

# Danesborough Snippets for Wavendon in June 2023

Cllr David Hopkins

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## Special bulletin



EWR



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**IF** Milton Keynes  
International  
Festival 2023



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**Application no: 23/00681/DISCON**

Proposal: Approval of details required by conditions 20 (strategic access road - landscaping) and 39 (Construction Environmental Management Plan) of permission ref. 14/01610/OUT

At: Land South of Church Farm Walton Road Wavendon

I have received the above application which can be viewed via the Council's Public Access system using the link: <https://publicaccess2.milton->

[keynes.gov.uk/onlineapplications/applicationDetails.do?activeTab=summary&keyVal=RRVG7TKWGQB00](https://keynes.gov.uk/onlineapplications/applicationDetails.do?activeTab=summary&keyVal=RRVG7TKWGQB00) .

**Application No: 22/00524/OUTEIS –**

Land forming part of South East Milton Keynes Strategic urban expansion south of Milton Keynes north of Bow Brickhill and Woburn Sands Road

**Proposal:** Outline application (matters of principle and access to be considered with matters of layout, scale, appearance and landscaping reserved for later consideration) for a Mixed-use urban extension comprising up to 1920 units of residential development, secondary and primary schools, local centre (including retail, commercial and community uses), landscaped green infrastructure and public open space, access roads and associated highways improvements, surface water drainage and associated infrastructure works

<https://publicaccess2.milton-keynes.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

Planning Officer: [Robert.Brigden@milton-keynes.gov.uk](mailto:Robert.Brigden@milton-keynes.gov.uk)

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**Keeping You Connected  
Route Update Announcement  
May 2023**

Following our recent Route Update Announcement on Friday 26 May, we're holding a series of public drop-in events across the route to give people the opportunity to meet our team and find out more about our updated proposals.

Attached to this email is a poster advertising these upcoming events that we'd be really grateful if you could share amongst your communities.

Although we will also be advertising our events online and in local media, we understand that not everyone will have access to these. It's important to us that as many local residents as possible have the opportunity to attend one of our events, which sit outside the formal consultation process, so please do also feel free to advertise our event on your website or any other local forums.

You can find further information about our proposals and the events in our newsletter and on our website. This information now also includes a series of factsheets on some of the key topics of interest.

If you would like to order hard copies of the four reports relating to the Route Update Announcement please click this link and place your order. The documents will be sent to you directly. Route Update Announcement Documents - East West Railway Consultations (apsmos.com)

If you're part of a larger group or organisation and need multiple copies, please email: [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk)

We look forward to welcoming you to the events and please do get in contact if you have any questions in the meantime.

Sarah Jacobs - EWR Co Local Representatives Group Manager

<https://eastwestrail.co.uk/consultationfeedbackreport>

<https://eastwestrail-production.s3.eu-west-2.amazonaws.com/public/Route-Update-Announcement/b81870b9f1/ETR-Report.pdf>



#### **Anglian Water (Text of letter)**

#### **Making new connections in your area**

Ours is a growing region. We've been working closely with local authorities and other agencies to plan ahead and make sure there's enough water to go around for everyone.

When new homes are built, we need to connect them to our water and sewerage networks; while making sure existing residents like you will continue to receive reliable and resilient services, and there is enough water for the local environment.



### **What's happening in your area?**

New homes are being built in Woburn Sands. We'll be laying new water pipes nearby to serve these properties. At the same time, we'll replace the water pipe on Cranfield Road which has frequently burst causing low pressure and interruptions to supply.

We'll start work on 19 June 2023 and expect to finish by August 2023, but as with any engineering scheme there is always the potential for unforeseen delays.

### **How will the work affect you?**

This is a challenging job, and some disruption is unfortunately inevitable. We want to reassure you that we have explored every option available to meet the increased water demand and this is the only way to achieve it. We will be working 7 days a week and extended daytime hours wherever possible to get this job done as quickly and safely as possible.

### **Will my water supply be affected?**

Once the new pipes are installed, they need to be connected to the existing water network. To do this we may need to shut off your water supply for a short period during the night. If you're affected, you'll be notified well in advance.

### **How will this affect my journeys?**

To minimise disruption, we've planned this work to take place in the summer holidays. The following traffic management in place

Dates	Details
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03 Jul to 18 Aug 2023	Road closure on Cranfield Rd
24 Jul to 18 Aug 23	Southbound lane closure on Newport Rd between Cranfield Rd and Chantry Close

Visit [www.anglianwaterproject.com/Newport-Road](http://www.anglianwaterproject.com/Newport-Road) to see the official diversion routes.

We will be working as quickly and safely as possible to complete the work ahead of schedule and are confident we will achieve this. This will include working extended hours and weekends on Newport Road

During the lane closure traffic will only be able to travel north towards Wavendon. If you're driving south, towards Woburn, you will not be able to pass the lane closure near the railway and you'll need to follow the diversion route in place. Please see below traffic management plan which has been designed by a traffic management company and agreed with the local highway authority.

Footpaths won't be affected by our work and pedestrians will be able to walk by our fenced off excavations. We've spoken to the bus companies about our work; and they're aware of the traffic management and have told us that their services will continue to run as normal.

**How can you find out more and get in touch?**

You can find out more about this scheme and see any updates by visiting [www.anglianwaterproject.com/Newport-Road](http://www.anglianwaterproject.com/Newport-Road) .

You can also email us [onealliancecustomers@anglianwater.co.uk](mailto:onealliancecustomers@anglianwater.co.uk) or call us on 03457 145 145 with any questions.

We want to keep you informed, and to do this quickly we need your mobile number and email address on file. To update your account please go to: [anglianwater.co.uk/account-and-bill/my-account](http://anglianwater.co.uk/account-and-bill/my-account).



----- Forwarded message ----- Reproduced with permission of Nick

**Burton.**

From: Local Representatives Groups <[localrepresentativesgroups@eastwestrail.co.uk](mailto:localrepresentativesgroups@eastwestrail.co.uk)>  
 To: [nickburton429@yahoo.co.uk](mailto:nickburton429@yahoo.co.uk) <[nickburton429@yahoo.co.uk](mailto:nickburton429@yahoo.co.uk)>  
 Sent: Friday, 9 June 2023 at 09:48:07 BST  
 Subject: RE: Retention of Level Crossings

Dear Nick,

Thank you for your email.

Regarding your query about level crossings at Woburn Sands and Lidlington, the outcomes of the Affordable Connections Project, particularly the reduction in line speed and frequency, have enabled us to reconsider each of the level crossings along this section of the route to see where a potential reduction in train services per hour and line speed could allow us to keep crossings open to maintain safe connectivity for communities, manage engineering impacts, and reduce the cost to the taxpayer.

Table 1 on page 69 of the Route Update Report provides an indication of which level crossings could remain open and which we're proposing to close. Further information on the rationale behind our current proposals can be found in the Economic and Technical Report. Each level crossing will be subject to further design development, risk assessment and traffic assessment, together with detailed consideration of any diversion routes where closure remains a possibility. More information on our plans for the level crossings on the Marston Vale Line will be presented at the statutory consultation which we expect to take place in the first half of 2024.

