

Little Brickhill Snippets – September 4th 2023.

Home to School Transport

A meeting was held with MKCC Education officers Marie Denny and Simon Sims at MK Council on 27th July at 11am. Cllr Lewis and Cllr Wheaton (along with Cllr Hopkins) attended. Cllr Dave Lewis provided a detailed summary following the meeting. In addition Simon wrote ...

Simon Sims (Head of Delivery Sufficiency and Access School Transport) noted, As discussed in our meeting, these responses set out how there is no legal duty for Milton Keynes City Council to provide support with home to school transport for residents of Little Brickhill that wish to access preferred school places at Walton High and Cottesloe, and how doing so would set a precedent that could not be fairly and equitably applied across all areas of Milton Keynes, without incurring significant additional cost to the Milton Keynes City Council tax payer, disruption to local schools and transport routes and increased emissions. Milton Keynes City Council seeks to enable all children to access a good local school place. In addition to effective school place planning, this means supporting and enabling the improvement of all schools within our local area, including academies – Although the Regional Director at the DfE holds overall responsibility for quality standards at academies. Given that schools, including academies are usually governed and supported by boards comprised of members of their local communities, and that schools are funded based on the number of children on their roll, it would be inappropriate for Milton Keynes City Council to be actively supporting families from Sir Herbert Leon’s local community and catchment area to disregard with their local school, and instead access alternative schools which are further away.

As outlined in our meeting and in our previous correspondence below, Walton High and Cottesloe School are responsible for determining their own admissions arrangements and have made business decisions to include Little Brickhill within their catchment areas, without the support of Milton Keynes Council, and it seems without regard for how families would actually get to their schools. Given they have decided to encourage access from the community of Little Brickhill and will benefit financially from every child in village that attends their school, it seems appropriate that you approach them directly to consider what support they are willing to provide to support families to access.

Former Play Area

As I requested, work was undertaken to upgrade the former play area on Wyness Avenue.



There is still work to be done regarding the tree and the bench provided not in keeping with what the PC had committed to supplying, but I think all would agree, a great improvement overall.

Highways Issues

Alan Kemp and I met with Murray Woodburn (Traffic and Transport Manager) and Phil Jeffs (Senior Highways Engineer) at MKCC on 23rd August. The following issues were discussed, and Alan will provide a detailed update at the meeting.

- Progress on introduction of 20 MPH Zones for Watling Street and Great Brickhill Lane: A request for speed reduction to 20 MPH was submitted to MKC on the 27 August 2021. Paul Harrison in MKC is dealing with the request and the Parish Council are waiting for confirmation that the request has been accepted and when a scheme will be introduced despite following this up on a regular basis.
- Safety issue at exit from Eversden Close to Watling Street because the positioning of refuge point does not allow vehicles to turn left without damaging the grass verge.
- Damaged / Missing Road Sign as you exit the A5 to Woburn and Little Brickhill / Great Brickhill. It was noted that more damage to the barrier has occurred and has been repaired by Highways England. The barrier comes under the responsibility of Highways England, but the missing signs are the responsibility of MKC. The signs have been reported to MKCC under reference number FS405210254 on the 2 March 2022.
- Further to this above request LBPC would like a safety review to be undertaken at this junction as the signage is very confusing. for all road users at this junction to access the A5 either northbound or southbound. Who should be approached on this MKCC or Highway England?
- Parking issues (on grass verges) in Great Brickhill Lane outside the apartments.
- Signs as you exit the village onto the A5 that indicate the national speed limit for the type of road and class of traffic applies could be moved as this may have an impact on slowing traffic down.
- Greensand County Village Gateway Signs. Greensands Trust have confirmed that two signs will be allocated for Little Brickhill. An acceptance form requires completing.
- NEW - Little Brickhill are seeking a No Overnight lorry parking ban being placed Watling Street (the old A5) as the road leaves the village heading north towards the new A5 (bypass).



Grants for Defibs



Community organisations across the city are being encouraged to bid for government defibrillator funding.

The Government has announced it is inviting new bids for its £1 million Community Automated External Defibrillators (AED) Fund and local MP for Milton Keynes North, Ben Everitt, is encouraging local community groups to apply.

Applicants will have to be able to demonstrate that defibrillators will be placed in areas of need, these places include those with high footfall, vulnerable people, rural areas, or due to the nature of activity at the site.

An estimated 1,000 new defibrillators are to be provided by the fund, with the potential for this to double as successful applicants will be asked to match the funding they receive partially or fully.

