

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

## Little Brickhill Snippets – November 2023 .....



The current published 5 Year Housing Land Supply Position Statement for the area adjacent to Little Brickhill is as follows:

Aylesbury Vale **4.5 years – September 2023**

However, the website advises that this Position Statement is under review and will be uploaded to the Council's webpage due course. The Vale of Aylesbury Local Plan (VALP) 2013-2033 was adopted in September 2021. More details of this Local Plan can be viewed here.

<https://www.buckinghamshire.gov.uk/>

### **Murder investigation launched – Milton Keynes**

**Published: 17:15 - 26/10/2023 by TVP**

Thames Valley Police's Major Crime Unit has launched a murder investigation after the death of a man who was assaulted in Milton Keynes.

The victim, a 34-year-old man from Milton Keynes, sadly died today (26/10) after the assault in the underpass between Groveway and Newport Road in Wavendon Gate on Monday (23/10).

The victim's next of kin have been informed and are being supported by specially trained officers. Our thoughts are with them at this difficult time.

Formal identification and the post-mortem examination are yet to take place.

Wesley Atick, aged 25, of Buxton Close, Glebe Farm, Milton Keynes, who was charged with one count of attempted murder yesterday (25/10), appeared at Milton Keynes Magistrates' Court today. He was further remanded in custody and is due to appear at Aylesbury Crown Court on 4 December.

A 27-year-old woman from Milton Keynes was arrested on suspicion of perverting the course of justice today. She remains in police custody.



## Red Bull Planning - Update from RB Themselves

Hi David,

Hope you are well. - You are correct – The rumour mill is operating at a pace!

We have withdrawn our application for the site/property we previously had planned to build it on and we are working on a new submission on another property on a different part of our Campus.

Hope this clarifies. - Kind regards,  
**Terry.**

**Terry Brice**  
**Group Director of Infrastructure and Property**

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## Future of the Brunel Centre



MKCC is gathering local people's thoughts on a draft development brief that outlines plans for the vacant Brunel Centre, Sainsbury's and Wilko store in Bletchley.

The consultation ends on 23 November, and you can find more details here.

<https://www.milton-keynes.gov.uk/planning-and-building/urban-design/current-urban-design-consultations>



National Audit Office

National Audit Office - EWR

## Investigation – Bow Brickhill

I am writing on behalf of Bow Brickhill Parish Council (BBPC) following your kind offer to consider comments from local councils made via Councillor David Hopkins.

BBPC is supportive of improvements to the Marston Vale Line (MVL) under EWR and values having Bow Brickhill station that is relatively easy to access from most of the village, e.g., without using a car.

We understand the NAO are looking at the business case for EWR and the benefits EWR could bring.

Our comments are –

- Lacking a viable bus service, the prospect of easy connectivity to Central Milton Keynes (CMK) and further afield would benefit residents, helping sustain the village as an entity.
- Keeping current stations will help sustain local communities. The possibility of a reduced number of stations will be at a cost to residents through having to use cars to get to the stations unless there's alternative provision such as buses. This will have financial, economic, environmental, and time costs for communities.
- Whilst working lives have altered post pandemic localised commuting would benefit from access to centres of employment such as CMK, Aylesbury, Bedford, Oxford, and potentially Cambridge.
- Leisure and retail journeys will also bring economic benefits. Potential for tourism to and from the localities along the MVL exists, via connections with London connected main lines. Thus, via Bedford and St Pancras there are easy opportunities to access Kent and the Continent.
- Uncertainty over the nature of rail service provision by EWR combined with uncertainty over the South East Milton Keynes (SEMK) development leaves the village in limbo over items such as retaining the level crossing and future road construction.
- The SEMK development itself could benefit from having both Bow Brickhill and Woburn Sands remain open as it is a ribbon development along the line. It will bring more vehicle traffic though that might be mitigated by easy access to the stations.
- The village could be 'cut off' if the level crossing were closed - removed, yet it may be difficult to leave and enter the village when the crossing gates are down because of the impact of recent and future developments such as SEMK.
- The frequency of the level crossing gates being down, at 4 mins a time, with 3 trains per hour in each direction for example equates to potentially 24 mins per hour when the road is closed. This will have an impact on traffic and again risks damaging the village as a place to live.
- Local funding commitments towards EWR are difficult to budget for as MK City Council (MKCC) has a NDA in place with EWR. Thus, potential Council tax changes cannot be calculated.
- The costs of the project are not clearly defined (whilst we wait for the scope and shape to be finalised) so the impact of having to build the extension to Cambridge from Bedford will surely increase fares.
- The environmental impact is yet to be determined as there is no definitive commitment to the type of motive power EWR will be using.