We understand that severance is a significant concern to people living in villages in the vicinity of the railway. We're committed to mitigating disruption during all phases of the Project, through continued work on understanding the potential impacts of our proposals and working with affected communities to reduce impacts. We'll consider a wide range of matters including sound, noise, air quality, impacts to Public Rights of Way as well as land and property requirements. More details on speed of services through the village, and potential mitigation strategies, will be presented at the statutory consultation.

We understand the importance of the recent Route Update Announcement to local communities, therefore we would like to offer you the opportunity to attend the Bletchley/ Milton Keynes South LRG meeting on Monday 12th June 5pm – 6:30pm and will send you an invite shortly. We will need to ask the Group at the start of the meeting to confirm they are happy with your attendance, as per the Groups terms of reference.

If this meeting time is also unsuitable, please be assured that we will email you, and the whole group with a link to the meeting materials once they are made publicly available on the Group's Community Hub site in the weeks following the meeting.

We hope this is helpful but please get in contact if you have any further questions.

Beth - EWR Co Team





### **Unleashing Rural Opportunities - Rural Prosperity Fund and Shared Prosperity Fund**

I can only apologise if you have had a lack of communication from Milton Keynes City Council. Going forwards, we do have a dedicated mailbox [ukspf.enquiries@milton-keynes.gov.uk](mailto:ukspf.enquiries@milton-keynes.gov.uk) or you can contact me directly as I am supporting with the project management of the fund until we can recruit a dedicated project manager.

We also have a webpage, which is quite light on detail at the moment but will be updated with details of opportunities in the near future, <https://www.milton-keynes.gov.uk/UKSPF>.

Please note that, unlike our surrounding LAs, Milton Keynes did not receive an allocation under the Rural Shared Prosperity Fund, here

Your email is quite timely as we are submitting our UKSPF Plan for 2023/24 for Delegated Decision on 13th June 2023, documents can be found here

Annex A has a list of interventions of where we have allocated funding and whether this will be available for grant competition.

Please note that as Milton Keynes City Council is delivering business support through our Economic Recovery Programme, the Council has decided not to allocate any funding against the "Supporting Business" interventions in 2023/24 and has therefore allocated most of the funding towards the "Communities and Place" interventions, to support of our wider Regeneration programme, with the remainder going towards supporting "People and Skills" interventions.

Lewis Campbell - Economic Development Manager  
To speak with me: please use Microsoft Teams or 01908 252 840

<https://www.gov.uk/government/publications/unleashing-rural-opportunity>



**Street Light envy for new lights in Wavendon .....**

## **SID**

Following queries from some parishes, I am pleased to confirm that Thames Valley Police would be pleased to receive any SID speeding data that you have.

It should be emailed to [ali.mitchell@thamesvalley.police.uk](mailto:ali.mitchell@thamesvalley.police.uk)

The data will be used to help identify roads where there are issues and will, at the discretion of the Police, trigger enforcement action.

The Police still encourage local areas to set up Community Speedwatch schemes as these identify specific offenders and allow warning letters to be sent in the first instance., with further actions being taken against repeat offenders.

Across the TVP force area, well over 90% of drivers who received an initial warning letter did NOT reoffend and some local schemes have been very successful in reducing speeding in their areas.

There are currently only about a dozen local schemes registered across the MKCC area and I encourage other areas to get their own schemes running.

I know that some people are reluctant to volunteer in case they are confronted by drivers. The volunteer training does include how to deal with these situations, though, thankfully, they are pretty rare.

For further details on Community Speedwatch, please contact the TVP Co-ordinator, PC Lee Turnham, on [lee.turnham@thamesvalley.police.uk](mailto:lee.turnham@thamesvalley.police.uk)

Please do not hesitate to contact me if you would like to discuss options further.

Keith Wheeler  
Road Safety Officer  
[Milton Keynes Council - 07552 761487](tel:07552761487)

SIDs should be placed on a relatively straight stretch of road to allow the radar device to accurately judge the speed of approaching motor vehicles. There must be a suitable post at the location to affix the sign and only used at locations where the speed limit is 20, 30 or 40 mph





**South East Milton Keynes**

Just following up on the questions residents asked at recent Annual Meetings in the parishes. In particular, the extension of H10 and thus access to and development of Church Farm and subsequent development(s).

There is still work to be done before this development gets moving but this is the best current guesstimate on timescales etc.

MK City Council anticipate that some on site works will begin on Church Farm in the last quarter of this year although these are unlikely to be substantial. Full earthworks are scheduled to begin in the first quarter of next year and Connolly's agents have told MKCC that these works will take up to 15 months from commencement, so they do not expect a start on substantive housebuilding until 2025.

MKCC is working on developing the plans for the H10 extension, which will include the bridge over Byrd Crescent. The council hope to commence on some early works to facilitate the extension in the last quarter of this year but the majority of the works, including delivery the structure over Byrd Crescent will happen in 2024.

Noise abatement is obviously a really important part of the design of the H10 extension and whilst MKCC has completed the initial general arrangements for the road, which I included in this letter, MKCC does not yet have the equivalent landscaping drawings. MKCC has seen those prepared by Connolly for their proposed access road but given the elevations of the proposed road the council need to do much more work. The ambition is to align landscaping and noise abatement and have the most natural forms of noise abatement that will work best so MKCC is looking at combinations of bunding and additional tree and vegetation planting, to supplement the existing trees, but the council is conscious that these are much more extensive at Ravel Close than they are at Gable Thorne.

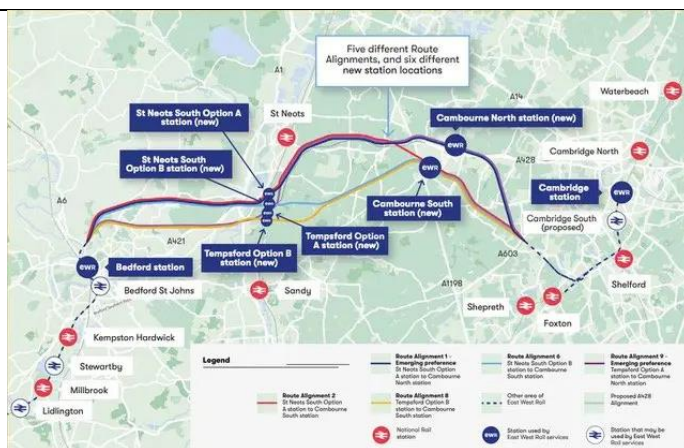
The 'access' road that the Church Farm developer is proposing, and for which they do have planning permission won through appeal, would have the effect of severing Byrd Crescent and the related crossing(s) of the 'access road' would be 'at grade'.

However, the Council is trying to, with the agreement of the Church Farm developer, replace the permitted road with a grid road standard extension of the H10 which would 'fly over' Byrd

Crescent allowing it to stay open and maintain the link. This would also allow pedestrians to pass under the new grid road along the redway as they can today.

As this is a departure from what has been permitted already, the Council is having to lead on this and, whilst there will be a contribution from the Church Farm developer, if MKCC is successful in moving this forward it will also have to forward fund the additional cost of the higher-grade road although it will seek to recover this from development beyond Church Farm (i.e. the SEMK development).

