

***Little Brickhill Snippets for March 2021 – Cllr David Hopkins /
Cllr Victoria Hopkins/Cllr Alice Jenkins***

Evidence of why Walton Community Council, Bow Brickhill PC and residents had been given the impression that the 100 space car parking provision from the Red Bull development would be free of charge.....

**RED BULL RACING
PUBLIC CONSULTATION**

Saturday 9th September 2017
10:00am –4:00pm
Room 3, MK Snap
20 Bourton Law, Walnut Tree Milton Keynes, MK7 7DE

TECHNOLOGY CAMPUS

Red Bull Racing have been based at their Tilbrook site since their inception in 2004. The Team are at an exciting point in their development, and now want to create a Technology Campus to further promote the development of high-tech motor sport engineering in Milton Keynes. This is important to the Team in securing their long term future in the City.

Plans include the establishment of the Technology Campus and the creation of 100 free public car parking spaces for Tilbrook, Caldecotte Lake Business Park and Bow Brickhill Station.

You are invited by Red Bull Racing to a public consultation, to view and comment on the plans for this exciting site development.

Comments and enquiries: campusfeedback@redbulltechnology.com

Red Bull Racing, Unit 1 Bradbourne Drive
Tilbrook, Milton Keynes, MK7 8B
01908 279700



A ROADMAP to create an economic boom worth £200bn a year in a region between Oxford and Cambridge has been launched.

The Government has been promoting the idea of an Oxford to Cambridge Arc for several years, which would take advantage of boom local economy, and encourage growth of the science and technology businesses in the area.

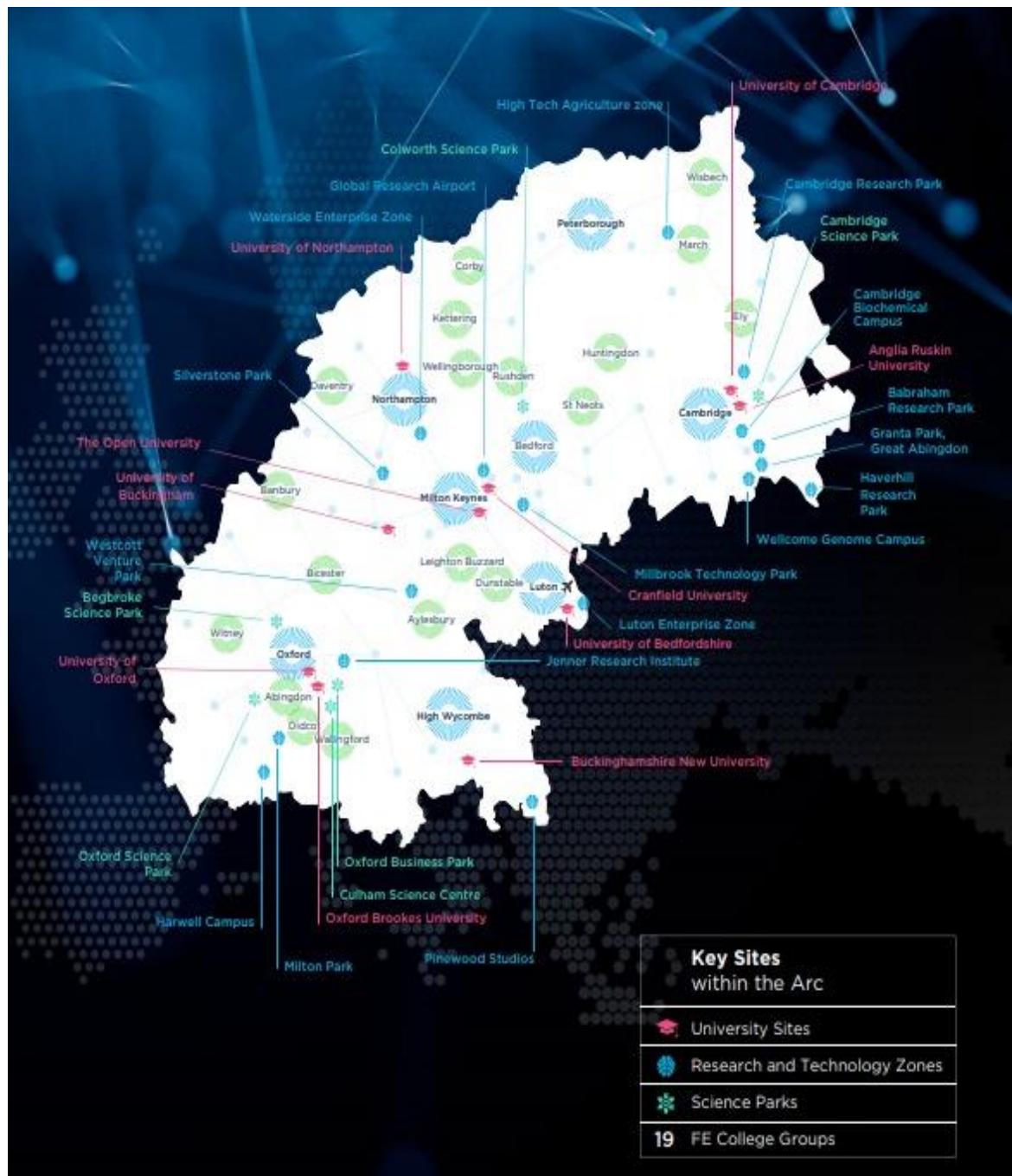
The Oxford to Cambridge Arc Spatial Framework, launched last Thursday, provides a plan for how to create an economic output of £200bn a year by 2050 in the region by building infrastructure and homes, and creating thousands of jobs

