

Waste Collections www.milton-keynes.gov.uk/recycling.

Little Brickhill Snippets – October 2023

Bucks can only display a 4.5 year land supply in the Aylesbury Vale part of the county and similar Bucks wide) placing land west of little Brickhill in Bucks under some degree of threat.



SEMK Stakeholders Group

Subject to member availability we are proposing to have a further meeting of the Group on **Thursday 19th October at 5.45 in the Memorial Hall, Woburn Sands.**

The main purpose of the meeting would be to receive an update from the applicants on the two current live Outline planning applications and for members of the Group to be able to ask any questions, or raise any issues, which you have.

We would also be looking to update on our plans for the H10 Extension and we will set aside time where the Group can share their most recent interactions with EWR.

I am also open to add to the Agenda any other relevant matters that anyone wishes to cover so please let me know if there is anything. We have the Hall for 2 hours so there would be a limit of how long we can spend on any individual topic but I think there is scope within the time available for other matters.

I will look to issue a formal calendar invitation the week before the meeting with a proposed Agenda.

Paul Van Geete - Tariff Programme Manager

Train Services

As you may be aware, driver training on the Class 150s started last week. Please see <https://www.marstonvalecommunityrail.org.uk/driver-training-starts-on-class-150s>

The New City Plan - Information Session held on 2 October

As you are aware MKCC is now preparing its New City Plan which will take forward Milton Keynes City Council's Strategy for 2050 which set out a bold and ambitious vision for MK over the next 27 years. MKCC is holding an in-person presentation session to update on progress so far and set out the next steps in the process.

The session covered:

- The New City Plan – what it is, how we prepare it, context of MK2050 strategy, what evidence we are collecting
- The changing strategic context for Neighbourhood Plans and how we will continue to support Neighbourhood Planning Groups
- Next steps in the process
- Engagement activities planned going forward

This session was open to City, Town and Parish Councillors and approx. 40 were in attendance.

This session was held on Monday 2 October at 19.00-21.30 in the Council Chamber at the Civic.

The slides from the event are attached to this mail

New Waste and Environment Contract (Update from MKCC)

As we near the end of week five of the new waste and environmental services contract with SUEZ, they are starting to consistently reach 100% of scheduled daily collections for black bins/sacks and recycling bins/sacks. SUEZ are also now close to doing the same for food and green waste (green bins).

We're aware of specific areas of repeat missed collections. Our waste officers are focussing on these with SUEZ and working with our residents to resolve these.

As a reminder, residents can report a missed bin at www.milton-keynes.gov.uk/missed-collection (or call customer services if they're not online). We've made the wording on the reporting system even clearer.

- Collected (if it hasn't been, they can report it)
- Due for collection
- Not collected because... the reason will then be given e.g., bin not put out, or access blocked by parked cars.

SUEZ crews collect until 5pm. They aim to collect any bins reported as missed within 24hrs and will automatically reschedule a collection within 48hrs if access was blocked by parked cars. Last week we'd highlighted to you that the Performance Management Framework is now operational, with damages for poor performance, particularly repeated missed collections. It's important that all individual missed bins or wider issues are only reported through Customer Services.

That can be done by visiting this link. <https://www.milton-keynes.gov.uk/waste-and-recycling/report-or-request-it/report-missed-collection> This makes sure we are recording what we need to for our performance reviews with SUEZ.
We'll soon be sharing the street cleansing schedules and public litter bin emptying frequency, so please look out for that shortly.



Save the Date - PLANNING- love it, like it, or hate it's happening in a parish near you

A Milton Keynes City Council conference was held earlier in the year mostly with developers and parishes were not invited which caused some lively discussion at the following Parishes Forum. As a result, Milton Keynes City Council has offered to support a conference run by MKALC, your local council association.

The MKALC conference on Wednesday 22nd November will be by parishes and for parishes. Cllr Peter Marland will be speaking as well as a speaker from Milton Keynes City Council Planning Policy, there will also be speakers on Neighbourhood Plans, the Chief Executive of our national local council association (NALC) and other speakers representing areas which will impact the Local Plan such as Public Health, and other speakers to be confirmed.

The conference will be held at the Milton Keynes Conference Centre on Oldbrook, with free refreshments and lunch provided.

Parish Councils are entitled to two (2) free delegates each with additional delegates charged £30 each.

I would be grateful if you could bring this conference to your Councillors attention and please let me know if your parish will be sending delegate(s) along with their name(s) which will assist with the venue and catering arrangements as soon as you can.

