S106 Funding Release Request Form – External

Read our privacy policy at https://www.milton-keynes.gov.uk/milton-keynes-council/privacy-notices/service-privacy-notices/development-management-privacy-notice

Use this form to request approval for the use of Section 106 (S106) funds to be spent in accordance with the S106 agreement under which they were paid. The accompanying guidance note provides advice on the process to be undertaken in seeking approval for use of S106 funds.

Copies of S106 agreements and details of all Section 106 financial contributions can be obtained from the Exacom S106 Public Facing Module, available to access at the following link:

Exacom – Live S106 Monitoring Information | Milton Keynes City Council (milton-keynes.gov.uk)

If you have any queries about S106 contributions or completing this form, please contact planning.obligations@milton-keynes.gov.uk

All fields MUST be completed

Project Details

Name of Organisation	New Bradwell Parish Council
Email Adress of Organisation	clerk@newbradwell-pc.gov.uk
Full Address of the Requesting Organisation	Unit 10, New Bradwell Workspace St James Street New Bradwell Milton Keynes
Contact Name	**Germaine Newnham**
Contact Telephone Number	[redacted]
Contact Email Adress	clerk@newbradwell-pc.gov.uk
Location/Address of the Project S106 funds are being requested for	**Drill Hall Allotments, Ouse valley Park, Newport Road, New Bradwell, Milton Keynes**
Project Name	**Drill Hall Allotments Operation trough**
Full DETAILED description of Project/Works that Funds have been requested for including any breakdown of fees and clearly outline the expected outputs of the project and how the project meets the legal definition of how the requested S106 contributions can be used (Quotations for the cost of works x3 (or in accordance with your organisation's procurement approach) to be sent with application)	
The installation of 2 further water troughs to the far righthand side of the site will provide a more inclusive and user-friendly water supply compared to traditional tap-based systems. While the troughs do not address all accessibility needs on site, they remove specific physical barriers associated with taps, such as twisting & push mechanisms, bending which can be challenging for some users.	

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The simpler, communal design of troughs also supports assisted use by carers or fellow plot holders and reduces misuse and conflict around water points. This represents a proportionate improvement to accessibility and usability for a wide range of allotment users.

The allotments currently incur annual water costs of approximately £4,000–£5,000. High water usage presents a risk to the long-term affordability and capacity of the site. By reducing water wastage, the proposed works will support the continued viability of the allotments, helping to maintain affordable plot rents and protect access for all user groups, including elderly and vulnerable residents.

Supplementary information provided to support request e.g. business case, quotations for works etc. Please list all documents which have been submitted to accompany this form to assist the relevant MKCC Programme Board in assessing the request; copies of these documents should also be submitted to Planning Obligations alongside this release form:


Quote QU0856 x3 troughs re Drill Hall A


Sect 106 Funding release buisness case.

Are there any other permissions that are required to enable this project to be delivered (e.g. planning permission)? If so, please list required permissions and outline current status of/programme for obtaining permissions and, details of any correspondence with authorities required to grant permissions.

N/A

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Approximate date when works are to be completed by	**Spring 2026, subject to approval and release of Section 106 funding.**
Outline engagement/consultation that has taken place with relevant local Ward Councillors and, if required, Town/Parish Council(s), these need to be the Ward Councillors and Town/Parish Council from the area in which the development that S106 funds being requested from is located. Please include a list of all contacted and outline any issues that have been raised. *	

* As part of the approval process, the Planning Obligations Team will notify the Local Ward Councillors and Town/Parish Council from the area in which the S106 funds are to be taken from. Any issues raised during this notification period will be passed back to the requesting organisation to respond to and could result in the request being returned to the relevant Programme Board for further consideration. **The requester should therefore carry out their own engagement in advance of submitting this form, so as any issues can be resolved at an early stage.**

Funding Details

Each contribution must have its own line in the table below; this means you may have to repeat the planning reference and address of the development several times. Please add more lines as needed.