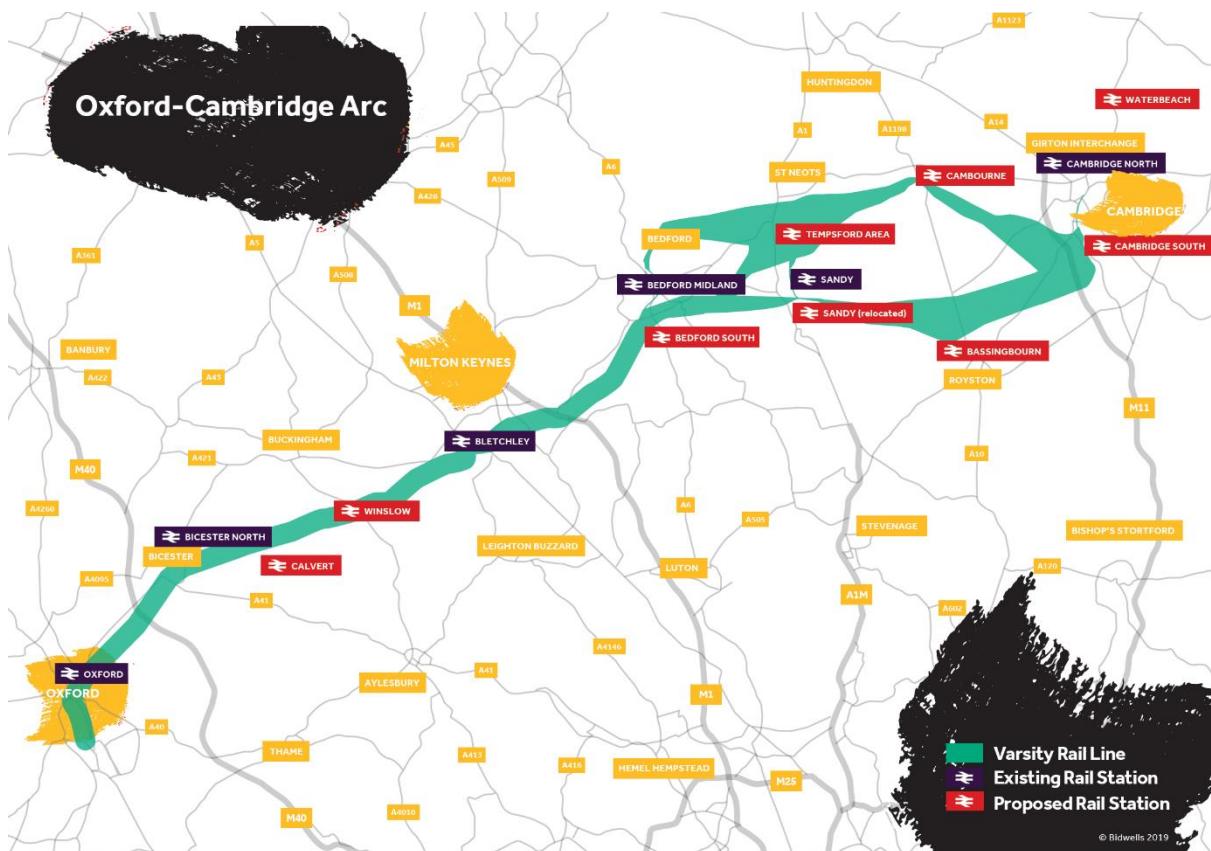
It also promises to protect the environment across the five counties which make up the Arc region: Oxfordshire, Buckinghamshire, Northamptonshire, Bedfordshire and Cambridgeshire