I look forward to hearing from you.

Brian Barton - Secretary

Milton Keynes Association of Local Councils
c/o 1, Strudwick Drive, Oldbrook, Milton Keynes, MK6 2TG

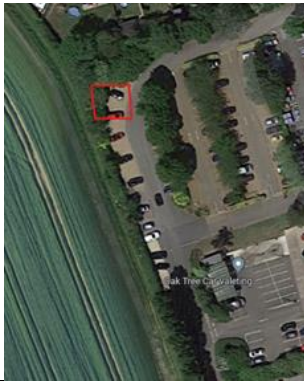
Letter from James Frost

I wanted to make you aware that Frosts have been approached by lawyers acting on behalf of Mobile Broadband Network Limited who wish to install a temporary (18 month) phone mast in the far corner of the garden centre site adjacent Bellway. MBN are in turn acting on behalf of EE Limited and Hutchinson 3G UK Limited

We have told MBN that we do not want any such mast to be located on our premises and have appointed an agent to act on our behalf. Worryingly our agent has informed us that MBN are likely to refer the matter to a Tribunal and that current legislation is such that the Tribunal is likely to find in their favour. Our understanding is that the mast would be powered by solar batteries which would be topped up via a generator which could kick in at any time of day or night.

If like ourselves, you find this proposal unacceptable it would be great if you could write or e mail so that any relevant correspondence can be forwarded to our agent.

We understand that planning permission is not required for a temporary mast and will keep you informed of further developments.



Question regarding footpaths on and around Swan Hill (Redrow)

Response from MKCC Rights of Way

You raise a great question, and you are roughly on the right lines as the area you describe relates to Section 31 of the Highways Act. It is quite a big topic but briefly the legislation around this relates to the dedication of ways as highway after public use for 20 years subject to some legal tests. There is a process where individuals if they believe this has happened can apply to effectively say some unrecorded public rights of way have come into being that require investigation from the local authority. These type of applications cover an area of work known as Definitive Map Modification Orders (DMMO).

I'm not aware of the specific details but in this instance this process probably wouldn't be necessary. It would appear looking at the plans for the new site off Newport Road (attached) a new footpath is being provided by the developer anyway along roughly the same alignment next to the proposed green space area.

There is no formal Public Right of Way recorded as running from Newport Road running east to west by the side of the lake. As you'll be aware we maintain a legal record of PRow known as the Definitive Map and such a route is not shown. I have also looked at historical mapping and no such route has ever been recorded on mapping going back to 1880.

I attach a plan of the area and there is only one Public Footpath in the locale which travels roughly north to south and crosses the railway at Fishermans Crossing.

Kind regards
James Walsh
Rights of Way Officer

I attended the Parishes Forum in September. The issues discussed included;

- Milton Keynes Play Association - Caroline Godfrey – Chair, MKPA
- Neighbourhood Services Team - Craig Freeman – Housing Manager – Housing & ASB, MKCC and Lorril Bubb-Olukanmi - Housing Manager – Operations, MKCC
- Community Speedwatch - Keith Wheeler - Road Safety Officer, MKCC, PC Lee Turnham – Thames Valley Police and Astwood and Hardmead Parish Council

Update from Police and Crime Commissioner

Matthew Barber, Police & Crime Commissioner for Thames Valley, has today (15/9) shared the latest results from his ongoing local survey.

Since launching in November 2022, over 8,700 Thames Valley residents have responded to a local crime survey which provides an opportunity to share experiences and have a say in how policing services are shaped. The information provided informs the Police and Crime Commissioner on his efforts to tackle crime, improve communication and invest funding in local policing.

These latest results reaffirm the previous survey feedback published at the end of June.

The results show that residents continue to:

- Have a high level of trust in Thames Valley Police (76% of 5,738 respondents).
- Feel safe being alone out and about near where they live in daylight hours (86% of 7,261 respondents)
- Feel safe in their own home (89% of 7,217 respondents)
- Identify speeding or reckless / dangerous driving as their most experienced crime type

Results from the local crime survey also show that 18% (of 6,259 respondents) were victims of crime.

To complete the ongoing local crime survey, please visit: <https://www.thamesvalley-pcc.gov.uk/survey/>.

Thames Valley Police's robust approach to knife carrying has been included in a national report on tackling serious violence published by the Association of Police and Crime Commissioners.