Total Amount Requested	**£1,292.90**			
Bank Details	Account Number: [redacted] Sort Code: [redacted] Name: [redacted]			
Planning reference Number (as per S106 Agreement)	**Address of Development from which S106 funds have been received**	**Name of S106 contribution funding is being requested from**	**Definition of how contribution can be used (as outlined in the S106 Agreement)**	**Total amount requested from contribution**

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17/00483/FUL	**82-84 , Newport Road, New Bradwell, Milton Keynes, MK13** 0AA	Allotments Contribution	**Allotments Contribution means the sum of £3,188.63 Index Linked towards improvements to accessibility and provision of additional capacity at the New Bradwell Allotments, Milton Keynes;**	**£1,292.90**

If you do not provide sufficient or adequate information on the form, it will be rejected; **this must include an explanation of the project and how this meets the s106 requirements.**

It is advised you retain a saved copy of the submitted form. The approved or rejected form will be returned to you with an explanation for the approval or rejection and may include provisions that need to be done before full approval is given.

If the funds applied for are not spent by the date entered on the form or within a reasonable timescale, the approval may be withdrawn, and any unspent monies recovered.

Declaration

You must sign and date this section. Typed signatures will not be accepted.

I hereby certify that the information provided in this form is, to the best of my knowledge, true, complete, and accurate.

Signature: : [redacted]	Date:02/02/2026

Submission

Please submit this form as a **word document** via email attaching any supporting documents and send it to planningobligations@milton-keynes.gov.uk

Applications will be acknowledged within 5 working days. Following assessment, they will be submitted to the relevant Programme Board for funding approval. As some Boards do not meet monthly, this stage may take some time; however, we will keep you updated on progress. If funding is approved, you will receive a notification email. A mandatory 10-day notification period will then apply, after which we will issue a funding agreement for signature.

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PLANNING OBLIGATIONS / RELEVANT MKCC APPROVING SERVICE USE ONLY:

All the below sections are to be completed by Planning Obligations only, except for the 'Board Approval' section which is to be completed by the recommending officer and the Director approving the request.

APPLICATION STATUS: APPROVED	
Compliance Check	
Is the Project legally compliant with the S106 definition? (Y/N) provide reasoning	Yes the project is in line with the definition located in the S106 agreement
Compliance checked by:	Sharon Price
Date of compliance check:	24/02/2026
Subsidy Control	
Has the request been checked for subsidy control and deemed compliant? (Y/N)	yes
Conclusion on Subsidy Control (outline the outcome of the subsidy control assessment carried out)	They will generally not constitute an 'enterprise.' They are bound by the same procurement rules and subsidy control rules as the Council. It is their obligation to ensure that after receiving the money, they comply with procurement law and subsidy control laws when spending.
Board Approval	
Name of Programme Board & date of meeting which request was presented to:	Environment board (17/03/2026)
Name of MKCC Officer	Phillip Snell

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Recommendation: (this should be the recommendation of the officer from the relevant service who has assessed the application for funds and is presenting the request to Programme Board)	Recommend to approve request as MKCC does not manage allotments and this request conforms with conditions in the s106	
Director Approval:	Name & Signature:	Nicholas Hannon [redacted]
	Date:	23 March 2026
Other Approvals Required		
Is a Cabinet Member Delegated Decision required? *	N/A	
Date release approved by Delegated Decision:	N/A	
Planning Obligations Sign-off		
Release Processed by Planning Obligations:	Signed: [redacted]	
	Date: 25/03/2026	
Exacom Project Number:	988	

Information for Finance (add a line for each obligation used)

Transfer From (S106 Project Code):	Amount (£)	Expiry Date of Obligation(s) being used:
50CPXS0870	**£1,292.90**	10/07/2030

Notes:

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* A Cabinet Member DD will be required for all projects with a value over £100,000, where the recipient of the S106 funds is not specifically outlined within the definition for the S106 contribution(s) being requested for use. The Planning Obligations Team will advise if a decision is required as part of their compliance check

BASKETBALL SESSIONS
2026 SUMMER HOLIDAYS

The supplier, MK Breakers, is offering:

- 2 x 60 minute sessions (by age group) per week for 4 weeks
- L2 Basketball England qualified, DBS and Safeguarding certified coaches for each session. MK Breakers carries its own Public Liability and Professional indemnity insurances.
- All basketballs, bibs, cones etc plus administration time involved in promotion and administration included.