Housing Minister, Christopher Pincher said: "We want to take this region to the next phase of its renaissance by unlocking its full potential and our plans will drive investment where it is needed and ensure, as growth happens, we create well-designed, inclusive and vibrant places and communities.

The intention to establish an Arc Growth Body will also help unleash the area's potential as a global innovation powerhouse by promoting the Arc internationally

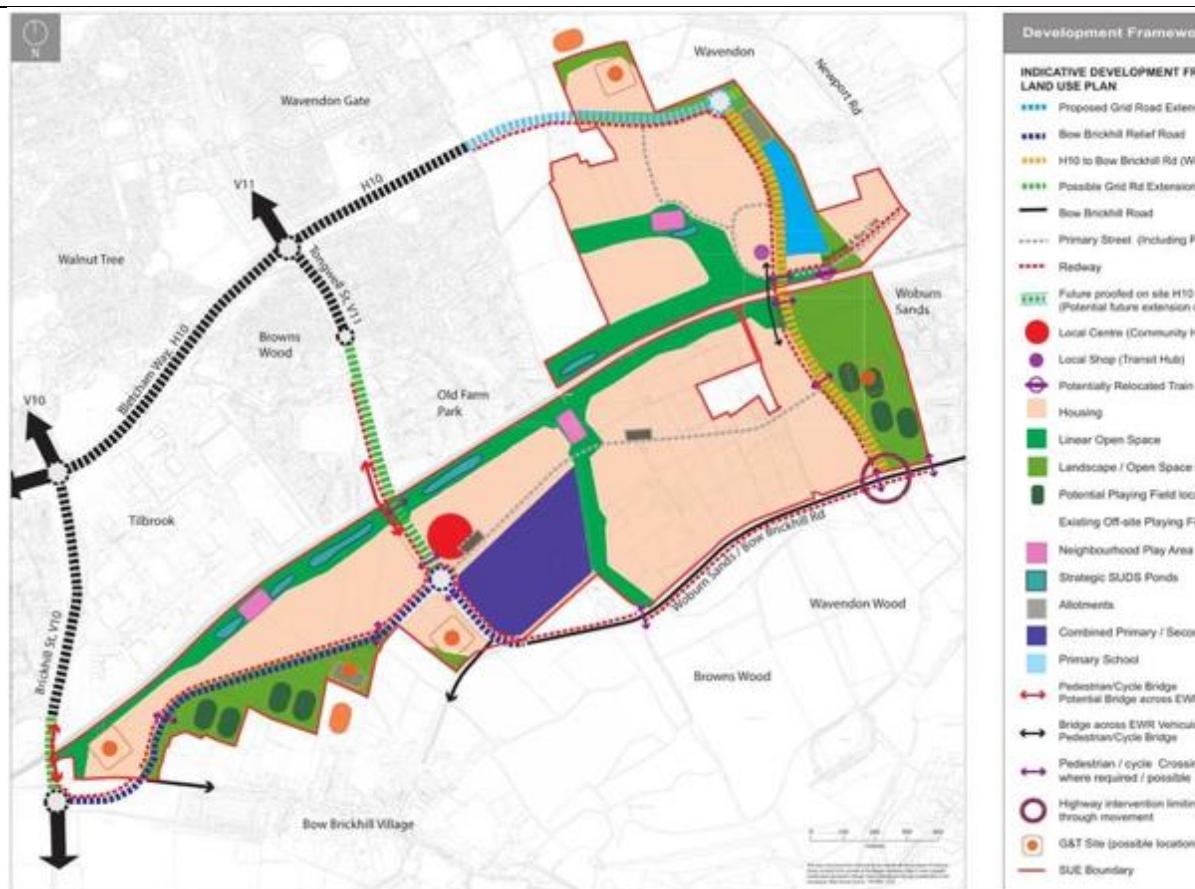
<https://www.gov.uk/government/publications/planning-for-sustainable-growth-in-the-oxford-cambridge-arc-spatial-framework>