For adults in Milton Keynes, in the two six-month periods before and after the launch of Op Deter, there was a 35% increase in the number of arrests for knife possession that resulted in charges.

Click to download Innovative and Effective Approaches to Tackling Serious Violence. Operation Deter features on pages 6-10.

Church Road

Update from our local TVP officers.

We continue to patrol the area when resourcing allows dealing with any offences when they are identified. I know Amy is regularly in the area. I am only aware of one report from the area in past few weeks.

Rob Childs | PC 5167 | Milton Keynes Neighbourhood Policing Team South | Neighbourhood Supervisor | Telephone 101 | Mobile 07974 970568

Address Thames Valley Police, Middleton NHT Police Office, Middleton Fire Station, Childs Way, Milton Keynes MK10 9AP

Highways Issues

The O&H & L&Q in SEMK and the October SEMK Stakeholder Group Meeting

Paul Van Geete comments that he is working on the **19th of October** for the next Stakeholder Group meeting with the various developers in attendance. 5.30 or 5.45 start at the Memorial Hall in Woburn Sands. Just need to get round the Group later today (Friday 29 September) and see if sufficient numbers will be available on that night.

H10 extension is progressing through the various technical stages of design, residents may have seen lots of hi-viz around the area as we try and establish some certainty around ground conditions and the precise locations of various pipes and cables.

Because of the potential change in main contractor for highway services, and even if the contractor stays the same but the contract changes, it's likely we won't start any works on the substantive delivery until April next year, and possibly later. We might however be looking to install a temporary road in the Transport Corridor, to aid the construction project, and we might want to start that earlier in the new year. I will have more details to send out to the Stakeholder Group in advance of the meeting.

On EWR I would think you possibly know as much as I do, no more certainty than there was in June, and no absolute certainty as to when next year the Statutory Consultation might be launched. They should be responding on the planning applications shortly, but those responses may just be a continuation of the holding positions they have adopted to date.

Woburn Sands Futures Group - SEMK Futures Panel

Development of South East Milton Keynes (SEMK)

Applications 22/02528/OUT (O&H) and 22/00524/OUT (L&Q)

1. This note is submitted on behalf of the SEMK Futures Panel. The panel comprises representatives from the parishes of Woburn Sands, Wavendon, and Bow Brickhill. The Panel's objective is to ensure that the facilities provided as part of the SEMK development are compatible with, and complementary to, the facilities already available in the adjacent parishes. It is essential that development of SEMK provides both an attractive destination to new residents of South East Milton Keynes but also enhances the lives of existing residents.

2. These comments are made following the recent submission of supplementary documentation from both O&H and L&Q.

Coordination of Development

3. Currently two applications for outline approval have been submitted covering about three quarters of the site. There are no proposals covering the large site owned by O&H to the north of the railway line (which includes the link road from the site to the extended H10), and there are other small parcels of land (including the proposed Gypsy and Travellers Site) for which no plans have been submitted.

4. This lack of a comprehensive plan makes it very difficult to finalise useful comments on the plans already submitted. Two examples illustrate this point:

- The lack of any information on the development to the north of the railway line makes it impossible to comment on the proposed Woodleys Road bridge over the railway and the links between the SEMK site and Milton Keynes (and the M1 junction). No proper transport assessment can be carried out and it is impossible to gauge the traffic effect of the SEMK development on Woburn Sands.

- A key constituent of the development will be the provision of educational facilities and the degree to which the new schools will provide community facilities (including sporting). Although a site for a combined school has been identified no details are yet available of the proposed primary school to the north of the railway line. No conclusions can therefore be made on the nature and scale of the community facilities to be provided.

5. Both these points will be addressed further below.

6. It is understood that, at the moment the two submitted applications are being considered separately; this is totally illogical. They must be considered as a single application to ensure cohesive development of the site. Furthermore no approval should be given to either application until a comprehensive SEMK site plan is available.

Transport Issues

7. These fall under three headings – the internal network, the external links to the adjacent highway network, and the impact on the existing transport network.

Internal Network

8. The lack of a comprehensive plan for the whole of the SEMK site makes it very difficult to comment usefully. However there is one obvious issue which needs early clarification. Both applications adopt the same basic internal network structure but there are very few details of Woodleys Road. It will be a major North-South road and, as such, will carry a significant volume of traffic. It is essential that appropriate screening be provided along the full length of the road; in particular the road will run alongside the Buffer Zone/Country Park which will be the centre of significant leisure activities pursued both by the younger generation using the sporting facilities and the older generation seeking quieter past-times such as walking. Apart from reasonable safety precautions it is essential that there are adequate noise attenuation measures.