Ben Everitt, the MP for Milton Keynes North, commented: "I would strongly encourage community organisations across Milton Keynes, and beyond, to look at the Community Automated External Defibrillators Fund and see whether it would be suitable in their area as these are truly life saving devices.

Secretary of State for Health and Social Care, Steve Barclay, said: "We know, through inspiring stories of ordinary people, being kept alive thanks to the swift use of a defibrillator in public, that these extraordinary devices must be accessible to all.

"I urge any organisation that may benefit from a defibrillator – whether you're a sports club, local theatre or community hall – to register your interest for this fund so that we can get more of this life-saving technology placed around England." Express interest by clicking below ...

https://forms.office.com/pages/responsepage.aspx?id=MlwnYaiRMUyMH-9N6Jc6HLfy1IJ_IPFFotCZIB4mEYIUQ1VUWU9ISjI4MjNTVzIPWFk1SDQ2SzhRSi4u

Update on Marston Vale Line



1. A Peak Time service is still scheduled to start at the end of October. They are looking for feedback on a definition of peak time (any ideas!). The meeting suggested they liaise with the Bletchley to Bedford Rail User Group which WMT agreed to do. The start of the

peak time only service is dependent upon the ongoing industrial action and may slip into November.

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
 - a. Discounted Season tickets for first year
 - b. £1 tickets for any journey tickets
 - c. Marketing information in a ready to use format for web/parish magazines will be provided by WMT.

SEMK

SEMK – O&H Supplementary Information has been submitted in August 2023 (22/02528/OUT)

1. O&H submitted a number of documents in August 2023 in support of their previous Application 22/02528/OUT submitted in September 2022. They state that they have taken into account the comments received in respect of the original application but, in reality, they only appear to have refuted most of the comments and amplified the original application. The key points to note are set out below.

Site area and nomenclature

2. The area covered remains only south of the railway line and retains the nomenclature of Woburn-by-Bow. This is directly contrary to the expressed view of all consultees, namely that their application should cover their whole site (ie north of the railway running up to Wavendon) and that the proposed nomenclature was wholly unacceptable and inappropriate. (NB The naming of the site is a matter for MKCC who, hopefully, will take account of the existing Councils' and residents' views).

Amended Master Plan

3. The original Master Plan has been amended and is attached together with a key. O&H appear to have simplified the proposed layout of the buffer zone/Country Park. At this stage in the process it is suggested that the Futures Panel request MKCC to defer approval of these proposals until such time as the views of the existing residents (particularly in Woburn Sands) have been obtained. The ideas previously considered by the Futures Panel differ significantly from those set out in the amended plan and there is no requirement to finalise them at this stage.

Traffic/Transport Assessment

4. By far the most substantial document recently submitted is the Traffic Assessment submitted by Brookbanks on behalf of O&H. Much of this is of little or no value since it relates only to the original O&H application (ie the proposed 335 dwellings in the area to the south of the railway line). Also the document merely lists the further details which will be provided at a later stage in the application process – eg “A detailed traffic assessment will be produced...”; A Travel Plan will be produced in support of the application”. There are however a few topics worth considering as set out below.

Proposed Junction of Woodleys Road and Bow Brickhill Road

5. O&H have provided a drawing of the proposed junction – attached. Essentially this is a signalised junction with no restrictions on the left turn into Woburn Sands. Traffic experts will need to consider this carefully since this will do nothing to prevent/reduce through traffic trying, for example, to access the M1 which would cause considerable difficulties in Woburn Sands and Aspley Guise. It is suggested the MKCC be asked to refuse this proposal pending further study (including a comprehensive transport assessment).

Woodleys Bridge

6. There are no details on how this will be funded. However a draft design has been published (attached).

Impact on Existing Junctions in Woburn Sands and Bow Brickhill

7. The Brookbanks Report does at least acknowledge that there will be an impact on the existing roads and junctions in Woburn Sands. However not only are the complicated tables and calculations incomprehensible to the lay reader but the conclusions – “There will be negligible impacts on the existing junctions” – is patently untrue since the document is based on the assumption of an additional 335 dwellings (ie the scale of the O&H application) it fails to take into account the fact that this applications is part of the whole SEMK development (approx.3,000 dwellings).
8. In these circumstances it is suggested that the Panel should urge MKCC to reject the comments in the Brookbanks Report and instruct O&H and the other developers to produce a comprehensive Transport Assessment for the whole of SEMK. EWR has already agreed to contribute to such a study.