If MKCC does manage to get this into a deliverable form over the next couple of months it is proposed that local ward councillors and local Parish Councils will work with MKCC on the engagement with residents in Ravel Close and at Gable Thorne who will be mostly immediately impacted.



**PRESS RELEASE - ERTA is**

### **concerned over the future of the Bedford-Bletchley shuttle train service**

ERTA Voluntary Transport [richard.erta@gmail.com](mailto:richard.erta@gmail.com)

ERTA is 'concerned' of the long absence of regular local, shuttle passenger services linking Bedford, Bletchley, and the many local community small stations 'halts' in between. Likewise, we want assurances from the Department for Transport, East-West Rail Company, Local Councils and any other agency involved, that these smaller stations will be retained with the shuttle rail service?

We are concerned that replacing level crossings with bridges and possible merging some stations like Stewartby and Kempston Hardwick, may and put the new station wrong side of Stewartby for easy access to Kimberley College, which was a good user of the local train service.

New houses may use the rail service, but depending on what type, may not guarantee daily usage to compensate any losses of relocating. ERTA would like these stations lengthened with disable access/footbridges and to ensure road access to Forders Sidings is not curtailed if an intrusive bridge is built. ERTA is alerting the public now and wants clarification to know what the settlement will be.

ERTA spokesperson said "We want this local and strategic cross-country rail link to be rail-based and taken seriously. It is vital for outlying communities and ideally needs a plan and investment inclusive of Sunday services. It links Bedford and associated links with south Milton Keynes and should be extended to Milton Keynes Central Station to give more options."

End of Press Release

Further comment from Mr Richard Pill, ERTA CEO 01234 330090 or 07752096302 or join our email loop via [richard.erta@gmail.com](mailto:richard.erta@gmail.com)



MKCC has secured funding of more than £1 million to provide efficiency upgrades to local homes, helping to lower energy bills. To apply, people need a household income of no more than £31,000 and use oil, propane gas or other alternative fuels to heat their home. Full details are here. <https://www.milton-keynes.gov.uk/benefits/cost-living-support>

It's just one of many schemes we've rolled out to support residents struggling with energy costs. Residents can still call our 'Warmth and Wellbeing Helpline' on 0800 107 0044 to get advice ahead of next winter.



East West Rail .....

You will have noticed the announcement regarding East West Rail.

The full details can be found at <https://eastwestrail.co.uk/routeupdate>

The EWR project company proposal is in line with what was expected. The key issues;

1. Bow Brickhill Level Crossing stays open as is

2. Woburn Sands Level Crossing stays open as is
3. Minimize disruption to the Marston Vale Line (MVL) by upgrading some of the track rather than close and replace everything. Keeps Bletchley Bedford as single track during construction except loops at Fenny Stratford and Ridgmont.
4. Speed reduces from proposed 100mph to "more than the current 60mph but less than 100mph" - 75 to 80? I am still campaigning for Tata SilentTrack to be laid close to properties.
5. Browns Wood crossing is closed and not replaced, so Holst Crescent allotments no longer affected, diverts to Pony (border of OFP and SE:MK) which also remains as a walk over crossing but upgraded to have warning lights.
6. Train frequency is reduced from proposed 5ph to 3ph (2 limited stoppers and 1 all stations) so no change in frequency for MVL "all station" user's from today.

EWR is holding a series of public drop-in events across the route to give people the opportunity to meet their design / project team and find out more about these updated proposals.

30 June 2023, 2pm – 8pm | Woburn Sands  
Venue: Summerlin Centre  
138 Station Road,  
Woburn Sands,  
MK17 8SG

**MILTON KEYNES CITY COUNCIL  
(BRICKHILL ROAD, BOW BRICKHILL)  
(TEMPORARY CLOSURE) ORDER 2023**



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. in order to enable Winvic to carry out resurfacing works 12th June 2023 – 16th June 2023 (Between 9:00pm and 6:00am each night).

The effect of the above Order will be to temporarily close part of:

Brickhill Road, Bow Brickhill (Northbound and Southbound) – From its junction with Station Road to its junction with Kelly's Kitchen Roundabout.  
Whilst the above length of road is closed the alternative route will be via Brickhill Street, Bletcham Way and A5 (and vice versa).

The Council is satisfied that the temporary closure Order is necessary to enable works to be carried out on the highway. The temporary Order will come into effect 12th June 2023 and remain in effect for a period of 3 month and will take effect at times during the above period only when works are required and only when indicated by the appropriate traffic signs, which will be erected in advance of any closure.

There will be no exemptions from the provisions of the proposed Order except for emergency service vehicles on operational duties.

The closures will be clearly signed in accordance with Chapter 8 of the TSRGD 2016 (The Traffic Signs Regulations and General Directions 2016). All affected properties will be notified of the forthcoming closures at least one week prior to the works taking place. Any person committing a breach of the order will be liable upon prosecution to such fine as prescribed by the Road Traffic Regulation Act 1984.

1st June 2023

### Postcode Checker Launch



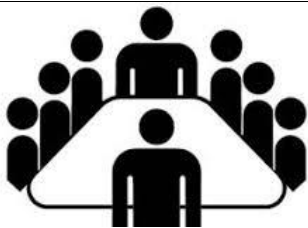
Earlier this week MKCC added an easy to use postcode checker to the council website so residents can quickly check whether they've been assessed to receive wheelie bins or an alternative when Milton Keynes' new waste collection starts later this year. We'll also be writing to all residents in May to confirm what their property has been assessed to receive.

A direct link is available at <https://tinyurl.com/Wheelie-Bins>

Anyone can use the checker for another person. Residents without online access can call customer services who will use it on their behalf.

Residents can also use the checker to request a review of their property for a different solution, based on specific criteria around storage space and access (residents can't request a review based on personal preferences).

Reviews will start in May, running over a number of months. We're grateful if residents/neighbours would direct any residents seeking a review to the postcode checker.



Parishes Forum

Parishes Forum - Thursday, 15th June, 2023 6.00 pm,

The Parishes Forum meets four times a year and is a public meeting for all Parish Councils. The Forum is to consider and debate matters of interest presented by Parish Councils or Milton Keynes Council, discuss or resolve issues raised by a Parish Council that have a broader interest to more than one Parish Council, request a report of information from a Milton Keynes Council officer, be informed about matters of interest by external bodies (e.g. local NHS), receive reports from other consultative bodies on matters that might affect the members of the Forum, e.g. Transport Partnership, Local Area Forums; and make recommendations to Milton Keynes Council and other bodies.



**From MK Citizen (2 June 2023) ROAD CLOSURES**

Drivers in and around Milton Keynes will have seven National Highways road closures to watch out for this week.

And two of them are expected to cause severe delays – with motorists facing waits of at least 30 minutes. Another three will cause moderate delays of between 10 minutes and half an hour.