BBPC hope that the NAO investigation will help us understand the benefits and risks of continuing the development of EWR and its impact on our community.

With thanks for your time in this matter,

***Philip Ball, Parish Councillor and Vice Chair BBPC.***



## **Investigation into the East West Rail Project**

### **Submission from David Hopkins, Milton Keynes City Councillor for the Danesborough Ward**

1. I am the MKCC Councillor for the Danesborough Ward which covers the parishes of Wavendon, Woburn Sands, and Bow Brickhill – see attached map. As can be seen the proposed East West Railway runs through the middle of the Danesborough Ward and has two major railway crossings. The ward also includes an area which is designated for the development of approximately 3,000 dwellings under the local plan for Milton Keynes (Plan:MK). This known as the South East Milton Keynes development (SEMK).

2. The current Marston Vale Line was part of the original Oxford-Cambridge line which was axed under the Beeching Plan. Passenger usage of the line has declined significantly over the last few years, principally because of the growth of Milton Keynes. The number of local residents commuting to Bedford is now minimal while the centres of employment in Milton Keynes are deliberately distributed throughout the city. The value of a “point-to-point commuting rail service has therefore become increasingly irrelevant. In the last twelve months or so the service has not been running due to maintenance issues. There is therefore little or no interest in a rail service from Woburn Sands or Bow Brickhill.

3. The development of Milton Keynes has significantly changed the local scenario. It is now a rapidly growing regional centre with a comprehensive range of health, retail and leisure facilities. The great majority of those who work in the Danesborough Ward are employed in Milton Keynes although a reasonably large minority work in the university or research facilities at Cranfield. A very small number commute to London from Central Milton Keynes Station although this number has declined recently following the COVID pandemic and the rise of home working.

#### **National Context**

4. The original proposals to develop the Oxford-Cambridge Arc started to be discussed in the 1990s and originated through research organisational contacts between the three universities of Oxford, Cambridge, and Cranfield. This was well in advance of the era of the internet and electronic communications; it was natural therefore that discussions about Arc communications should concentrate on physical provision. The original proposals to create an Expressway linking Oxford and Cambridge were deemed to be too damaging for the environment; hence the development of the railway concept.

5. The growth of electronic communications totally changes the scenario; this change has been accelerated by the recent COVID pandemic. Home working and zoom meetings have become the norm. While it will always be necessary for individuals to travel to manufacturing and research facilities it seems clear that the advent of AI will reduce this need in the next few years.

6. Alongside this trend is the simple fact that railways provide a point-to-point service. Individuals have to travel to a station to embark (usually by car or bus) and will probably have to travel to their final destination in similar fashion.

7. EWR have not published any estimates of possible passenger usage (and thus revenue).

8. A second major uncertainty in the current EWR proposal is the lack of any further information on the power source to be used by EWR trains. The latest statement from EWR states "Work to inform our traction power strategy is ongoing and further details will be presented at the statutory consultation".

9. The current EWR proposals do not make provision for overhead electric lines. Considerable additional costs (and major disruption) will be caused if it is ultimately decided to adopt electric propulsion.

10. As a MKCC Councillor I should also point out that the Council's official position is that the scheme should not proceed unless the line is electrified.

#### Local Context

11. The comments in the previous paragraphs are generic in nature and relate to the EWR scheme as a whole. The following paragraphs relate to the local Danesborough position.