9. Woodleys Road will cross the railway and an indicative drawing of the proposed bridge is incorporated in the O&H submission. This suggests that the bottom of the roadway will be 7.1 metres above the railway; the top of the roadway will therefore be somewhat higher. The consequential traffic noise and disturbance will effectively dominate the lakes recreational area of the Buffer Zone/Country Park. This must be addressed by the developers in the final design.

External Links

10. As noted in para 4 above there are no details on how Woodleys Road will connect with the H10. It is essential that these details be provided before approval can be given to the current O&H application.

11. The O&H submission does however put forward a suggestion on how the southern junction of the road with Bow Brickhill Road will work. It is essential that the design of this junction restricts traffic from turning left out of SEMK and using the existing highway through Woburn Sands and Aspley Guise to the M1. Further thought is needed on this since the Panel believes that the proposal from O&H will not achieve this.

Impact on existing transport network (Transport Assessment)

12. Both recent submissions incorporate updated so-called Transport Assessments. Both assessment claim that the proposals will have minimal impact on the existing network. Brookbanks, on behalf of O&H, state that their development “will have negligible impacts on existing junctions” (which are listed in Section 8 of their report). Systra, on behalf of L&Q, state in para 3.3.9 of their report, that “The robust assessment presented within the Transport Assessment Addendum illustrates that even without the Woodleys Road overbridge the level of impact would be acceptable on the highway network”.

13. However there are two fundamental flaws in the two reports. Both reports relate only to the specific application (335 dwellings in respect of O&H; and 1920 dwellings in respect of L&Q) so their conclusions can only refer to these numbers and do not refer to the approximately 3,000 dwellings envisaged for the whole of SEMK. Secondly, although both reports refer to EWR’s plans, their conclusions do not take into account the fact that EWR plans to increase significantly the frequency of the closures to road traffic generated by the increased rail traffic.

14. These two flaws render the transport assessments provided by O&H and L&Q virtually useless. It is essential that a comprehensive transport assessment covering the whole of SEMK and taking account of EWR’s plans be prepared before any approval is given to these two applications; the publication of a comprehensive assessment cannot be treated as a Reserved Matter (as appears to be suggested in the two submitted reports).

Proposed Local Centre

15. The L&Q application includes proposals for a Local Centre which will be a maximum of 3,000 sq metres taking up approximately 1.85 hectares of land (Para 5.6 of Design and Access Statement).

16. While welcoming this provision the Futures Panel has serious doubts that this provision is adequate. Panel members consider that the most essential component of the centre should be a Medical Centre or Hub. The most essential local requirement is improved medical facilities – ie a building which contains not only additional GP surgeries but also additional facilities such as screening services, outreach clinics, X-ray services and provision for minor surgery. This approach has received overwhelming support from local residents and is in line with general NHS thinking. Final decisions on the nature of the facility to be provided are matters for the NHS commissioning authority but it seems probable that the proposed area set aside by L&Q will be wholly inadequate.

17. As yet there are no details on what other facilities will be provided in the Local Centre.

18. Furthermore the Local Centre area will also accommodate the proposed Combined School. The parking requirements for the suggested Medical Hub and School will be significant. In this connection it is noted that the outline layout for the Combined School suggests a split site which is clearly unacceptable.

19. For all the above reasons it is clear that the area set aside for the Local Centre (1.85 hectares) will need to be significantly increased.

Buffer Zone/Country Park

20. The Futures Panel has noticed with interest the revised proposals submitted by O&H. However, Panel members are extremely concerned over the continued dominance of football pitches in the proposals.

21. All parties are agreed that one new full size pitch needs to be provided – Woburn Sands, unlike the adjacent parishes, does not have any such pitch. However there is already a generous provision of pitches in Wavendon and Bow Brickhill and it is unnecessary to provide more than one pitch in the Country Park. It should also be noted that no details are yet available on the range of sporting facilities to be provided in the new schools; presumably there will be playing fields available to local residents outside school hours thus making it unnecessary to provide more than one pitch in the Buffer Zone/Country Park. Concern has also been expressed by Panel members on the precise location of the football pitch so close to a major road (Woodleys Road).