The latest expected works list, with notes from National Highways, shows that three closures already in place are expected to carry on this week:

- A421, from 10pm January 3 2022 to 6am June 3 2023, moderate delays (10-30 minutes): M1 both directions, junction 13 to junction 14 - various lane closures and carriageway closures for Smart Motorway works on behalf of CostainGT.
- A421, from 10pm January 3 2022 to 5am June 15 2023, moderate delays (10-30 minutes): M1 both directions, junction 14 to Hartwell Area 7/8 border - various lane closures and carriageway closures for smart motorway works on behalf of CostainGT.
- A5, from 7pm November 29 2022 to 11pm August 4 2023, severe delays (more than 30 minutes): A5 northbound, Redmoor roundabout northbound, entry slip - works under 24 hour slip road closure for emergency wall repair under rail bridge on behalf of Network Rail.

And a further four closures will begin over the next two weeks:

- A5, from 8pm June 5 to 6am June 14, slight delays (under 10 minutes): A5 both directions, Redmoor to Old Stratford Roundabout - exit and entry slip road closures, lane closures and diversion routes for inspection/survey on behalf of National Highways.
- A5, from 9pm June 9 to 5am June 10, moderate delays (10-30 minutes): A5 southbound, Kellys Kitchen Roundabout - partial roundabout closure, lane closure and diversion route for communications on behalf of National Highways.



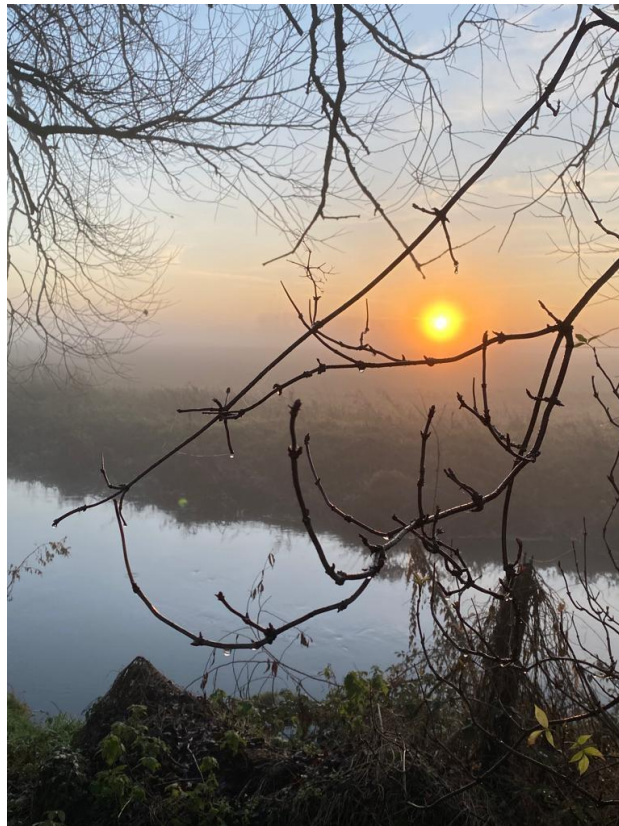
- A5, from 8pm June 12 to 6am June 16, slight delays (under 10 minutes): A5 both directions, Kellys Kitchen roundabout and all approaches - works under lane closure for tie in works on behalf of Winvic.
- A421, from 9pm June 12 to 5am June 27, severe delays (more than 30 minutes): M1 both directions, junction 14 entry and exit slips - works under slip road closures on behalf of Ringway Milton Keynes.

National Highways is responsible for maintaining motorways and major A-roads, so closures of smaller roads (maintained by MKCC) will not be included in their schedule.

***For ten days, from 21 to 30 July, unusual places and spaces in Milton Keynes and beyond will be transformed by live music, theatre, comedy, cabaret, outdoor events and family activities, including major commissions and UK premieres, creating unforgettable memories for all of who experience it.***



***Book tickets on the IF: Milton Keynes International Festival website***



River Rhee at Sunset

**Cambridge Approaches PRESS INFORMATION**  
**29 May 2023**



**Cambridge Approaches Appalled by EWRCo. Route Update Announcement**

Campaign group calls for Bedford to Cambridge section of East West Rail to be dropped on grounds of poor business case and dependence on housing development to justify next steps. Cambridge Approaches adds that EWRCo have demonstrated a complete disregard for wildlife and people living along the proposed line.

William Harrold, retired engineer and co-founder of Cambridge Approaches, has looked at the economic case presented in EWRCo's recent reports that were released alongside the route announcement, including the appendices. He said, "From this, we can see that EWRCo. are flogging a dead horse. The Bedford to Cambridge section needs to be dropped, it has no rational business case or democratic credentials and the environmental impact of the railway, together with the assumed additional housing development is appalling.

"After spending a further £150 million of public money, and apparently ignoring their consultants' advice, EWRCo. have now announced substantially the same route that they proposed two years ago." Dr Harrold added, "To their credit EWRCo have published a lot more of the business case. This shows that the level 2 benefit to cost ratio for their preferred route has fallen from 1.31 in 2020 to a ridiculous 0.3 today. There is no business case for this railway."

Cambridge Approaches says EWRCo have attempted to boost their business case by assuming a population increase of 53,400 at Cambourne from a base of 9,200 and an increase of 44,000 at Tempsford from a base of 500. All this outside, and in addition to, any local plan with no clear route to achieving it. Nor do they address the fundamental issue of lack of spatial plan and first/last mile solution. Even with all this, the benefit to cost ratio remains low at 0.59.

The campaign group says they have found no commitment to address the 'Great Wall of South Cambridgeshire'. EWRCo have also continued to give no serious consideration for the support of rail freight and have chosen a route that is completely unsuitable for that.

Local senior manager and scientist, Phillip Phan, from the Cambridge Approaches Working Group, says EWRCo have a total disregard for local communities. "EWRCo. argue that building the railway low in the landscape or, where necessary, in a trench, will spoil the view for passengers. Why are passengers



### **Railfuture on the Marston Vale Line: Silence is not Golden**

Railfuture calls upon the Department for Transport and London Northwestern Railway to continue to regularly update the travelling public on progress on restarting the train service on the Marston Vale Line between Bedford and Bletchley. Services on the line have been replaced with buses since the last train to run on 1 December 2022.

Neil Middleton, a Director of Railfuture and Convenor of the Hertfordshire & Bedfordshire Division commented "It's pleasing to see that London Northwestern Railway are reporting positive steps to progress the restart of trains on the Marston Vale Line. We'd really like to see a commitment from London Northwestern Railway to have trains running again at the busiest times for the start of the Autumn School Term.

"We really hope that London Northwestern Railway will be able to make this commitment in good time before the end of the Summer term so parents and pupils will have the time to plan for their Autumn term journeys before the summer holidays".

Stephen Sleight, Transport Team Leader (Rail), Marston Vale Community Rail Partnership said, "The Marston Vale Line is a lifeline for the communities along it. Many local people rely on the Marston Vale Line for access to education, work, and leisure, particularly students at Kimberley



College, Bedford College and Milton Keynes College. I regret it has not been possible to reintroduce the Class 230 units, which were customised for the Line. I look forward to services resuming at the earliest possible opportunity in the Autumn”.