LITTLE BRICKHILL	Watling Street	08/02/21 24 hours	09/04/21 24 hours	TRAFFIC SIGNALS (Two-Way)
LITTLE BRICKHILL	Watling Street	08/02/21 24 hours	09/04/21 24 hours	TRAFFIC SIGNALS (Two-Way)
LITTLE BRICKHILL	FOOTPATH 16 LITTLE BRICKHILL	18/02/21 24 Hours	18/08/21 24 Hours	FOOTPATH CLOSURE (Public Right Of Way)
LITTLE BRICKHILL	FOOTPATH 17 LITTLE BRICKHILL	18/02/21 24 Hours	18/08/21 24 Hours	FOOTPATH CLOSURE (Public Right Of Way)

The Highways Register of Roadworks and Events in Milton Keynes



South East Milton Keynes

Cllr Peter Marland (Leader of MK Council) launched the draft SPD (on 26 January) that will go out for 10 weeks consultation. The consultation materials will be accessed via the Development Plans Teams website from the 8th Feb.

We will be using the SEMK email address for responses SEMK@milton-keynes.gov.uk

In terms of the consultation, we are going to go for 10 weeks, Monday to Monday, so it will start **on the 8th of February and finish on the 19th of April.**

If you are able to confirm what plans the Town and Parish Councils require for their newsletters and what format they want the images in that would be useful.

As a starting point I would suggest the Location Plan, The Redline Plan, The Concept Plan, and all the Plans from the Development Framework Section?

Contact: Matthew Clarke - Principal Urban Designer

- : 01908 254766
- :matthew.clarke@milton-keynes.gov.ukmailto: matthew.clarke@milton-keynes.gov.uk
- :Department email for image files: urban.design@milton-keynes.gov.uk
- www.mkweb.co.uk/mkcouncil

Where do I find out more about Milton Keynes Council's plans for South East Milton Keynes?

The documents are published at <https://milton-keynes.cmis.uk.com/milton-keynes/Calendar/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/6696/Committee/1354/SelectedTab/Documents/Default.aspx>

Contact point at MK Council is Sabina Kupczyk (Principal Planning Officer - Development Plans)
E: sabina.kupczyk@milton-keynes.gov.uk

T: 01908 253132 W: <https://www.milton-keynes.gov.uk/planning-and-building/>

Milton Keynes Council | Planning Service | Planning, Strategic Transport and Placemaking | Civic |
1 Saxon Gate East | Milton Keynes | MK9 3EJ



EastWestRail CONSORTIUM



Connection Stage 2: Oxford to Bedford •

This Connection Stage is about creating a reliable connection for two trains an hour between Oxford and Bedford – which can then be extended to Cambridge in later Connection Stages.

Some works on this section were previously proposed and consented as part of the Western Section, but they are not sufficient to run a reliable 2 tph service to Bedford, let alone extend that service to Cambridge. EWR Co are looking at this holistically, to deliver the full Oxford-Cambridge

service, and that is going to require significantly more investment than envisaged by Network Rail for the Western Section – including the remodelling of Bedford Station.

Our ambition is to get trains up and running from Oxford to Bedford as quickly as possible, so we're looking at upgrade options, and the best way to deliver the upgrade required. We'll put forward proposals as part of the consultation in early 2021 and submit our funding bid to Government for the construction of this section of East West Rail in the 2021 Spending Review.