12. In 2021 EWR published draft proposals for informal consultation; it was envisaged that there would be 8-10 trains per hour running at speeds up to 100mph. If adopted this would have meant the closure of the crossings at Woburn Sands and Bow Brickhill; EWR therefore suggested a By-Pass in Woburn Sands. This was universally rejected as totally unacceptable by local residents since it would have meant the effective destruction of the Woburn Sands community and the creation of a major traffic problem since all traffic through Woburn Sands would be routed along single carriageway roads. EWR had been advised on this likely reaction beforehand but chose to disregard this warning which perhaps reflects their attitude to the value of consultation.

13. In their subsequent 2023 proposal EWR have indicated that the frequency of trains would be reduced to about 6 per hour and that speeds would also be reduced. This would mean that the Woburn Sands and Bow Brickhill crossings can be retained although they would be closed to road traffic for about 50% of the time.

14. While welcome in some ways these proposals represent a significant detriment to the lives of local residents. Some 60-70% of vehicular traffic into and out of Woburn Sands crosses the railway; there is no satisfactory alternative so there will be significant delays.

15. The traffic situation is further complicated by the SEMK development. The approximately 3,000 dwellings which are proposed will increase the local volume of traffic; taken together with the increased congestion at the crossing the local traffic scenario will be significantly worsened for local residents.

16. It should also be noted that the rail traffic on the EWR will increase the adverse environmental impact on the large number of houses overlooking the railway, both existing and proposed in SEMK.

17. The quality of life in Woburn Sands (one of the most dynamic communities in Milton Keynes) will therefore be seriously affected by EWR and this needs to be taken into account when considering whether the scheme should be allowed to proceed.

18. It is suggested that these major disadvantages to a flourishing community of approximately 9,000 residents (the total population of Woburn Sands, Aspley Guise and Aspley Heath) will be offset by the perceived advantages of EWR.

19. It is impossible to assess these advantages to the local community. The generalised statement that the “improved connectivity provided by EWR will benefit employment (and other) opportunities to communities along the line” is difficult to understand in the context of the Danesborough ward. The great majority of the local working population work in Milton Keynes (only a small number of whom work in Central Milton Keynes which will be reached by EWR) ; a significant minority work in Cranfield (not served by EWR). While some residents may wish to commute to, say, Cambridge this number is likely to be insignificant. No surveys on the commuting intentions of residents have been undertaken.

Interactions between Government Bodies Including Milton Keynes City Council)

20. Milton Keynes is one of the most successful developments in the UK. It has pioneered different ways of working with the various government agencies.

21. However the SEMK development process has shown how increasingly difficult this is becoming. Official Government policy is to delegate as much authority as possible but this official policy is not reflected in the detailed guidance issued by Government departments such as the department for Levelling Up, Housing and Communities and the Department of Transport.

22. The planning process being undertaken for SEMK illustrates this. MKCC is under pressure to deliver Plan:MK in order to meet national housing needs and the employment demands of local businesses. Developers, quite understandably, are reluctant to commit to final plans for SEMK without knowing what EWR/DfT finally decide.

23. An example of this is whether or not the SEMK development should make provision for a new station for Woburn Sands (which would require allocation of a site and appropriate road access). Theoretically a new transport hub, combining a new station with facilities to accommodate a new fast-track internal transport system for Milton Keynes could be constructed within SEMK. However, the decision-making timescales of the different authorities makes this impossible to achieve.

24. This suggests that clarity of the whole planning process is needed if strategic plans are to be achieved.

25. The provision of a railway connection across the Oxford-Cambridge Arc is a major national project which may facilitate economic growth (although this must be speculative). However, it will also create major disbenefits for established – and fast growing - communities. It is a fine judgement as to whether the potential destruction of flourishing areas such as the Danesborough

Ward are worth undertaking for unknown economic benefit. Adequate recompense for those communities adversely affected must be factored into the process.

26. What is clear however is that there must be clarity at the outset on the objectives, managerial responsibility, and financial support for the project.

David Hopkins MKCC Ward Councillor for Danesborough & Walton  
([David.Hopkins@Milton-Keynes.gov.uk](mailto:David.Hopkins@Milton-Keynes.gov.uk))



## East West Rail Stakeholders Group

Thank you for attending the EWR Co EWR Co Bletchley / Milton Keynes South Representatives Group (LRG) meeting on Thursday 12 October. We hope that you found this session as useful as we have.

