

Unitary Councillor Report

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

July 2017



A couple of reports for the area, due to the road closure at Lower End Road refuse and recycling collections are taking longer than normal due to diversions. This is effecting areas such as Wavendon House Drive and Cross End, Wavendon House has had issues around the collections of green bins for the apartments which I believe we may have now resolved but has really taken far too long to resolve, the area is now being monitored. Cross End is more challenging due to refuse and recycling vehicles not able to access Lower End or turn around on Cross End, this is resulting in the use of a narrow access vehicle which will mean collections at a later time than normal. I believe the road closure is due to end mid-July so should open shortly but I'm not 100% sure if that's still the case.

The footpath leading from the Wavendon Arms towards Kingston (along Newport Road) has been cut back so Serco have been instructed to undertake a programme of works to clear the footpath of all detritus, parts of the footpath have a few spots of encroaching detritus which need clearing and I've arranged for this to happen during the next scheduled cleanse due 11th August.

Tony Brown- Waste Services Officer

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Bus Services – Report from Stuart Simmonds

The proposal is to award contracts for the variation of services 17 and 18 which currently serve Bow Brickhill to provide Mon – Sat peak and off peak journeys to Little Brickhill.

Service 18 would provide direct journeys in the morning and evening peak to CMK via the Hospital. Service 17 would provide off peak journeys to Kingston and Bletchley for onward connections. I attach the proposed timetable.

Prices were sought for a standalone service between Little Brickhill and CMK which enabled operators to bid to divert services such as the X31. Centrebus failed the quality threshold and were excluded from the evaluation process. The winning bid for the standalone service was competitive which given the low number of passengers travelling from Little Brickhill represents very poor value for money.

Service 17A Bletchley - Little Brickhill - Bow Brickhill - Woburn Sands - Kingston

Monday to Saturday except public holidays

Central Rail Station (Y4)	-	-	-	-	1724
CMK, The Point (L3)	-	-	-	-	1729
CMK, Theatre District (B3)	-	-	-	-	1732
Woolstone, The Barge	-	-	-	-	1736
Woughton on the Green	-	-	-	-	1741
Hospital, Standing Way	-	-	-	-	1744
Simpson, Church	-	-	-	-	1749
Fenny Stratford, Aylesbury Street	-	-	-	-	1755
Bletchley, Bus Station (8)	0903	1103	1303	1623	1759
Fenny Stratford, Aylesbury Street	0908	1108	1308	1628	1804
Little Brickhill, The George	0913	1113	1313	1633	1809
Bow Brickhill, Memorial	0919	1119	1319	1639	1815
Woburn Sands Swan	0923	1123	1323	1643	1819
Wavendon, Village	0928	1128	1328	1648	-

Kingston, District Centre	0934	1134	1334	1654	-
Kingston, District Centre	-	0936	1136	1336	
Wavendon, Village	-	0942	1142	1342	
Woburn Sands Swan	0746	0947	1147	1347	
Bow Brickhill, Memorial	0750	0951	1151	1351	
Little Brickhill, The George	0756	0957	1157	1357	
Fenny Stratford, Aylesbury Street	0801	1002	1202	1402	
Bletchley, Bus Station (8)	0805	1007	1207	1407	
Fenny Stratford, Aylesbury Street	0809	-	-	-	
Simpson, Church	0815	-	-	-	
Hospital, Standing Way	0820	-	-	-	
Woughton on the Green	0833	-	-	-	
Woolstone, The Barge	0828	-	-	-	
CMK, Theatre District (B4)	0833	-	-	-	
CMK, The Point (K4)	0836	-	-	-	
Central Rail Station (Z5)	0842	-	-	-	

