two women died in November.

Sean Cummings, assistant coroner for Milton Keynes, has taken the unusual step of issuing a Prevention of Future Deaths report before a full inquest has been held into the tragedy.

He has done so after receiving reports of several other near misses at the same spot on the “off” slip road from the A5 at Little Brickhill in north Buckinghamshire.

On November 20, 38-year-old Amal Mohamed Ahmed was killed when driving her Peugeot 208 and apparently using her satnav to take her to Queensway, Bletchley.

She turned onto the slip road and drove down in the wrong direction, colliding head-on with an oncoming Volkswagen Tiguan.

Ms Ahmed died at the scene and her passenger was critically injured. The driver of the Volkswagen died later in the John Radcliffe Hospital.

In his PFD report to the Chief Executive of Milton Keynes City Council and the Chief Executive of National Highways Dr Cummings said he had been informed that although there were “No Entry” signs they were either badly positioned or did not seem to relate to the slip road.

The area is also unlit.

“After the collision attending police, officers saw three further vehicles perform exactly the same manoeuvre as Ms Ahmed and attempt to travel down the slip road in the wrong direction,” he said.

“Local residents have contacted police and complained that it is a very common occurrence for drivers to mistakenly travel down the slip road in the wrong direction.”

He said the slip road was long, allowing vehicles to build up considerable speed.

Dr Cummings said that although large temporary “No Entry” signs were placed at the top of the slip road after the tragedy they were soon removed because the original signs were said to comply with the necessary regulations.

“That seems wholly irrelevant to me because drivers are clearly not seeing the signs because of the large numbers who mistakenly drive the wrong way onto the slip road,” he said.

“In my opinion, consideration should be given to alternative arrangements to prevent vehicles entering and travelling along the slip road in the wrong direction.”

The authorities have until February 14 to respond to the coroner’s concerns, either explaining what action will be taken or outlining why it is felt that nothing need be done.



Good contact points in Highways at MKCC

Moses So
Highways Liaison Officer
To speak to me use: Microsoft Teams or 01908 254885

Moses So Moses.So@milton-keynes.gov.uk

And

Nicolina Cooper
Interim Highways Operations Manager

Nicolina Cooper Nicolina.Cooper@milton-keynes.gov.uk

Good contact Points in Waste and landscape Management

Euan Darling – Landscape Client Manager
01908 254183
Euan.darling@milton-keynes.gov.uk

Phil Snell - Strategic Landscape and Countryside Manager
01908 253606
Phillip Snell Phillip.Snell@Milton-keynes.gov.uk



Thames Valley Police

Colleagues

The Chief Constable of Thames Valley Police and the Police and Crime Commissioner attended the meeting of the Corporate Overview and Scrutiny Management Committee on 13 February 2024 to present their annual update to the Council on Policing in Milton Keynes.