Based on London Northwestern Railways’ most recent update, Railfuture is of the view that:

1. Timescales for the arrival of replacement rolling stock at Bletchley are now becoming clear.
  2. The duration of the training programme for Drivers and Conductors is reasonably clear, but that there are noticeable risks to delivery due to holidays over the school summer holiday and ongoing Industrial Action (including action short of a strike).
  3. Maintenance arrangements still have noticeable timing uncertainty, since, as yet, staff are still being recruited, and so both start dates and the amount of training needed are still unknowns.
- Neil went on to say “Provided that maintenance can be sorted in time, it’s our preference that the focus is on returning the nine most important return services each day Monday to Friday for travellers to and from the Schools on the line and other commuters (and some leisure traffic) and that there is also a Saturday offering of around 6 trains to start to rekindle leisure use on that is now usually the busiest day on the railway.

Phil Warner, Chair of BBRUA (the Bedford to Bletchley Rail Users Association) commented “We were annoyed by the decision to withdraw the Class 230s which are continuing to be used by other operators. I am greatly concerned by the continued lack of a definitive timescale presented by London Northwestern for re-introduction of trains; there has already been slippage as an autumn return of trains was mentioned but now a full service is not expected until the New Year. We really need at least peak time trains to return to the Marston Vale in time for the Autumn School Term at the start of September otherwise its use by large numbers of school students may be a lost for ever.”



### **Aiming to be Britain’s greenest weekly waste collections**

We’re one step nearer our aim to provide Britain’s greenest weekly waste collections as wheelie bins start to be delivered to 104,000 homes next week. There’s been an enormous amount of hard work to get us to this point.

[Click here to read more about how we’re modernising waste collections to be cleaner and greener](#) and [click here for a very short video that show how the new system will work.](#)

Starting from Monday 5 June – Friday 25 August. There are six teams delivering wheelie bins and they will deliver in the following revised order.

Round day and delivery timeframe;

- Monday - 5 - 22 June
- Tuesday - 22 June - 10 July
- Wednesday - 7 July - 26 July
- Thursday - 25 July - 14 August
- Friday - 10 August - 25 August

A delivery schedule will be shared with elected members each week. The delivery crews are focussed on delivering the bins and have MKCC customer contact cards to give to residents if they have any queries.

The waste engagement team are available to work with you in areas where more support might be needed. Please contact [yourwaste@milton-keynes.gov.uk](mailto:yourwaste@milton-keynes.gov.uk).

Please look out for the email from Penny Fletcher that has been sent to all ward councillors and parish and town councils, which contains more useful information



Join MK Food Bank and special guests for the launch of **MK Can!**

A Guinness World Record-breaking attempt for the longest ever line of cans of food

MK Rose, Campbell Park  
Wednesday 5<sup>th</sup> July 2023  
17:00 – 18:30

RSVP to [admin@mkfoodbank.org.uk](mailto:admin@mkfoodbank.org.uk)



### **MK CAN" World Record Attempt Launch**

Be present at the launch of a world record attempt by MK Foodbank. The current world record is 45000 cans and MK Foodbank aim to beat it.



**FROM THE STOP THE ARC CAMPAIGN**

### **PRESS INFORMATION - 30 May 2023**

East West Rail's Bedford-Cambridge decision is unjustified, irrational and destructive, says campaign group STARC.

Stop The Arc Group (STARC) has condemned the East West Rail (EWR) confirmation of its preferred route from Bedford to Cambridge. The group claims it is the most complex, most polluting and most damaging of five original options. Route E, as it is known, was originally the most expensive, until a last-minute cost reappraisal assessed it to be second cheapest. Until recently EWR had themselves preferred two alternative routes to Route E. There is no positive business case for the Bletchley to Cambridge extension of EWR. Campaigners maintain that EWR is no more than a substitute for the cancelled Oxford-Cambridge Expressway, and nothing more than an enabler for large-scale housebuilding – itself cited as a justification for the new railway.

'The choice of route through Bedford is inexplicable. In Bedford it destroys houses and businesses. It means years of sprawling construction work in the heart of the town, and a lifetime of pollution, noise and increased traffic. Beyond Bedford, it ploughs along the longest and most environmentally damaging route to into Cambridge where the central station will need a decade of remodelling.

'Even HS2 does not rip through the heart of large towns in the way proposed for Bedford,' says STARC Chair Charles Pither. 'The choice of route is poorly justified. There are better, cheaper, more credible alternatives, supported by Bedford's own consultants, by Network Rail for some time, and – most important – by the people of Bedford. The decision to build route E – along its entire route, appears to have been made with minimal effective public consultation, lobbying against the public will, disregard for community, on the basis of magically changing costings, and on a business case so poor it would be laughed at by private finance. Our recent survey showed that nineteen times as many people preferred a less damaging route with longer journey times than the proposal.'

From Bletchley to Cambridge, EWR is expected to cost £3.7bn. Transport Secretary Mark Harper suggests the cost is justified by the ability of the new line to serve as a 'catalyst for development', with the potential to 'unlock' £103 billion of new growth through 'new homes, businesses and job opportunities'.

STARC is one of several campaign groups opposed to the railway, but all groups agree that any case made for the railway rests on a major increase in housing and business along its route. Yet the case made for such widespread development itself rests on the presence of a railway. 'The one cannot exist without the other,' says Pither, 'which suggests neither actually has a reason for being.'

The claimed business case for EWR to Cambridge is a cause of significant concern. STARC have questioned the source of data used for existing populations and also the growth predicted along the route. The level 2 benefit to cost ratio for their preferred route has fallen from 1.31 in 2020 to 0.3 today. Government standards require projects such as EWR to deliver a benefit to cost ratio of at least 1.0. EWR has boosted its business case by assuming population increases which they define as 'transformational'. For example, an increase of 600% to 53,400 at Cambourne from a base of 9,200 and an increase of almost 1000% to 44,000 for the 500 residents of Tempsford creating a town larger than Leighton Buzzard by stealth; no alignment with local plans, at parish or district level, nor with any spatial plan for the provision of infrastructure, which is already under significant strain. Residents and campaign groups point out that building the railway on such a business case will in fact trigger development of the scale described, while very few of the new residents will in fact commute to either Oxford or Cambridge.



The cost of HS2 has tripled from its original estimates. But even at current cost expectations, EWR looks like an indulgence,' says Nick Burton of STARC. 'To put the cost of EWR into perspective, for the same money, 500 people could make an Oxford-Cambridge round trip by electric taxi, every working day for 100 years. And that's without ride-sharing.' Burton added, 'We wouldn't advocate that. We're sure they'd prefer simply to video-conference. Our recent survey showed that nineteen times as many people preferred a less damaging route with longer journey times. '

William Harrold of STARC (and also Cambridge Approaches) said 'This project is being imposed on us by the Treasury to suit its own agenda. All other stakeholders' interests are subordinate to this, including other government departments, local councils, the Environment Agency, residents and taxpayers. The Treasury wants the maximum amount of high-value housing to attract the top-rate tax payers, and the railway will help them deliver, regardless of the costs to be borne by others.'



**EWR construction.jpg** EWR's Route E strikes through the heart of residential Bedford with six tracks and blunders on with four tracks into Cambridge

### **Stop The Arc Group**

Stop the Arc Group is a non-political campaign group, founded in 2018 to fight the proposed Oxford to Cambridge Expressway and associated development that threatened to destroy the environment and its inhabitants. The Expressway was officially cancelled in March 2021. Other plans for the Arc remain, against which STARC actively campaigns, and supports other organisations with the same objectives. STARC acknowledges that the environment is a national asset which should be protected for the health, welfare and well-being of all, making the Ox-Cam Arc not just a local and regional concern but a national issue.