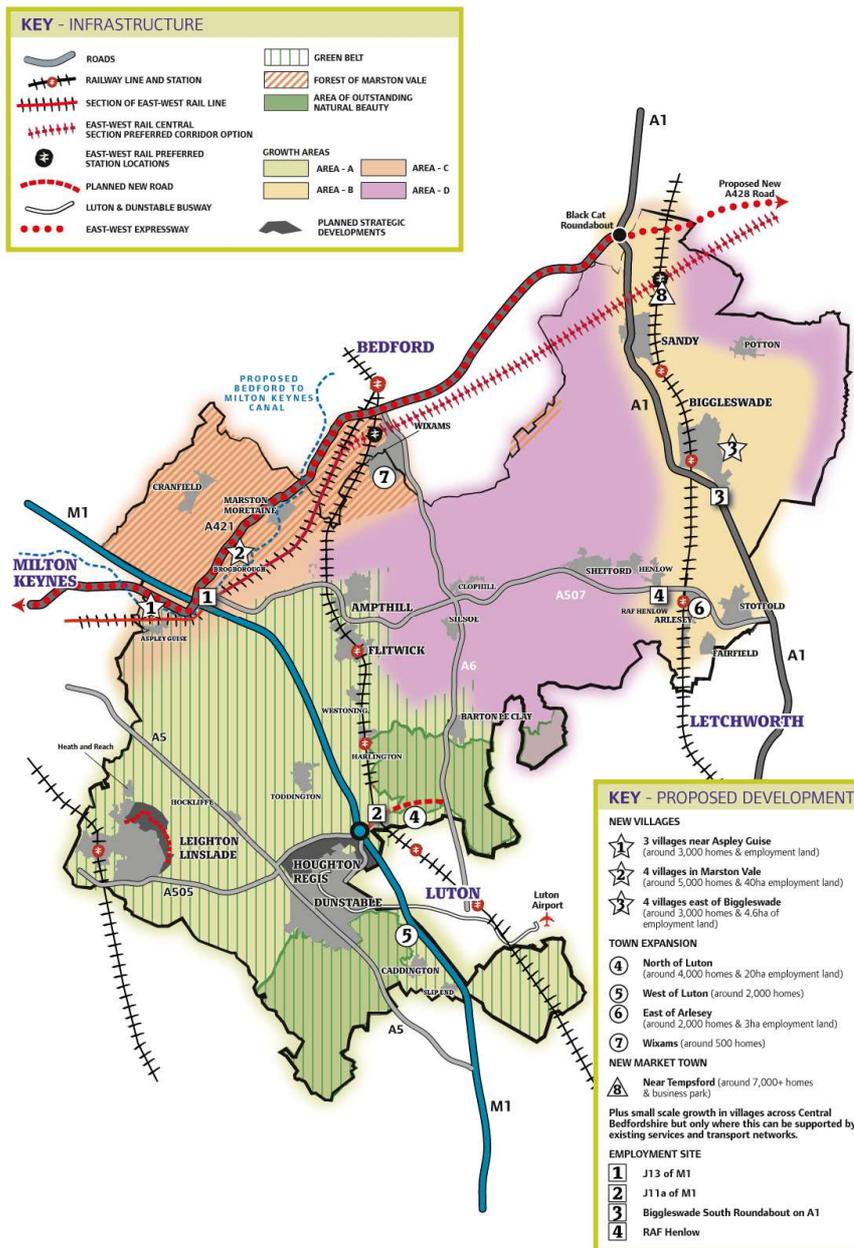
Stuart Simmonds - Public Transport Technical Lead

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Strategic planning on the borders of Central Bedfordshire

The number of homes we need to plan for is calculated using a standard national approach. However, we need to be flexible and therefore we're planning for a range of between 20,000-30,000 new homes. Further work will be undertaken to establish an exact amount when we produce the next version of the Plan in 2018. This is in addition to the 23,000 homes that are already allocated or have planning permission.



The options put forward in the draft plan to deliver this housing growth are through:

- creating new attractive villages
- creating a new market town
- expanding existing towns; and
- growth in existing villages, but only where services can support it.

Some of this development will be dependent on improvements to our transport networks, plus the development of critical new infrastructure, like the proposed East-West Railway and Expressway.

The plan includes a range of different homes to rent and buy with a mixture of sizes including family homes, two bedroom homes, apartments and bungalows. And, to help people get on the housing

ladder, this will include 30% to be provided as lower cost options such as affordable rent and shared ownership.

Plan:MK

We are working towards the next (and final) Proposed Submission version of Plan:MK being approved by Cabinet & Council before the end of 2017 for a 6-week public consultation on 'soundness'. The plan would then be submitted to the Secretary of State in spring 2018 for a public examination in the summer.

John Cheston - Development Plans Team Leader | Growth, Economy and Culture

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East West Expressway - Presentation by Highways England 26th June 2017

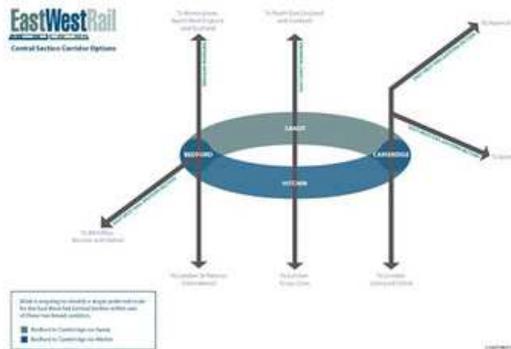
David Hopkins attended the presentation arranged by Council officers for Town and Parish Councils at which there were some Milton Keynes councillors present. The presentation was given by Highways England and essentially was pitched at informing councillors who would not be aware of the contents of the reports published to date. Hence there was little new information.