22. The Panel is undertaking a survey of local residents to ascertain their priorities for the Country Park (which could include other, non-football, facilities) and looks forward to further discussions with O&H before anything is finalised.

Nomenclature

23. O&H has persisted in calling its development Woburn-by-Bow. This title is wholly unacceptable to local residents and the Panel suggests that the SEMK development should be titled Danesborough (or possibly Woodley).

Conclusion

24. The Futures Panel recommends that these two applications should be deferred to allow for the above concerns to be addressed. In particular the absence of a comprehensive SEMK plan and of a comprehensive Transport Assessment makes it impossible to approve the applications as they stand.

Black History Month

October is Black History Month, a celebration of Black history and the contributions of Black people worldwide. This year's overarching theme is Saluting Our Women.

We're funding and supporting a few exhibitions and activities locally for Black History Month, such as a display about Pioneering Black Women in MK at the Central Library, where you can also find featured displays of books from Black authors and, from around 9 Oct while stocks last, pick up a free Black History Month magazine.



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> Follow us: @GetAroundMK

Local Cycling and Walking Infrastructure Plan

I apologise for the slight delay in this coming out, there was due to be a press release which has been held which caused an overall mix up in getting comms out. Please see below which you should have received.

The government recognises the growing need for healthier streets in our towns and cities and has set a target for 50% of shorter urban trips to be walked or cycled by 2030, doubling the amount of

cycling from 2013 to 2025 and increasing the proportion of primary age children who walk to school to 55% in 2025.

MKCC secured funding from the Government / Active Travel England to develop plans for attractive, safe, high-quality walking and cycling routes to encourage and enable more people to leave the car at home, especially for shorter journeys.

In truth, many short journeys in Milton Keynes could be walked or cycled. To meet the government targets and support the health and wellbeing of the people that live, work and visit Milton Keynes, as well as contributing to reducing harmful transport emissions and the sustainability of the city overall, we are developing plans that provide better routes for people to walk, wheel and cycle.

Our Local Cycling and Walking Implementation Plan identified 300 schemes in MK. The schemes have been prioritised and the top 25 have been taken forward for further development.

Over the past 18 months, consultants have been busy working on the development of options for these 25 new walking and cycling routes in areas all around MK. Various ideas and options have been explored and scored against the governments 'cycling level of service tool' CLOS and the top two options have been taken forward and presented as feasibility drawings and we would like you to help us shape the final designs.

The feasibility scheme drawings were available to view in various locations across Milton Keynes from 19 – 25th September, and our team will be available at pop up sessions throughout the week too.

For more information and to view the plans on line on the councils website Local Cycling and Walking Infrastructure Plan | Milton Keynes City Council (milton-keynes.gov.uk).
<https://www.milton-keynes.gov.uk/highways/transport-policy/local-cycling-and-walking-infrastructure-plan>

For those that have asked for hard copies of the plans, we will be dropping off the printed plans today so that you can exhibit them in your local areas. The drawings are the output of feasibility studies which explore viable options for each area given the space available. They are not detailed drawings, they provide an overview of the route, the type of walking and cycling infrastructure that will fit in the space available and a brief description of some of the key issues and constraints.

We have also set up an online "Give My View Survey"
<https://www.givemyview.com/reimagineMKstreets> for you to provide feedback Give My View and you can also provide comments by email to cycling@milton-keynes.gov.uk. Due to the size of this project (25 schemes, 80 drawings) we have split the surveys into areas so that you can easily provide feedback on the routes that are just in your area. We recommend viewing the drawings and scheme highlights prior to completing the survey.

Your views are really important to us, as we really want to get these schemes right, so please let us know what you think of the plans and how we could improve them.

Thank you to everyone for your input and support.

Hayley Roche
Senior Transport Planner (Walking, Cycling and Smarter Travel)

01908 254728

Milton Keynes City Council | Civic Offices | 1 Saxon Gate East | Central Milton Keynes | MK9 3EJ

From 9 October 2023 MKCC will be carrying out roadworks on some sections in the following areas. To provide a safe working environment for staff, some temporary road closures and diversions may be necessary. Vegetation and Maintenance Works: 9 October: V10 Brickhill Street between H9 Groveway and H10 Bletcham Way - <https://one.network/?tm=GB135919076>

Update on Marston Vale Line

Letter to Iain Stewart MP from Rail Minister

Thank you for your email of 25 August, about the Marston Vale line.