STARC's mission is to fight to protect the countryside and its wildlife for the health and enjoyment of all future generations, and strive to educate people about the threats to our countryside posed by the proposed Ox-Cam Arc developments.

STARC supports new housing of the right kind and in the right location, but not the Arc's proposed growth in Oxon of more than 100%, of 66% in Buckinghamshire and Bedfordshire, of 74% in Northamptonshire and 81% in Cambridgeshire.

STARC believes campaign groups are strongest when information and work is shared with other groups, and that local groups are most effective at mobilising their local communities. STARC has strong links with groups and Parish Councils from Oxford to Cambridge. STARC shares information and engages with BFARE, Cambridge Approaches, CPRE, BBOWT, RSPB, BEAG (Buckinghamshire Environment Action Group) and others.

Contact:

Stop The Arc Group press office  
Nick Burton (STARC) 07930 556012  
Roger Carey (BEAG) 07973 873245  
Charles Pither (STARC) 07802 837030

StopTheArc Group Ltd is a Community Benefit Society (8806) with charitable status. It is registered with, but not regulated by, the Financial Conduct Authority.



**Spenser Road, Bedford. Spenser Road, Bedford, where houses will be demolished to make way for the railway that will prompt large scale greenbelt development**



**Mayor Opens new Wavendon Community Hub**

Mayor of Milton Keynes (Cllr Amanda Marlow) kindly officially opened the new Wavendon Community Hub on Monday 8th May as part of the series of Coronation Celebrations in the Parish.

Over 350 local residents enjoyed what turned out to be a packed series of events over the course of the day the main focus of which being cutting of a ribbon to mark the opening of the facility together with the unveiling of a plaque to mark the event.

Mayor Cllr Amanda Marlow commented ‘this impressive new development represents a unique joint development and sees Milton Keynes working at its best with its partners Wavendon Parish Council’.

Chairman of the Wavendon Parish Council, Cllr David Hopkins said ““This project has been five years in the making and I’m delighted to see the building completed and that for the first-time residents are seeing just what a fantastic facility this is for all the community, for those newly arrived and those from the more established section of the community. We’re all grateful to everybody who’s been involved in helping to shape, develop and deliver on the project.

“Wavendon Hub pavilion and its associated playing fields are a vital new asset for local people and groups, providing them with more opportunities for sport and activity as well as being a fabulous venue for community and social events”.



#### **Bridleway in Little Brickhill**

I have now completed my assessment of Little Brickhill BW5 and am quite happy that all of the gates are of the required size (1.5m). The customer mentioned 5m, but this would mean a 15ft gate which would be impossible for a rider to open. The fields along the route have been cut/and or sprayed through by the landowner and the gate at the far end (A4146) is accessible. I have attached some photos of the route. As a fellow equestrian and with my RoW hat on, I found the route really pleasant.

With regards the blocked off gate, I only saw an old farm vehicle gate on the Watling Street side. This is not a bridleway gate and never was meant for that purpose.

Pegasus Crossings are the more modern method to assist riders cross roads, although this is not a legal requirement. These tend to be installed in new development areas such as Whitehouse where you can see one. All very smart but can costs up to £1m.

I hope this helps clarify the matter. Please do not hesitate to contact me should you have any further queries.




Jeanette Melbourne  
 Assistant Rights of Way Officer  
 To speak with me: Use Microsoft Teams or 07467 158296

## Traffic calming

Types of Traffic calming	Description
20 MPH limits	Lowering speed limits alone may not have the desired effect. National guidance advises that 20mph speed limits should be self-enforcing. Sometimes it is necessary to install traffic calming measures to encourage compliant speeds.
Road Humps	Road humps stop people speeding up rather than slow them down. Extra slowing features at each end of a run of humps will be provided. They are suitable for residential areas but are not acceptable on bus routes. Effectiveness decreases as spacing increases.  <b>Pros</b>




	<ul style="list-style-type: none"> <li>• Can be very effective in reducing vehicle speeds and personal injury accidents.</li> <li>• Can provide pedestrian crossing places if flat topped.</li> <li>• Continue across the full width of the road and can be installed without effecting on-street parking.</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>• Can only be used in areas with a speed limit of 30mph or less.</li> <li>• Must be illuminated to 'highway lighting standard'.</li> <li>• Cause discomfort to bus passengers and patients in ambulances and effect response times for emergency services.</li> <li>• Cannot be installed on emergency gritting routes.</li> <li>• Braking and acceleration noise plus vibration can make them unacceptable to residents.</li> <li>• Not cycle friendly.</li> <li>• Drainage when raining for flat top style humps need to be considered</li> </ul>
 <p>Speed cushions</p>	<p>Raised rectangular areas. There can be one, two or three, depending on the width of the road. Like humps they are most suitable for built up areas and need slowing features. They do not slow speeds to the same extent as humps but do give emergency vehicles and buses a smoother ride.</p> <p><b>Pros</b></p> <ul style="list-style-type: none"> <li>• Can be very effective in reducing vehicle speeds and personal injury accidents.</li> <li>• Can be tailored to fit different road widths and conditions.</li> <li>• Cycle friendly.</li> <li>• Bus and HGV friendly.</li> <li>• Better access for Emergency Service vehicles.</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>• Can only be used in areas with a speed limit of 30mph or less.</li> <li>• Must be illuminated to 'highway lighting standard'.</li> <li>• May cause discomfort to bus passengers and patients in ambulances if the vehicle unable to straddle cushions.</li> <li>• Braking and acceleration noise plus vibration can make them unacceptable to residents.</li> <li>• May cause drivers to weave or mount the kerb to avoid them.</li> <li>• May not slow HGV's or motorcyclists.</li> <li>• Cannot be installed on emergency gritting routes.</li> <li>• May require waiting restrictions to prevent parking within 20 metres of the cushions. This will allow larger vehicles that straddle humps enough space to negotiate these measures</li> </ul>
<p>Speed Tables</p>	<p>Like road humps but longer and with a flattened top. Sometimes used to give pedestrians a level crossing between footways. They can also be used throughout a junction. Especially useful where there are a lot of pedestrians. If they are long enough, they provide a smoother ride for buses than humps.</p>