Please find attached the draft summary note. As you will be aware the summary note for this meeting was due to be issued yesterday. It is always our ambition to ensure our deadlines are met on time. However, we think it is important to ensure the most accurate information is provided to your questions and so we want to apologise for the slight delay in this note being issued.

If you have any comments on the enclosed document, please let us know by responding to this email by Friday 10 November. Any omissions or errors raised will be addressed, and an updated version of the summary note will be available on the Group's Community Hub site on Friday 17 November.

Once the meeting note becomes available on the Group's Community Hub site, we'll notify all members of the Group, as well as the local MPs and Local Authority.

If you have any other thoughts or questions about the Group, please do not hesitate to email us at [localrepresentativesgroups@eastwestrail.co.uk](mailto:localrepresentativesgroups@eastwestrail.co.uk) and for any wider questions about us or the project, please email [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk).

Thank you again for being part of the EWR Co Bletchley / Milton Keynes South LRG. We look forward to continued engagement with you as an important stakeholder.

Sarah Jacobs  
Local Representatives Groups Engagement Manager  
*East West Railway Company*



The Open University

## Cabinet Decision on 7 November

### Support for the Open University's Campus 2030 Project

To consider supporting the Open University's Campus 2030 project and the benefits it would bring to the City and Milton Keynes Development Partnership's continued role in the project.

Decision due: 7 Nov 2023 by Cabinet

Lead member: (Leader)

Lead director: Director of Planning and Placemaking

Contact: Fiona Robinson, MK Futures Programme Manager Email: [fiona.robinson@milton-keynes.gov.uk](mailto:fiona.robinson@milton-keynes.gov.uk).

### Size of Danesborough & Walton – MK wide Ward Review

Void = no one registered to vote (but not necessarily empty)

Danesborough & Walton	Properties	% of Total	Void Properties	Void % of Props
HA - Bow Brickhill	285	3%	34	12%
HB - Little Brickhill	198	2%	13	7%
HC - Wavendon	2,955	36%	1049	35%
HD - Woburn Sands South	735	9%	69	9%
HE - Woburn Sands North	944	12%	95	10%
HF - Wavendon Gate	1,066	13%	137	13%
HG - Browns Wood and Old Farm Park	1,402	17%	94	7%
HH - Caldecotte	595	7%	50	8%
<b>D&amp;W</b>	<b>8,180</b>		<b>1,541</b>	



### **Council Size Survey**

The Council is in the first stage of a Ward Boundary Review with the Local Government Boundary Commission for England (the Commission) which will conclude with all out elections to new wards in May 2026.

The first stage of this work is to agree how many Councillors MKCC will need in 10-15 year's time and LBPC will be consulted.

Basic questions will be;

1. Do you favour single member of multi member wards?
2. Do you favour MKCC elections by thirds or all out every four years?
3. Should the parish of Walton be one ward and not split?
4. Do you favour links with, say, Wavendon, or Fenny Stratford or Bow Brickhill or Bletchley?
5. How many members (councillors) should MKCC have - currently its 57



### **East West Rail Issues – Response to Bus Council enquiry ...**

#### **Information for Milton Keynes Business Council from CEO @ EWR**

#### **Our proposals in our 2021 non-statutory consultation**

At our 2021 non-statutory consultation we explained that it's not possible to introduce a fast and frequent service without making a significant investment in the Marston Vale Line (MVL). The current infrastructure has not had significant upgrades for decades, which has affected reliability, time and the current passenger service has been suspended since December 2022. The communities it serves have grown considerably over time and lack the reliable connections they need to centres of education and employment in Bedford, Milton Keynes and beyond.

We set out two concepts for future train services and stations on the MVL that would provide improvements to the existing railway and stations. Both concepts would need extensive infrastructure renewal to raise the line speed of the railway to up to 100mph, potentially including a lengthy closure of the railway to enable works to be carried out.