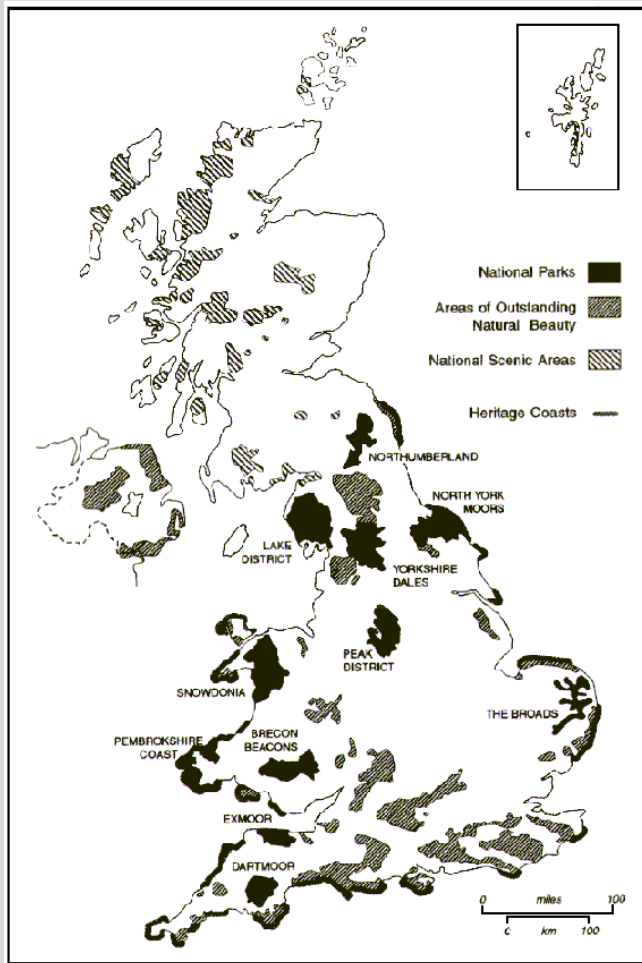
Chief Constable, Jason Hogg

In brief the issues discussed were;

Issue	Action (if appropriate)
Plan for engagement with schools and young people (Year 6 & 7 seem to be a particular target group)	Suggestion of early engagement with MKCC Youth Cabinet – make contact via MKCC officer Peter Brown Peter.Brown@milton-keynes.gov.uk

	Contact for school via Marie Denny Marie.Denny@Milton-keynes.gov.uk – would be worth attending the quarterly Chairs and Vice Chairs of governors briefing held at MKC where lead governors from MAT and Maintained schools all attend in person.
Anti-Social behaviour	As above and via Community Forums
Burglaries (rise in) Door 'key safes' (dangers of)	Of concern to residents so some reassurance of what is being done needs to be distributed to parish councils. Perhaps get a slot at Parishes Forum at MKCC Kay Pettit Kay.Pettit@milton-keynes.gov.uk on this and other matters.
101 / e-bikes and scooters	Concerns over waiting times on 101 and the dangers of masses of e-scooters. Audible gasp when Jason set out just what the legal requirements are for riding e scooters (comment was almost everyone we see riding them is technically breaking the law!)
20 MPH Zones	Contrary to mythology they are policed by TVP but on a case-by-case basis.
Racial Diversity staffing Up to 16% of (all officers or all TVP staff?)	Either way still much to do and a particular question (well answered) raised regarding Transgender (trans) and gender diverse (TGD) employed by TVP.
Domestic Abuse	I think the answer that indicated that should a local Sargent have to priorities he/she may place a lower priority of potential domestic abuse incidents. Whilst I understand the rationale behind the answer that may not have come across well?
Estate Car Meetings	Still an issue but not the issue it was 12 months ago
TVP officers and hospitalised citizens with mental health issues	Again, understood and well dealt with – the fear is simply passing the buck from the police service to the NHS but (to be frank) that is where it should (by definition) sit
CCTV	Issues between TVP / PCC and MKCC seem to have been resolved?
Dangerous dogs	Only one mention (as I recall) and one of these thigs that is not an issue until it becomes an issue
Community Forums	Where they take place work well – the issue seems to be TVP cooperating with Parish Councils and/or ward members top get them arranged and publicised.
Hate Crimes	Hate crime comes in many different forms and strikes at the heart of all too many communities across MK. We need more help and guidance on identifying and supporting residents' victims of this insidious crime
Backlog in the Courts and vacancies in the CPS	Seemed to be the great revelation from last night. Victims waiting up to 2 years for a case to come to court due to hold ups in the judicial system. This will emerge as the big issue with the repercussions and mental health impacts on victims coming to the fore.

Save the date: Landscape Designations Consultation



Milton Keynes City Council is reviewing its historical Areas of Attractive Landscape. These were a local landscape designation removed from the Local Plan in 2011.

The MKCC consultants LUC are looking at the evidence to reinstate local landscape designations within Milton Keynes. MKCC is seeking your valuable local knowledge and feedback on the evidence base and proposed new local landscape designations.

This event on Thursday 29 February at 18.30 will launch the consultation for the new local landscape designations and provide background information on the project and its current progress.