I appreciate your constituents' concerns and the frustration that this ongoing situation has caused. West Midlands Trains (WMT) is working hard to resume train services as quickly as possible and it remains on target for a partial resumption in the autumn. However, we are aware that industrial action (including action short of strike) poses a risk to the Class 150 trains' entry into service, as WMT cannot train drivers during this time.

We are also aware that the driver training programme is subject to an approval process with the trade union, and this is not able to commence until technician training has been completed.

As the procurement of the rolling stock and driver training is a complex and lengthy process it would not have been appropriate or fair to passengers to provide an expected date for the service to resume without a high degree of confidence that it could be met. This has unfortunately not been possible due to ongoing industrial relations challenges in the rail industry.

Your constituents may be interested to know that WMT provides regular updates¹ on progress and further details via its website.

Yours ever,
HUW MERRIMAN MP
MINISTER OF STATE FOR TRANSPORT



1. A Peak Time service is still scheduled to start at the end of **November**. You may well have seen trains operating sporadically on the line in recent days, this is the drivers undergoing training.

2. They are training 55 drivers to, what they describe as, 'sign the route'. Again, this training has been delayed due to the ongoing industrial disputes in the industry and is now due to

commence in late September. The training modules differ in length of time dependent upon the previous experience of the drivers (i.e., some have driven class 150 trains before, some are experienced drivers who have however never driven class 150's and some are new drivers starting from scratch. Six train technicians have also been recruited (plus a team leader) for train maintenance. It seems there is a considerable investment going into the Bletchley depot with positive recruitment implications for MK.

3. WMT warn that will need to send a rail grinder along the route as the rails are starting to rust which leads to train wheels slipping. This is apparently a very noisy process so be warned!
4. The Full Service is due to (re)start in February 2024
5. It was asked if a Sunday service might be incorporated into the timetable. No plans so to do at the present time.
6. It was asked if trains could run through to CMK – in short No – due to existing capacity issues and the fact that the service from Oxford to CMK (starting late 2024) will use Platform 2A at CMK.
7. WMT accept that confidence and credibility of the service will be at a low ebb when services resume and ask for every assistance in publicising the return of the services as they happen.
8. The class 150 trains have more seats than the class 230 that they are replacing and, as they have been used on the line before, we know there are no platform length issues.
9. The representative from the Marston Vale Community Rail Partnership about ways in which local information could be displayed on the trains. It appears the trains have screens where information can be displayed.
10. The class 150 trains are owned by Angel Trains and leased by WMT.
<https://angeltrains.co.uk/>
11. All the 150 maintenance will be undertaken at Bletchley Depot.
12. Class 196 trains (below) will operate on the Oxford to Bletchley / CMK route for EWR



13. Marketing of the service – suggestions included
 - Discounted Season tickets for first year
 - £1 tickets for any journey tickets
 - Marketing information in a ready to use format for web/parish magazines will be provided by WMT.

SEMK - Access Points

9. The submission does include a map showing the proposed access points to the O&H site; this is attached for information. The only point worthy of note is the absence of any vehicle access points (and car park) from Parklands into the Country Park. It is essential that this should be provided otherwise cars from the wider WS area will be parked in the already congested Parklands streets.

Conclusion

10. At this stage it is not known how MKCC will handle the two applications, plus updates, from O&H and L&Q. However I suggest that the Panel makes the above points in a submission to MKCC; no doubt the Councils of WS, BB, and Wavendon will also make their own responses.



Electric Vehicle Survey Goes Live

A survey to help shape the Council's future Electric Vehicle Infrastructure Strategy went live earlier this month. The survey is available on the Commonplace website, which includes information and background on the project and questions for different types of stakeholders. Although the term electric vehicle is mostly used to mean cars, there are other forms of electric vehicles. These include bikes, scooters, and other modes of transport

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

These surveys are open to MK residents, and also those who travel into the city regularly, and will run until March 2024.

Find out more about why the Council is doing this work at.

https://content.govdelivery.com/attachments/UKMK/2023/09/22/file_attachments/2623122/MKCC%202022%20-%20Electric.pdf

Wheelie Bin Delivery Updates

<https://www.milton-keynes.gov.uk/sites/default/files/2023-06/MKCC-A5-Full-Service%20Leaflet-V12%20%281%29.pdf>

When will my bins or sacks be emptied? - Weekly collections will continue for black and green bins.

Blue and red bins or sacks will be collected on alternate weeks, blue one week and red the next.