- Concept 1 would retain the existing hourly service that stops at all intermediate stations and introduce fast limited-stop Oxford to Cambridge services alongside it.
- Concept 2 would be five new merged stations on the Marston Vale Line. All five would benefit from at least two EWR services every hour, and some would have four.

Alongside these two concepts we also reviewed the 31 level crossings on the MVL. Network Rail already has permission to close 11 of these crossings, which we would intend to implement. At the 2021 consultation we presented our proposals to close all the remaining level crossings on the MVL to ensure a safe and reliable train service and replace them with between 16 and 19 new bridges or underpasses together with new links to existing bridges.

### **Feedback from our 2021 non-statutory consultation**

Feedback from the 2021 consultation showed that people were concerned about the speed of trains through residential areas, the level of disruption during construction of the renewed infrastructure, and the loss of connectivity due to the proposed closure of level crossings and stations. The work undertaken since then has allowed us to make progress in addressing these concerns, while still seeking to deliver benefits of more frequent services to more destinations.

### **Journey times including Woburn Sands to Milton Keynes journey times**

We've looked further at the potential number of passengers that could use stations on the MVL and we believe that three trains per hour (tph) would meet the needs of local communities, rather than the four to five tph that we set out previously. This change in frequency allows us to maintain the benefits of East West Rail (EWR) and requires less construction work to upgrade the line. This will reduce disruption to local communities and passengers, as well as cut costs. At the next stage we'll consider all three services together in identifying the best timetable and stopping pattern for communities along the line of the railway.

To be clear, as a decision has not been made on the option preference for the MVL, we are therefore unable to confirm projected journey times between Woburn Sands and Milton Keynes at present. Further information will be available at our statutory consultation.

### **Level crossings including Bow Brickhill**

We've looked further at the line speed, and we are suggesting capping the line speed below the 100mph originally proposed in 2021, but above the current speed of 60mph. This would reduce disruption in residential areas, but still provide a faster service than currently available. Combined with our updated view on frequency, the lower line speed

means that some level crossings – for example at Bow Brickhill – could still meet the appropriate safety standards and so could be retained. This would be one of the many ways we maintain local connectivity across and between communities. A summary of our current proposals for level crossings on the MVL can be found on page 69 of the Route Update Report.

Please note that a decision is yet to be made on Bow Brickhill Level crossing. Further information will be available at our statutory consultation.

While the Route Update Report presents updated proposals for level crossings on the Marston Vale Line, each level crossing is still being assessed in terms of both the wider traffic modelling and safety assessment. A full risk assessment of the updated proposals will be undertaken at the next stage of development.

### **Fenny Stratford Station**

Feedback from the 2021 consultation was relatively evenly split in relation to the two concepts for services and station stops on the MVL. While members of the public showed slightly more support for concept 1, statutory consultees preferred concept 2. We're continuing to work with local stakeholders to help us identify the best solution for communities along this section of the route and we'll present these for comment at the statutory consultation which we expect to take place in the first half of 2024.

To be clear, we have not yet determined which stations will remain open or closed on the MVL. This includes Fenny Stratford Station. See 'Your Questions answered' by Hannah Staunton here for more information.

### **Bletchley station**

As part of East West Rail (EWR) Connection Stage One, the EWR Alliance is expanding Bletchley station. Work is underway to add two new platforms, as well as creating a new footbridge to link the new platforms with the rest of the station. Rest assured, we're working closely with Milton Keynes Council and Network Rail to support the development of their vision and masterplan for the area including a potential eastern entrance to the station.

### **Southeast Milton Keynes development**

I would like to assure you that we are committed to working with other organisations to ensure that development in the Milton Keynes area is coordinated. We are doing this by engaging with the relevant parties regularly, such as local planning authorities, including Milton Keynes City Council. We are also closely monitoring the progress of new and emerging development plans across the route.

### **Traffic and highway modelling**

We're carrying out road traffic assessments and modelling to understand how the traffic flows are working and where the areas of congestion are. One of the aims of East West Rail (EWR) is to get people out of their cars and onto trains, connecting housing to jobs and leisure. We have a focus on active travel for the first mile and last mile, to minimise the need for people to use a car for any part of their journey. Our plans don't just include the railway. We're also designing other solutions that support the railway, such as road diversions and connections to stations.