Road with restrictions	Localised widening or construction of footway can narrow the road and slow traffic. They reduce crossing distance and improve visibility for pedestrians crossing the road. Placed alternately they provide chicanes. Roads can be narrowed to such an extent that only single file traffic is allowed. They can also provide sheltered parking. Suitable for use in urban or rural locations, as slowing features or part of gateway features. Single lane build outs are not suitable for roads with high traffic flows.
Lane width restrictions	Narrowing lanes, using traffic islands and/or road markings can give the impression of a more confined road and result in reduced speeds. If a road is narrowed special attention must be given to the needs of cyclists.
Gateways / Entry Marks	There are many ways to define a gateway or entry point: <ul style="list-style-type: none"> <li>• Road markings</li> <li>• Build outs</li> <li>• Coloured surfacing</li> </ul> Signage indicating changing road conditions (for example change of speed limit). Most effective on those drivers that only use the road occasionally.
Rumble Strips and Dragons Teeth	Often used as part of gateway schemes. Rumble strips are a change in the road surface which alert the driver by a change in the sound and feel of the car. Dragon's teeth provide a visual change and narrowing of the road. They are suitable for village entry points. Because rumble strips generate noise they can be unpopular with residents
Pedestrians Crossing	Crossings may encourage more people to walk by improving safety and reducing delays crossing busy roads. They can be provided where there is a concentrated crossing movement, but there does need to be adequate visibility.
Pedestrian Refuge	Refuges allow pedestrians to cross one stream of traffic at a time. They are useful where the concentration and number of pedestrians is low. By narrowing the road, they reduce speeds. The road needs to be wide enough to allow for a suitable refuge and the safe passage of vehicles and cycles.
Roundabouts	Equal priority in all directions can slow traffic. There needs to be a reasonably large flow on all arms for this to be effective. Roundabouts can make some turns easier which can lead to rat-running. They can be expensive and also need works to slow traffic down on the approach to the roundabout. Mini-roundabouts take up less space but need to be in street lit areas.
One Way Roads	Control the circulation of traffic but can lead to faster speeds as there is no opposing flow. Traffic can increase on other roads so there needs to be a suitable route for traffic travelling in the other direction. One way streets can attract new traffic so traffic may not decrease.
Severed Roads	These provide the ultimate deterrent to rat running but can be unpopular. They sometimes cause long diversions and increase traffic on other roads. Emergency access and the needs of services need to be considered.




Parking Restrictions	<p>These can help to manage traffic (i.e. Protected Parking Bays). Double yellow lines maintain traffic flows in urban areas. Time restricted parking allows access to facilities within towns/villages. It also alleviates the problems associated with long term parking. Can be unpopular with residents and businesses. Parking problems can transfer to other roads.</p>
Signs	<p>Signs alone have a minimal impact on traffic speeds but are low in cost. They are often used with other traffic calming features.</p> <p><b>Interactive Signs</b></p> <p>These detect the speed of oncoming traffic using a radar device. If a set threshold is exceeded, a sign indicating a specific hazard or speed limit is triggered. They can be temporary or permanent.</p>
Footways	<p>Pedestrian safety and comfort can be enhanced by improving footways on the pedestrian network. The introduction of a missing footway link may encourage more people to walk. The highway needs to be wide enough to allow for a suitable footway and safe passage of traffic. The provision of dropped kerbs and tactile surfacing may also be appropriate.</p> <p>Footways can be expensive if utility services or street lighting are affected.</p>



In 1992 MK was the **first** to introduce kerbside recycling

Now we're aiming to be the UK's **greenest** weekly waste and recycling collection



**Aiming to be Britain's greenest weekly waste collections**

We've announced our ambitions for Britain's greenest weekly waste and recycling collections to help battle climate change, three decades after we became the first place in the UK to introduce kerbside recycling.

The original idea for door-to-door collections in Milton Keynes came from Waste Chief Engineer Keith Ely, who in the late 1980s saw a recycling scheme while on holiday in Orlando with his family. He even spent a day with the local Public Sanitation Department to see how it worked. A pilot collection scheme launched in 1990 to homes in Great Linford Manor with the help of comedian Bill Oddie and local pupils from St. Monica's School. By the end of 1992, a door-to-door scheme covered the whole of the borough and plans were drawn up for the UK's first Materials Recycling Factory, which opened in Old Wolverton the following year.

Fast forward to today, and the city council is about to deliver wheelie bins to your homes ahead of a new cleaner and greener waste and recycling collection starting in September.

The vast majority of you will use a new black wheelie bin for non-recyclable waste and two new bins for recyclables (red lid for paper and card and blue lid for plastic, metal and glass) which means the city council can scale back on using millions of plastic sacks. If you don't have space or access for bins you will continue to use black sacks and separate recyclables into new red and blue sacks.

Separating recyclables is a proven way to increase how much residents recycle, as well as the quality of what's recycled, which is good for the environment. Just under half of local authorities in our region use four or more bins to separate their recycling and waste. Households in the world's top recycling nation, Germany, use six bins.

Milton Keynes City Council has a target to increase recycling rates to more than 60%, currently 52%.

From day one, a new state of the art 65-vehicle waste collection fleet will produce lower carbon emissions, thanks to fully electric bin lifts which cut fuel consumption and emissions by around 10%. The vehicles have been designed and built by the leading British manufacturer Dennis Eagle and are among most technically advanced trucks on the road.

Four of the vehicles will be fully electric, which produce zero emissions, and the fleet will eventually become almost entirely electric.

Starting from this year, the power for the street cleaning and grounds maintenance vehicles will come from MK's own waste. Since 2018, the city council has been processing household rubbish and turning it into sustainable energy, meaning very little waste from MK goes to landfill.

**For more information about our new waste collection service, please visit: [New waste collection service for 2023 | Milton Keynes City Council \(milton-keynes.gov.uk\)](#)**



Our Young People's Opportunities Fair returns to Milton Keynes this summer. Young people (aged 16-25) can find out more about local jobs, training and volunteering from a range of organisations. No booking required.

Contact [communications@milton-keynes.gov.uk](mailto:communications@milton-keynes.gov.uk) for more information



**Blocked Drains and grass verge spraying in Bow Brickhill**

I have fed this back to our cleansing contractor for appropriate management and restoration of the asset to a satisfactory grading accordingly.

Nicholas Hannon

Head of Environment and Waste

To speak with me: use Microsoft Teams or 01908 252577

Milton Keynes City Council | Milton Keynes Waste Recovery Park, 9 Dickens Road | Milton Keynes  
| MK12 5QF

[www.milton-keynes.gov.uk](http://www.milton-keynes.gov.uk)

**Campaign to allow Bus Replacement buses to stop in the villages (Bow Brickhill & Woburn Sands).**

I'm looping in Phil and Stephen into this email as they are pretty close to passenger demands and requirements.

Could you send over a map of where these additional bus stops are?



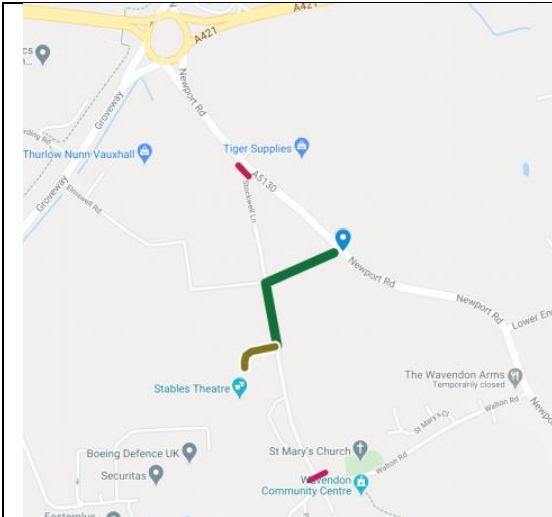
And



Vicky Cropper-Clarke [Vicky.Cropper-Clarke@wmtrains.co.uk](mailto:Vicky.Cropper-Clarke@wmtrains.co.uk)  
 Community Strategy Manager, West Midlands Trains  
 07976 989020