- The black bin is for rubbish you would usually put in your black sack
- The blue lid bin is for plastic, metal and glass.
- The red lid bin is for clean, dry cardboard and paper
- The green bin is for food and garden waste

On collection day, please...

Put your bin out by 7am and ensure the bin lid is fully closed

Return your bins to your property once emptied.

Remember its

Week commencing October 2nd Black, blue and green	9th Black, red and green	16th Black, blue and green	23rd Black, red and green	30th Black, blue and green
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As we near the end of the first month of the new waste and environmental services contract with Suez, they are generally close to reaching 100% collections on refuse (black bins/sacks) and recycling (blue and red bins/sacks). There remains some challenges in a handful of areas and with food and garden waste (green). Our Waste Officers are working closely with SUEZ to improve this to meet our expectations.

As a reminder, residents can report a missed bin at milton-keynes.gov.uk/missed-collection (or call customer services if they're not online). We've made the wording on the reporting system even clearer, and residents will read:

- Collected (if it hasn't been, they can report it)
- Due for collection
- Not collected because... the reason will then be given e.g. bin not put out, or access blocked by parked cars.

Suez crews collect until 5pm. They aim to collect any bins reported as missed within 24hrs and will automatically reschedule a collection within 48hrs if access was blocked by parked cars.

From next week the Performance Management Framework (PMF) will begin. The PMF has performance (payment) damages for repeated incomplete rounds and missed collections. It also covers public bins and several other key areas of service. We will separately provide a summary explanation of the PMF to you to aid your understanding of how the damages will rack up with repeated poor performance. To support this we want to move all individual property or street missed collections reporting through Customer Services (including from all Cllrs) and not through other routes (incl. to the Portfolio Holder) to ensure these reports are fully accounted for within the PMF and any damages are accurate. Please report any missed collections to customer services so that we can maintain complete records for our reviews with SUEZ.

Penny Fletcher - Community Engagement Manager

Government has announced that the world's first global AI Safety Summit will be hosted at Bletchley Park this November. International government representatives and tech company CEOs will attend to agree safety measures to evaluate and monitor the most significant risks from AI.

It's fitting that the summit should take place in our smart city, where so many knowledgeable and high-tech businesses are based, and at Bletchley Park which is a birthplace of modern computing technology.

MKCC will be sharing more information including the local community impact of this key event closer to the date. In the meantime, you can read the official press release here.

<https://www.gov.uk/government/news/iconic-bletchley-park-to-host-uk-ai-safety-summit-in-early-november>



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<https://governorsforschools.org.uk/about-the-role/>

- **Connect** with your community, bringing your existing skills, knowledge and expertise, or even wider areas of interest
- **Influence** vision and strategy
- **Develop** transferable skills
- **Create** better outcomes for young people

Whatever your background, if you have knowledge of your community and/or professional skills, you are needed!



"Shaping children's futures is important for the community. Being a governor means helping the next generation."

Piyush



www.governorsforschools.org.uk

Visit our website to find out more about the role of a governor and to apply.

Applications open for the 2023/24 Local Electric Vehicle Infrastructure (LEVI) Capital Fund

**From the Minister of State
The Rt Hon Jesse Norman MP
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I wrote to you in March about the launch of the LEVI Fund, with information on the capital and resource funding allocations for eligible local authorities in England.

The LEVI Fund will distribute £343 million of capital and £37.8 million of capability funding over the next two financial years. This will enable local authorities to work with the private sector to significantly scale up the delivery of local charge points and help residents without off-street parking switch to electric vehicles.

Local authorities are eligible to apply for an allocated portion of the capital funding, and all authorities have taken part in the initial Expression of Interest phase, which included an assessment of readiness for application in either 2023/24 or 2024/25.

The Department for Transport has today opened the application window for the 2023/24 cohort, with those authorities having until the end of November to complete their application.

Funding will be dispersed to local authorities once their applications are approved. We have published the capital funding allocations for each local authority and the financial year that local authorities can apply to receive their funding on gov.uk.

In addition, the LEVI Capability Fund is live, and the Department is working with local authorities that have completed their resource proposals. Subject to approvals, local authorities will receive their capability funding for this year in the coming weeks.

The UK has been a global front-runner in supporting provision of charging infrastructure along with private sector investment. Work from Government and industry means there are 45,500 public charging devices available to drivers today – an increase of nearly 40% since this time last year and well on the way to 300,000 public chargepoints by 2030. This is in addition to hundreds of thousands more in homes and workplaces.