### **Traction power**

We are considering several ways we might power East West Rail trains, which align with the government aspirations and policy on decarbonisation, with the aim of delivering a net zero carbon railway when our services are fully operational. The decision about what technology we could use hasn't yet been made: for example, it could be conventional electric trains powered by overhead line equipment, or it could be other rapidly advancing technology such as battery power to help lower our carbon emissions. Work to inform our traction power strategy is ongoing and further details will be presented at the statutory consultation.

***Beth West***

***CEO***

***East West Railway Corporation***

### **Focus on Milton Keynes at AI Safety Summit**

The spotlight was on Milton Keynes when US Vice President Kamala Harris, Microsoft President Brad Smith, entrepreneur Elon Musk and a host of other world leaders, tech leaders and academics visited this week for the first global AI Safety Summit, held at historic Bletchley Park. We held a civic reception for local tech leaders and stakeholders the evening before the summit, sponsored by the MK-based British Standards Institute, where we announced the three artists shortlisted to create a new public artwork in Bletchley in tribute to Alan Turing – the instrumental figure in WWII codebreaking also known as the 'father of AI' because of his work in computing.



### Woburn Sands Futures Group - SEMK Futures Panel

The next meeting will be held on [Tuesday 31 October at 6.30 in the WSTC Committee Room.](#)

Paul van Geete, the MKCC officer responsible for coordinating the Council's management of the SEMK development, has agreed to attend; I have asked him to update the meeting on the current position of the two applications from O&H and L&Q. In addition he has asked to be briefed on our views on the proposed medical facility (the size and scale of which is determined by the NHS commissioning authority after consultation with MKCC officers and "taking soundings" with local NHS providers). He would also like to hear our views on what facilities should be included in the Buffer Zone/Country Park. In this connection Helen kindly agreed to put forward for discussion ideas on how we might go about consulting the various groups in WS. I attach for reference a copy of the amended Master Plan from O&H's last submission which sets out their latest proposals.



#### Update on Marston Vale Line

Train services on the Marston Vale line between Bedford and Bletchley are finally to resume next month.

The services have been suspended, with buses running in place of trains, since December last year when maintenance provider Vivarail entered into administration.

Now, following extensive efforts to find and prepare suitable trains for the route, London Northwestern Railway (LNWR) is making final preparations to restart train services on the line in November.

The exact date is still to be confirmed but meanwhile LNWR has published a timetable. It shows there will be four return journeys a day initially and these will only run on weekdays.



#### **Initial Limited Timetables (Monday-Friday) from London Northwestern railways**

Driver training is now under way ahead of the reintroduction of passenger services to the Marston Vale Line in November.

We have also confirmed the limited timetable which will run on the line when services return. These timetables will initially operate on weekdays only. We will add additional departures and reintroduce the Saturday service as more drivers complete training on the Class 150s.

The initial limited timetables - published below - have been designed to enable us to provide services during the busier morning and afternoon peak periods for our customers while continuing to train drivers along the route at other times of the day. Rail replacement buses will continue to operate when train services are not running.

We will communicate the exact date in November that services will recommence once it has been confirmed.

<b>Station</b>	<b>Departure</b>	<b>Departure</b>	<b>Departure</b>	<b>Departure</b>
Bletchley	07:18	08:00	15:45	17:45
Fenny Stratford	07:21	08:03	15:48	17:48
Bow Brickhill	07:25	08:07	15:52	17:52
Woburn Sands	07:29	08:11	15:56	17:56
Aspley Guise	07:32	08:14	15:59	17:59
Ridgmont	07:35	08:17	16:02	18:02
Lidlington	07:39	08:21	16:06	18:06
Millbrook	07:42	08:24	16:09	18:09
Stewartby	07:46	08:28	16:13	18:13
Kempston Hardwick	07:49	08:31	16:16	18:16
Bedford St Johns	07:56	08:38	16:23	18:23
Bedford	08:00	08:42	16:27	18:27