Please note my working days are Monday, Tuesday, Thursday and Friday

Planning Applications	Details
Application no: 23/01216/HOU Madison Graham E-mail: <a href="mailto:madison.graham@milton-keynes.gov.uk">madison.graham@milton-keynes.gov.uk</a>	Proposal: Erection of a garden room At: 3 Cross End Wavendon Milton Keynes MK17 8AQ
Application no: 23/01204/NMA Suleman Uddin E-mail: <a href="mailto:suleman.uddin@milton-keynes.gov.uk">suleman.uddin@milton-keynes.gov.uk</a>	Proposal: Non-material amendment to permission ref. 21/02250/FUL seeking minimal alterations to the shop front of the approved food store relating to the erection of a food store with four, 2 bedroom apartments above, access, parking provision and associated works.  At: Land On The Corner of Bolebec Avenue And Wafandun Lane Eagle Farm South Milton Keynes
Application no: 22/00385/REM Robert Brigden E-mail: <a href="mailto:robert.brigden@milton-keynes.gov.uk">robert.brigden@milton-keynes.gov.uk</a>	Proposal: Application for approval of reserved matters (appearance and landscaping) pursuant to outline planning permission 20/02188/OUT for the demolition of existing storage shed and the erection of a 96 bedroom care home with parking and associated development. At: Woburn Sands Emporium Newport Road Wavendon Milton Keynes MK17 8UF
Application No: 23/01172/TCA Madison Graham <a href="mailto:Madison.graham@milton-keynes.gov.uk">Madison.graham@milton-keynes.gov.uk</a>	Haydon House, 29 Station Road, Woburn Sands, Milton Keynes, MK17 8RX The crown reduction by 2.5m-3m on the sides and 1.5m-2m on the top of the canopy of both T1 (Beech) and T2 (Copper Beech)



### Stockwell Lane (Wavendon)

Please be advised that the Council proposes to introduce traffic calming features and alter the speed limit to 20mph on Stockwell Lane and Dankworth Way in Wavendon, Milton Keynes.

1) Milton Keynes City Council in exercise of its powers under Sections 82(2) and 83(2) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 proposes to make the following traffic regulation Order:

MILTON KEYNES CITY COUNCIL (THE COUNCIL OF THE BOROUGH OF MILTON KEYNES) (VARIOUS ROADS IN MILTON KEYNES AND SUROUNDING AREAS) (20 MPH SPEED RESTRICTION) ORDER 2021) VARIATION ORDER 2023

The general effect of the above proposed Order will be to introduce a 20mph speed limit restriction on Stockwell Lane and Dankworth Way in Wavendon.

The introduction of the 20mph speed limit will help to reduce vehicular speeds on Stockwell Lane and Dankworth Way, which will encourage and facilitate safe pedestrian and cyclist movements. As the Highway Authority for Stockwell Lane and Dankworth Way, Milton Keynes City Council is satisfied that the introduction of the above proposed speed restriction will encourage the convenient and safe movement of vehicular traffic.

The proposed change will be signed in accordance with Traffic Signs Regulations and General Directions 2016.

2) Milton Keynes City Council in exercise of its powers under Section 90A of the Highways Act 1980 proposes to introduce traffic calming features consisting of four speed humps along parts of Stockwell Lane and Dankworth Way, Wavendon.

The Councils reason for introducing the above traffic calming measures comes as a result of improving road safety along the affected length of road and will support the proposed 20mph speed limit.

The introduction of the traffic calming measures will help to reduce vehicular speeds on Dankworth Way and Stockwell Lane, which will encourage and facilitate safe pedestrian and cyclist movements.

The Council has a duty under section 122 of the Road Traffic Regulation Act 1984 when making TROs to consider the expeditious, convenient and safe movement of traffic and other traffic on the Highway.

- Notice of Proposal (TRO-354) - Proposed 20mph Speed Limit



- Proposed traffic regulation Order (TRO-354) - Proposed 20mph Speed Limit
- Statement of Reasons (TRO-354) - Proposed 20mph Speed Limit
- Section 90 Notice (NOT-047) - Proposed Traffic Calming Features
- Section 90 Location Plan (NOT-047) - Proposed Traffic Calming Features
- Section 90 Statement of Reasons (NOT-047) - Proposed Traffic Calming Features



### And finally .... Thinking outside of the box....or food for thought?

The Third industrial model has five pillars: -

1. Commitment to renewables
2. Distributed capture capacity from converting private and public buildings to micro-generators
3. Storage capacity for surplus energy
4. 2-way Smart grid connectivity
5. Plug in electric/fuel cell vehicles with 2-way energy transfer

I spoke to one of Jeremy Rifkin's colleagues a few years ago, who told me the trend was for localities and regions to launch their own TIR initiatives (as is currently happening in Rotterdam and the Hague), rather than start with a national plan. However, the system naturally scales continentally, since once it stretches over multiple time zones, each partner can take turns in experiencing peak demand and peak generation, sharing power back and forth and setting timers on smart fridges etc accordingly. Also, linking in regions with diverse renewable sources (e.g. tidal, wave, geothermal) increases resiliency against 'dunkelflaute' – a simultaneous lack of wind and sunshine.

Thinking long term, a TIR collaboration stretching from Land's end in the West to Ukraine's Luhansk Oblast in the East would be an ideal arrangement for the UK, as it would stretch over 3 time zones, include 3 existing TIR partners, take advantage of Britain's westerly position and wave/tidal/geo potential, and be a great way to boost Ukraine's post war economic development via Poland.

In the shorter term, according to a study by Citibank, some \$trillions in stranded assets are due to be written off from balance sheets in the Oil, coal and gas sector in the next five years as they become no longer price competitive with renewables, or become subject to moratoriums on production. This will cause quite a financial disruption, meaning there will be a lot of funds keenly



in need of re-investment. So it would seem more than timely to have one exemplar pilot project to showcase TIR technology and serve as a beta-testing lab other UK regions could follow. As Milton Keynes began with an appetite for innovative thinking, might this create an opportunity for you to become UK's pilot site – and if so can the UK government be persuaded to provide funding?

Once the infrastructure is in place, we next have to consider new business models to synergise with it, and which perform a regenerative role to compliment their primary business activities. One example might be a brewery whose waste grain and hot coolant water are passed as feedstocks to an oyster mushroom farm, as I've seen in Brussels.

The attached illustration is my outline idea for a total farm system, an energy/resource management hub designed to receive all waste material and surplus energy outputs from its local town, process them and use them as inputs in the production of food, medicines, 3d printed goods and other specialist products. The inner section contains LED lit hydroponic growing beds and production labs, while the outer section is a covered pasture system lit by natural sunlight. The exterior of the structure captures rainwater and channels wind into a central vertical axis wind turbine.

An early version of this would focus heavily on research and education, as we learned our way towards refining TIR business models and determining to what extent such regen methods might be able to replace our old second industrial supply and value chains, lower carbon footprints and create local employment.

A later version could potentially transform its locality into an 'arcology', a built environment able to operate as a self-contained closed-loop productive system – particularly handy in remote locations such as deserts or polar regions.

*Cllr David Hopkins*

*June 2023*