Connection Stages 2 & 3:

We are cracking on with developing plans for these connection stages in detail – and that's why we will be consulting with the public in the coming months – to hear their views, and to help us refine our plans.

As we firm up those plans, we will be able to set out the timeline in more detail and we will be working with Government to unlock the next tranche of funding in this year's Spending Review.

**STAY HOME
▼
PROTECT
THE NHS
▼
SAVE LIVES**

Covid Statistics for Milton Keynes

**People tested positive by specimen date
Seven days to 20 February 2021 - 13
Rate per 100k resident population: 193.3**



20's Plenty for Us

...making your place a better place to be

SO YOU WANT ... POPULAR TRAVEL CHOICES FOR YOUR RESIDENTS see online at
https://www.20splenty.org/20mph_choice with graphics or the attached pdf

Residents want the freedom to choose how they travel. 20mph on our streets brings that choice. People, particularly the elderly, fear the intimidation from high speeds on residential streets and in town and village centres.

- 20mph is normal. In the UK, 21 million people (or 1 in 3 of the population) live in places where their council has decided that a blanket 30mph doesn't suit most streets. Adopting a default speed of 20mph with appropriate exceptions makes their streets better places to live, work, shop and learn.
- 20mph is popular. Seven out of 10 people consistently say they support 20mph speed limits in residential streets[1]. Once installed, 20mph schemes become even more popular and are never removed.
- 20mph is Government policy. The UK recently signed the Stockholm Declaration[2] with 130 other nations, agreeing on a default 20mph limit wherever cyclists and pedestrians mix with motor vehicles. As part of its COVID response in 2020[3], the Government stated "20mph speed limits are being more widely adopted as an appropriate speed limit for residential roads, and many through streets in built-up areas...reducing the speed limit can provide a more attractive and safer environment for walking and cycling".
- 20mph helps the older generation. 20mph is popular because it makes our streets safer, greener and fairer, especially for those with limited sight, hearing or mobility whether due to age or disability.
- 20mph is cost-effective. As well as bringing down casualties, 20mph places have seen a rise of 20% in walking and cycling. No other intervention brings such a favourable cost benefit ratio.
- 20mph is enforceable. A large majority of people want 20mph enforced. Over the past 3 years, Avon & Somerset Police issued 1,300 speeding notices monthly on 20mph streets. Don't get left behind. 20mph is the best choice for people's wellbeing. It means fewer casualties, is cost-effective and overwhelmingly popular.

Rod King MBE, Founder and Campaign Director for 20's Plenty for Us commented:

"Politicians are elected to make decisions that benefit their community. As well as being supported by the majority, 20mph is particularly helpful for the elderly, the young and the vulnerable. A 20mph speed limit is increasingly normal in our streets and in our town and village centres. Choose 20mph".

Tweet as "Councillors - 20mph is a popular choice for politicians wanting to help their voters and benefit their community. It has majority support. Make 20mph normal

https://www.20splenty.org/20mph_choice a @20splentyforus briefing "

Anna Semlyen, 20's Plenty for Us Campaign Manager, T: 07572 120439 Anna.s@20splenty.org
www.20splenty.org, Follow us on Twitter @20splentyforus or @AnnaSemlyen1



Local Contact Arrangements

The internal TVP web site is being constructed and changed. Our local contacts has had the same conversations with other councillors regarding this exact issue. His best piece of advice is not to contact officers directly as this may cause unnecessary delays to service. For example, if that individual is on annual leave or rest days. He also has to manage the workloads. He finds best practice is for persons to send e-mails direct to the MK south cluster e-mail box. This box gets reviewed daily by individuals who will then respond or pick the information/incident up. The e-mail address is:

MKSouthNeighbourhoodCluster@thamesvalley.pnn.police.uk



Demand Responsive Transport Update from the Cabinet member in response to questions raised

Thank you so much for raising those queries with me. I've made sure I've passed them on and a detailed FAQ is going to be available before the end of the month.