Station	Departure	Departure	Departure	Departure
Bedford	08:08	09:17	16:47	18:47
Woburn Sands	08:39	09:48	17:18	19:18
Bow Brickhill	08:43	09:52	17:22	19:22
Bletchley	08:49	09:58	17:28	19:28

### 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 .... November

Week commencing	6 <sup>th</sup> November	13 <sup>th</sup> Black, blue and green	20 <sup>th</sup> Black, red and green	27 <sup>th</sup> Black, blue and green
	Black, red and green			

### MKCC Culture Strategy (see attached)

Milton Keynes City Council has reviewed and refreshed the strategic priorities articulated within the Milton Keynes' Creative and Cultural Strategy 2018-2027.

Following a period of reflection on both the significant achievements of and ongoing challenges facing the cultural sector in the city, it was considered both useful and necessary to refresh the current strategic priorities set out within the current Strategy.

This has been a useful opportunity to update the city's ambitions, as well as prioritise future delivery plans; setting out how Milton Keynes City Council, the cultural sector and other partners and stakeholders can best work together to deliver the very best cultural offer for the city.

The proposed set of refreshed strategic priorities capture ideas, feedback and specific areas of focus expressed during a series of workshops, consultations, and conversations.

The refreshed strategic priorities will work in tandem with the development of the New City Plan, the individual business plans and artistic ambitions of the city's cultural sector and the strategic plans of other funders, partners, and stakeholders.

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### **20mph Limit and 20mph Zone Programme 2023/24 – Delegated Decision**

To note the applications received for 20mph limits and 20mph zones and to consider and approve the programme of schemes to be progressed in 2023/24.

**Decision due: 14 Nov 2023 by Delegated Decisions**

Lead member: Cabinet Member Public Realm

Lead director: Director of Environment and Property

Contact: Graham Cox, Head of Highways Email: [graham.cox@milton-keynes.gov.uk](mailto:graham.cox@milton-keynes.gov.uk).

### **Publication of Local Development Scheme**

**To consider the publication of a revised version of the Local Development Scheme, setting the timetable for the production of the New City Plan.**

**Decision due: 14 Nov 2023 by Delegated Decisions**

Lead member: (Leader)

Lead director: Director of Planning and Placemaking

Contact: Charlotte Stevens, Principal Planning Officer Email: [charlotte.stevens@milton-keynes.gov.uk](mailto:charlotte.stevens@milton-keynes.gov.uk).

### **Global AI Safety Summit**

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>



**Schools near you need governors!**

<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!

An advertisement for school governors. On the left is a photo of Piyush, a man with glasses wearing a dark blazer over a light purple shirt. To the right of the photo is a quote: "Shaping children's futures is important for the community. Being a governor means helping the next generation." followed by the name "Piyush". Below the quote is a QR code. At the bottom right is a white rounded rectangle containing the website URL "www.governorsforschools.org.uk".

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

# COMMUNITY ACTION: MK

promote·support·engage·involve

## Report from Community Action regarding Glebe Farm (part of which sits in Wavendon Gate)

Many thanks for taking the time to talk to me earlier, following our conversation if there is anything happening in the Parish, particularly in the Glebe and Eagle Farm areas please do let myself or Josan know as we would very much like to come along.

Regarding conversations I have had with numerous residents the main areas of concern thus far have been:

1. Lack of amenities such as a shop or cafe
2. Public transport not available - residents having to spend significant amounts on taxi transport to do a supermarket shop contributing to financial pressures.
3. Flooding in underpasses - improved but bad every time it rains.
4. Drug use in underpasses (residents have to walk to Tescos in Kingston this way and feel unsafe when doing so.)
5. Dangerous road to cross to the BP garage (closest shop)
6. Lack of school places for local children. (Glebe Farm school particularly)

Apologies for the long list but these issues have been raised by numerous people across both estates and obviously even some feedback would be reassuring to be able to give dates or an idea for things like a shop or transport links.

Many thanks

--

Aimee Tidman (she/her)

Group Support and Outreach Officer

*Cllr. David Hopkins*

*1 November 2023*