The LEVI Fund will build on this, delivering tens of thousands more chargers. It is part of a suite of measures to accelerate provision at home, at workplaces and on the road, as well as improve the user experience of electric vehicle charging:

- The Electric Vehicle Chargepoint Grant scheme provides support for those in rented accommodation, flats and multi occupancy buildings, and landlords. Up to £350 per chargepoint is available.*
- Similarly, the Workplace Charging Scheme means small and medium enterprises and public sector organisations can apply for up to £350 per chargepoint socket.*
- Electric Vehicle Infrastructure Grants are also available to help with the cost of wider building and installation in car parks, with up to £15,000 available for staff and fleet car parks, and up to £30,000 for residential car parks.*
- In July 2023 the Government laid legislation to improve consumer experience when using public chargepoints in the UK, and has also published accompanying guidance. This includes the simplification of payment methods and improved access to EV chargepoint data to help EV drivers easily locate chargepoints.*
- The Rapid Charging Fund is being developed to support the delivery of a comprehensive rapid chargepoint network across the country.*

The Rapid Charging Fund will fund a portion of the cost of upgrading the electricity grid at strategic locations where it is currently uncommercially viable to do so.

I strongly encourage you to continue to work with local authorities in your constituency on the successful further rollout of charging infrastructure, enabling more and more drivers to make the switch as easily as possible.

Yours ever,

RT HON JESSE NORMAN MP

MINISTER OF STATE FOR TRANSPORT



Last week the Council of Faiths brought together leaders from various faiths with the Mayor and Mayoress for the annual Mayor's reception. The event is to encourage the sharing of ideas and perspectives around faith, the role it plays in the city, and to celebrate our diverse communities.



Self-driving shuttles coming to Milton Keynes

<https://www.milton-keynes.gov.uk/news/2023/self-driving-shuttles-coming-milton-keynes>

Autonomous vehicles have the potential to transform how we get around the city. Milton Keynes City Council and partners have successfully secured almost £2m in grant funding to deliver new state of the art self-driving shuttle services into the city.

The StreetCAV (connected and autonomous vehicles) project, will install the connectivity and other infrastructure necessary for self-driving shuttles that seat multiple passengers. The City Council has teamed up with Smart City Consultancy and other partners to deliver the scheme, which will be used to trial the technology in Milton Keynes before consideration is given to rolling it out across the country.

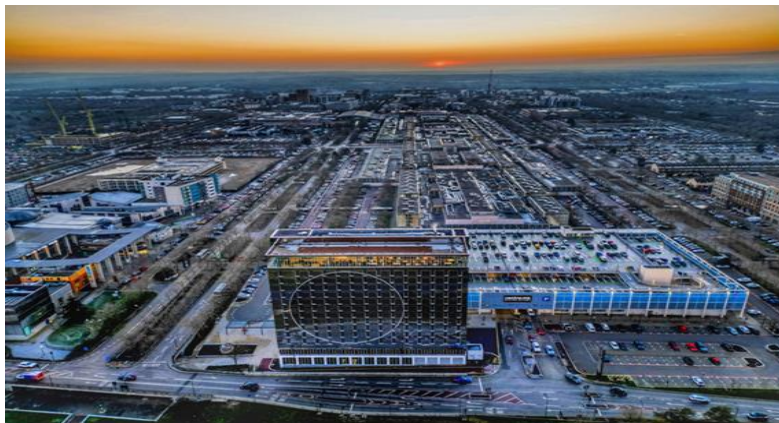
Would you make a good school governor?	
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If you've ever thought about becoming a school governor, you might find an upcoming session from our Governor Services team and Governors for Schools helpful to learn more about the role.

<https://governorsforschools.org.uk/>

It's a lunch time session on Teams from 12:30pm to 1:10pm on Tuesday 17 October. No need to book, just drop in via this Teams link or email schoolgovernors@Milton-keynes.gov.uk

if you can't make it but want to know more.



BLACK HISTORY MONTH 2023

SALUTING OUR SISTERS

BLACK FEMALE PIONEERS OF MILTON KEYNES

Find the exhibition at Station Square, Central Library and Centre:MK during October

MK Milton Keynes City Council

A black and white photograph of five Black women standing in a row against a dark background. They are dressed in various styles of clothing, including jackets, blouses, and dresses. The women are positioned to the right of the text on the poster.

Cllr. David Hopkins

5 October 2023