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.

New MK Armed Forces Support Directory



A new Armed Forces support directory is now available. The directory is updated monthly and contains details of carefully selected local and national military and non-military organisations.

Johanna Hrycak, Armed Forces Covenant Project Manager invites Parish and Town Councils to publish links of the organisations on their websites. If you'd like Johanna to attend your council meetings for a detailed briefing about local veteran support you can email johanna.hrycak@milton-keynes.gov.uk

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 September 4th Black, blue and green	11th Black, red and green	18th Black, blue and green	25th Black, red and green
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The New City Plan - Save The Dates

MKC is preparing its New City Plan which will take forward Milton Keynes City Council's Strategy for 2050 which set out one vision for MK over the next 27 years.

We are running the follow sessions to update on progress so far and set out the next steps in the process.

City and Parish / Town Councillors – In person presentation on **Monday 2 October (19.00 - 21.30)** in the Council Chamber at Civic. which will, I imagine, clash with the October PC meeting



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>



Community Speedwatch and Community Funding for tackling illegal encampments



The Police and Crime Commissioner is calling on communities to help in the fight against speeding.

To help improve road safety in the Thames Valley, Police and Crime Commissioner, Matthew Barber is encouraging people to sign up to Community Speedwatch.

Groups across the Thames Valley are being encouraged to join the scheme where they can apply to receive a starter kit, including a speed detection device, to help their volunteers monitor and tackle speeding within their communities.

Matthew Barber, Police and Crime Commissioner said: "We know that speedwatch schemes can be a deterrent to speeding drivers.

"Unlike older schemes, Community Speedwatch enables effective communication between groups and the police. As a result, the police are better able to target persistent offenders and hotspot locations, ultimately reducing the number of people speeding on our roads and potentially saving lives.

"I am pleased to see there is a growing number of groups joining the scheme. We have 187 groups operating to date, equating to over 1,000 volunteers. It forms a key role in our work to improve road safety and I encourage those that haven't yet signed up, or anyone interested in starting a group, to get on board. We also seek to continue to improve the programme and provide even better support for volunteers as the scheme grows."

Lee Turnham, Thames Valley Police Community Speedwatch Coordinator said: I am delighted at the level of interest in the scheme to date. Residents regularly report concerns about speeding and we know the dangers this can present on some of our roads. I hope to see the number of groups signing up continue to increase, helping to make our roads safer.

In addition to the loan of equipment, Community Speedwatch has an online platform that allows group-related activities to be self-regulated via an online calendar. Volunteers receive online training, including vehicle make recognition training. Risk assessments are also completed by police to ensure safety at the roadside.

For further information and to register your interest in the Thames Valley Community Speedwatch scheme, please email SpeedWatch@thamesvalley.police.uk or lee.turnham@thamesvalley.police.uk

TVP Community Fund

The Community Fund, jointly managed by the PCC and the Chief Constable, helps to prevent crime and keep communities safe. Money for the scheme is created from the proceeds from the sale of items seized from criminals that cannot be returned to their rightful owners.

On the announcement, Matthew said: "I'm pleased to announce the second round of this year's Community Fund is now open for applications. This round is an exceptional £200,000 and we are delighted to be able to offer community and voluntary groups the chance to apply with the aim of reducing crime in our communities.

Jason Hogg, Chief Constable for Thames Valley Police, said: "The Community Fund provides an opportunity for community and voluntary groups to apply for funding in support of projects which are focused on key policing priorities in Thames Valley.

"Being able to use this money, which has been generated from the sale of items seized from criminals, to support projects who are working to support our communities is a real privilege.

"This funding will ensure groups can continue to run projects that play an important role in preventing crime and protecting our communities.

*The closing date for this round of applications is **12pm on Monday 11th September** and applications will be considered jointly by the Police and Crime Commissioner (PCC) and the Chief Constable.*

Successful applicants will be invited to attend a presentation event, hosted by the Police & Crime Commissioner and Chief Constable, on Thursday 2nd November.

Further information, including a link to the application form, can be found at: www.thamesvalley-pcc.gov.uk/get-involved/community-fund.

One priority is ... Tackling illegal encampments

Ensuring a fair but firm response to illegal encampments and reducing the effect on our communities. The priorities have been kept broad to allow organisations to address concerns in different ways and to meet local needs but there are a number of key aims under each priority.

See also - <https://www.thamesvalley-pcc.gov.uk/police-and-criminal-justice-plan/>

Cllr. David Hopkins

1 September 2023