More details to follow.



BROADBAND FOR BOW BRICKILL - As we all know, some people in Bow Brickhill live in an area with really, really slow internet? So, some good news at last.

Seven counties across England are set to get 'lightning fast' broadband. That's right: lightning fast.

A government initiative called Project Gigabit will see 97,000 homes get speedier internet across Bedfordshire, Berkshire, Buckinghamshire, Hertfordshire, Leicestershire, Northamptonshire and Warwickshire. The project is targeting places the government says are 'hard to reach' for commercial companies.

All of which sounds pretty good, right? If it all works out, Project Gigabit certainly will be a good thing for loads of Brits. While, in total, the initiative will cost as much as £5 billion, this round of contracts is apparently worth about £181 million.

According to the BBC, Bow Brickhill is one of the areas set to soon benefit from Project Gigabit.

Work on the project could begin this summer and you can find out more details on the government website [here](https://www.gov.uk/guidance/project-gigabit-uk-gigabit-programme).

<https://www.gov.uk/guidance/project-gigabit-uk-gigabit-programme>

Call for more protection for stunning woodland walking route in Milton Keynes



It should be designated an official 'Area of Attractive Landscape' (AAL)

The city's Conservative leader is calling for the reinstatement of Area of Attractive Landscape (AAL) status for a stunning woodland walk.

Greensand Ridge runs through Bow Brickhill, Little Brickhill and Woburn Sands and is a popular route for walkers.

Cllr David Hopkins has called for the Leader of Milton Keynes City Council to reinstate the protective status for the Ridge areas and its surrounds.

He hopes that this status, or an even stronger set of powers, can be included as part of the current review of the New City Local Plan, which will dictate planning in Milton Keynes until 2050.

Historically, Milton Keynes enjoyed the relative protection for the environment provided by two Areas of Attractive Landscape – one for the Brickhill's and one for the Ouse Valley. But the last AAL designation for both areas appeared in the 2005 Local Plan, which expired in 2015. The current Local Plan, Plan:MK 2050, has no designated AAL's as the council had moved into a criteria-based approach for landscape protection by then.

Within the 2005 Local Plan, the AAL area covered the countryside south of Station Road Bow Brickhill and Woburn Sands Road, plus areas within the Ouse Valley. Settlements such as Bow Brickhill village and Woburn Sands were not at that time include in the protected area. Cllr Hopkins is now lobbying to see a return to, and an extension of, the 2005 policy to protect the integrity and visual importance of the ridge together with land that immediately surrounds it. He is seeking to strengthen such a designation under a review and renewal of what is known as Policy S11 by returning to and extending the scope of the protection via changes to the new Plan for MK.

He notes that MKCC has quietly commissioned a study which is currently being carried out for the New City Plan consultants. This study is considering refreshing landscape designations in the new plan and will report back on the opportunities to consider designating new or refined AALs, having first considered the Landscape Character Types identified in the MKCC commissioned Landscape Character Study of 2022.

Cllr Hopkins is calling for a planned series of workshops to involve the local community in this debate.

Areas of Attractive Landscape Workshop

MKCC is reviewing historical Areas of Attractive Landscape.

These were a local landscape designation which were removed from the Local Plan in 2011.

The MKCC consultants LUC are looking at the evidence to reinstate local landscape designations within Milton Keynes.

We are seeking your valuable local knowledge and feedback on the evidence base and proposed new local landscape designations. This event will launch the consultation for the new local landscape designations and provide background information on the project and its current progress.

MKCC is therefore hosting an online workshop on Thursday 29 February at 18:30. Please register here to book your place.