Once I have it, I will share the details with you. Thanks

Jennifer Wilson-Marklew

Jennifer.Wilson-Marklew@milton-keynes.gov.uk

Buses on demand one click or call away – coming soon...

From March 31, 2021, many of the supported bus services in Milton Keynes come to an end.

In its place a new service known as Demand Responsive Transport (DRT) will be available to those bus users who don't have access to the commercial routes.

The following services will end on March 31, 2021:

301, 23, 30/31, 37, 9, 17, 18, 24/25, 28 and 80

Please note these services:

11/12, 14, 8, 300, 1, 2 and 7 are partially commercial routes and partially subsided so may be subject to route and timetable changes.

When and Where you Want to Travel

DRT is not restricted to previous timetables or routes and picks up passengers from their chosen destination to their required drop off point when they want to travel.

The service will be available on evenings and weekends across MK, operating from:

6:00 am – 11:00 pm on Monday to Saturday

9:00 am – 6:00 pm on Sunday

DRT will be available by smartphone app, web or phone booking. Just call for a vehicle a few minutes before you want to travel.

Concessionary passes under the ENCTS scheme will still be valid for free travel after 9:30 am on weekdays and all day at weekends.

More information coming soon.



Explore the Greensand Country from your home

I attach the Powerpoint presentation from their recent Celebration event.

Claire Poulton - Programme Manager
Greensand Country Landscape Partnership

Latest news from your council



Council collaborates with local charity to support women back into work

MK Council has partnered with Works For Us, a local charity supporting women into work whose jobs have been impacted by the COVID-19 pandemic.

MKC is investing over £26,000 in the Women and Work development programme to help women who have recently lost their job, are at risk of redundancy or are looking to get back into work after a career break.

The courses are designed to help participants find roles that suit them, with support available on CV preparation, job applications and interviews. Works For Us also provides mobile tablets and internet packages for those with limited access to devices and the web.

Those interested in applying should visit www.worksforus.org.uk.

The Works For Us programme is just one of the projects in the Council's £2.25m economic recovery plan, with over 900 people and 600 businesses benefiting so far. MK Council is investing a further £223,560 in specific programmes aimed at supporting women into work who have been disproportionately affected by the pandemic. Research suggests that women are almost twice as more likely as men to lose their jobs through the COVID-19 crisis

Cabinet Member for Economy and Culture, Cllr Carole Baume said: "This programme is just one of the ways we're helping women regain their confidence and find work that's right for them. Our economic recovery plan specifically supports people who have been badly affected by the pandemic, so they can fulfil their potential. If you feel you could benefit from this, please get in touch so we can help."

50% reduction in people sleeping rough in Milton Keynes

Latest government figures show an almost 50% reduction in people sleeping rough in MK compared to this time last year.

MKC has offered every rough sleeper in Milton Keynes somewhere safe to stay throughout the pandemic as part of the 'Everyone In' programme. Despite not everyone taking up the Council's offer of support, council colleagues and partners continue to engage with rough sleepers to encourage them to come in.

MK Council is committed to ensuring that no one has to face a night outside and is investing in several preventative programmes. The council has recently partnered with charities DePaul and the Milton Keynes Homeless Partnership to offer a mediation service to prevent young people becoming homeless in the first instance.

Throughout the pandemic, MK Council has supported over 200 people sleeping rough or those who were at risk of ending up on the street.

MKC has successfully secured government funding, which will enable it to get more accommodation, including a dedicated space for women who have in almost all cases been a victim of domestic violence and need a safe place to stay.

The council has also appointed mental health specialist to support people who haven't taken up help so far as well as those currently in temporary accommodation.

And finally



**We enter the pre-election period
from 24 March until 7 May**



The pre-election period runs from 24 March until after the local elections on 7 May. It is a period of 'heightened sensitivity' ahead of elections where we should avoid proactive public engagement on any politically sensitive topics. This includes any sensitive and non-statutory consultations, which should be held until after the elections, and any launch events or major campaigns.

We do this to make sure any one political group doesn't gain an unfair electoral advantage. It also means we remain impartial, and – in case the political makeup of the council changes – we don't make significant decisions that commit future councillors to a specific course of action.