The main points that I took away were:-

- The project is at an extremely early stage with no detailed design work having been done.
- The work to date has been on seeking to establish the business case for the scheme, which has a cost in the £3 billion range. (Yes Billion!) Further work on the business case will be undertaken as more is determined on the scheme and a preferred route identified.
- The current work is focusing on the Oxford-M1 section of the wider M3-Cambridge envisaged route. The rest of that route is already largely in place or at an advanced stage of development.
- 2-4 route options could be determined by 2019 to go to public consultation around that time. Hence any decision on the actual route would not be before 2020 and I

would imagine, although it was not said or a question asked, that a public inquiry will be necessary.

- At the moment the options broadly being considered are via Bicester and Buckingham, alongside East-West Rail and via Aylesbury, but the final options could be any combination of these or anything in that general arc. This would lead to a selection process and detailed design in the 2020-2025 financial period.
- Given a favourable wind construction would take place in the 2025-2030 period.
- The A5 through Milton Keynes is an example of what an expressway would be like although the A5 does not meet full expressway standards because its junctions are too frequent and too close together. Hence an expressway is more akin to a motorway with the presenter describing it as 'a 2-lane dual carriageway built to motorway standards but without hard shoulders or full motorway restrictions'.
- Whatever route is chosen, it will have to connect to the A421 at M1 J13 or very close to that junction.
- There were lot of questions and discussion of route possibilities from the audience, but every time the presenter repeated that the study hadn't progressed anywhere near to deciding anything on that. Hence no work has yet been done to consider where the expressway might link into Milton Keynes and the nature of that link (or links – it's a question of either 1 or 2 but that was not stated).
- From the audience there seems to be a preference for a route immediately to the south of Bletchley. However some questioners were pushing for it to follow the Standing Way H8 through the city, but this is obviously impractical and would cause massive disruption and intrusion and I would expect be hugely more expensive. A route north of MK and via Northampton had also been considered, but was now ruled out as too indirect.
- The presenter also indicated that the scheme may never happen because of its high cost, particularly if the economic case that has yet to be fully evaluated, does not show sufficient return/economic benefit. In any event, Government will not fund the total cost of the scheme and contributions from towns and cities along the route will be required.



East West Rail Western Section Phase 2

www.ewrconsultation.co.uk or www.networkrail.co.uk/east-west-rail

As you may be aware, Network Rail is proposing to improve the railway between Oxford and Bedford, and Milton Keynes, Aylesbury and Princes Risborough by upgrading disused and underused rail track to provide a new rail link between these important conurbations, and provide additional routes and capacity for both passengers and freight. On completion, this new rail link will connect the Great Western, Chiltern, West Coast and Midland Main Lines north of London and become a vital strategic rail link in Britain's rail network.

In September 2015 Network Rail consulted on plans to upgrade and reconstruct existing and mothballed sections of line linking Bedford-Bicester and Milton Keynes-Princes Risborough as part of the East West Rail Western Section Phase 2 project. Network Rail will require statutory powers under a Transport and Works Act Order (TWAO) granted by the Secretary of State for Transport in order to construct, maintain and operate the project.

Network Rail has undertaken further development following the first round of consultation and will be holding a second round of consultation beginning on 30 June and ending on 11 August 2017.

Network Rail will be holding a number of public exhibitions to give local communities and local residents a chance to view our plans and give feedback. The project team will be available at all events to answer any queries.

These events will take place at the following time and venue:

Wednesday 19 July, 12-8pm - Marston Moretaine - The Forest Centre, Station Road, MK43 0PR



University for Milton Keynes

David Hopkins attended an update on 12 July

Presenters were Geoff Snelson, Lynette Ryals and Nick Gough. Cranfield Uni seem most in the frame to be the partner for the project. The identified site will be opposite Sainsburys, close to the station, bordered by Grafton Gate, Childs Ways, Witan Gate and Avebury Boulevard

The University would have five faculties

- Business
- Applied Creativity & Innovation
- Digital
- Smart Cities
- Technology & Engineering

The University will offer two year degrees or 3 year degrees with project work (internships)

Build Cost approx. £200M – PFI model for the build

Create 918 jobs directly and 1074 indirect jobs (by year 5)

Open in 2023

Next step – commissioning of tender for partner and build which will go to Procurement Committee

I can now forward the slides that Geoff, Lynette and Nick ran through last night. The link below will take you to the short video as well.

<http://www.cranfield.ac.uk/mkuvideo>

And you can access the full Business and Development Plan at

<http://mkfutures2050.com/images/pdfs/MKU-brochure-07-06-17-FINAL-reduced.pdf>

David Hopkins / Victoria Hopkins / Alice Jenkins