<https://events.teams.microsoft.com/event/4d734b6d-050f-47ea-b541-0d745ec084f8@d508f700-8ad2-4677-8f96-36e1c252fa76>

Southern options – MK New City Plan (Growth ‘options’)

Growth Option Name	Category	Estimated Capacity homes (rounded)	Development Type(s)	Recommended in Strategy for 2050	Early considerations
<i>Land east of Newport Road, Woburn Sands & Wavendon</i>	<i>City expansion</i>	<i>1,900 – 3,750</i>	<i>Residential-led</i>	<i>Y</i>	<i>1. Very complex landownership – deliverability? 2. May need to be planned cross-boundary 3. Landscape work still to report – potentially sensitive area</i>
<i>Land east of Newport Road, Woburn Sands and Wavendon reduced (reduced to accommodate country park proposal)</i>	<i>City expansion</i>	<i>1,300 – 2,600</i>	<i>Residential-led</i>	<i>Y</i>	<i>Very complex landownership – deliverability? May need to be planned cross-boundary Landscape work still to report – potentially sensitive area</i>
<i>SEMK southern extensions</i>	<i>City expansion</i>	<i>580</i>	<i>Residential-led</i>	<i>Y</i>	<i>Piecemeal separated additions to a comprehensively planned site – integration with SEMK vis a vis buffers and lower density in SEMK Landscape likely to be sensitive (Landscape work still to report)</i>
<i>Land south of Bow Brickhill</i>	<i>City expansion</i>	<i>1,850 – 2,500</i>	<i>Residential-led Employment</i>	<i>Y</i>	<i>Landscape likely to be sensitive</i>

			<i>allocation</i>		<i>(Landscape work still to report)</i> <i>Impact of EWR?</i>
<i>Levante Gate, land south of A5 McDonalds Roundabout</i>	<i>City expansion</i>	<i>450 – 600</i>	<i>Residential-led Employment allocation</i>	<i>Y</i>	<i>Landscape likely to be sensitive (Landscape work still to report)</i> <i>Impact of EWR?</i>
<i>Land south of Bow Brickhill & Levante Gate, land south of A5 McDonalds Roundabout COMBINED</i>	<i>City expansion</i>	<i>2,300 – 3,100</i>	<i>Residential-led Employment allocation</i>	<i>Y</i>	<i>Landscape likely to be sensitive (Landscape work still to report)</i> <i>Impact of EWR?</i>
<i>Rural Villages</i>	<i>Rural</i>	<i>Little Brickhill</i> <i>2 sites</i> <i>85-265 @ 30dph (net)</i>	<i>Residential</i>	<i>N</i>	

How much new housing does MKCC feel it needs?

- *Planning for 63k to match Strategy for 2050 and provide a buffer – needed to ensure a sound plan*
- *Current supply of c.30k homes*
- *MKCC maintains that this means it will need to allocate c. 33k homes in the New City Plan*
 - ***Total for the coming plan period, 65,000 dwellings***

Return of Marston Vale Train Service

The train service will finally return to the line next week with the offer on the attached poster. It lasts for three months

The timetable can be found here in case you need a reminder

download (londonnorthwesternrailway.co.uk)

The press release associated with the return can be found here.

London Northwestern Railway: Full timetable to resume on Marston Vale Line as £1 tickets launched | West Midlands Trains (mynewsdesk.com)



Enjoy £1 TRAIN TICKETS

- BEDFORD • BLETCHLEY - BEDFORD • BLETCHLEY

Limited time offer. T&Cs apply - please check website for details.

NOTICE IS HEREBY GIVEN that Milton Keynes City Council intends, in not less than seven days from the date of this Notice, to make the above Order under Section 14(1) of the Road Traffic Regulation Act 1984, the effect of which will be to temporarily prohibit vehicles and pedestrians from entering, waiting or proceeding along the following part of road to allow Gigaclear to safely clear blockages in their network to provide a new connection:

19th – 23rd February 2024 (08:00am -5:00pm)

Theydon Avenue, Woburn Sands – from its junction with Station Road to its junction with

Wood Street.

Whilst the above closure is in place the alternative route will be via Station Road, Chapel Street and Wood Street (and vice versa).



At time of production of this update work is underway to try to save the 450 Britannia Bus Service.

Update at the meeting.

Cllr David Hopkins

16 February 2024