COST: £550
DATES: TBC (**2025 Dates:** Friday 8th, 15th, 22nd & 29th August)

UPDATE: FEBRUARY 2026 New Bradwell Parish Council

Crimewave
Our focus is a safer future

Cameras currently deployed:

- **Alice in Wonderland Play Park, New Bradwell**

February Findings:

Alice in Wonderland Play Park, New Bradwell:

Install date: 24th July 2025

Reason for install:

This camera is in place due to reports of anti-social behaviour issues.

Reports/Identified incidents:

On the 17th February 2026, we received a request regarding reports of a vicious dog and youths in the play park. We supplied this footage to the local policing team.

Outcomes:

There are no outstanding outcomes for this location.

Status:

We are continuing to review this camera regularly.

Redeploy?

N/A

REQUEST: NEW BRADWELL COMMUNITY CENTRE AS AN EMERGENCY SAFE HAVEN

Context
The Milton Keynes Sea & Royal Marine Cadets have recently taken over the lease at Millmead Hall. Due to this, they are rewriting several of their procedures including their emergency evacuation procedure. A stipulation of the emergency evacuation procedure is to name an emergency safe haven where the cadets would be temporarily taken to in the event of a mass evacuation from Millmead Hall due to an emergency. The cadets' parents would then collect them from the emergency safe haven.

Milton Keynes Sea & Royal Marine Cadets are also talking to another venue with the aim of having two emergency safe haven locations listed within their emergency evacuation plan so that the second could be used if the first was not available and vice versa.

Request
To name and use New Bradwell Community Centre as the emergency safe haven for the Milton Keynes Sea & Royal Marine Cadets at Millmead Hall.
New Bradwell Community Centre has been identified due to its geographical proximity to Millmead Hall.
The intention would be to only use the emergency safe haven in the event of an extreme emergency, likely during the night when the cadets have their overnight course (a single night stay held 4 or 5 times a year). The cadets would remain under the group's adult supervision at all times.

Additional information
Copies of Milton Keynes Sea & Royal Marine Cadets documents, including public liability insurance and safeguarding policies, are available upon request.

Germaine Newnham
Parish Clerk
New Bradwell Parish Council
Unit 10, New Bradwell Workspace
St James Street
New Bradwell
Milton Keynes
MK13 0BL

26 February 2026

FOR THE ATTENTION OF THE INSURANCE CLAIMS MANAGER

Shared Insurance Claims
West Northamptonshire Council
One Angel Square
Angel Street
Northampton
NN1 1ED

RE: FORMAL CHALLENGE TO SETTLEMENT — INSURANCE CLAIM REF: PD24/0060

Dear Sir or Madam,

I write on behalf of New Bradwell Parish Council to formally challenge the settlement communicated in your email of 25 February 2026, wherein insurers confirmed payment of £3,830 in respect of the above claim for water damage at Unit 10, New Bradwell Workspace, St James Street, New Bradwell, Milton Keynes MK13 0BL.

The settlement offered does not reflect the actual costs incurred by the Parish Council, and the basis upon which insurers have calculated the figure is both factually incorrect and unreasonable in the circumstances. We set out our position in full below.

1. Background

The Parish Council reported extensive water ingress to the above premises following heavy rainfall in early October 2024. The flooring underlay became saturated, moisture was trapped beneath the majority of the floor area, and the laminate flooring warped and began to emit a strong odour. Heating was run continuously in an attempt to dry the area, but this proved largely ineffective given the extent of the moisture trapped beneath the floor.

The initial claim was submitted on 8 October 2024. The completed claim form and supporting photographs were provided on 5 November 2024. Insurers acknowledged the claim and requested two repair estimates on 7 November 2024. A further prompt was required from your office on 7 February 2025 — nearly four months after the initial submission — before two quotations were obtained and submitted on 11 February 2025.

The two quotations obtained were as follows:

- Bradle Builders — £4,080.00 (not VAT registered; net figure)
- Oliver Anderson Ltd — £5,543.00 net (£6,651.60 inc. VAT at 20%)

Works were carried out by Oliver Anderson Ltd on or around 20 February 2025.

2. The Parish Council had legitimate and reasonable grounds for selecting Oliver Anderson Ltd

Insurers have stated that settlement will be limited to the value of the lower quote, that being Bradle Builders at £4,080. However, the Parish Council did not proceed with Bradle Builders for a clear and operationally sound reason: Bradle Builders were unable to commit to a start date.

Unit 10 New Bradwell Workspace is the Parish Council's principal place of business. It is open to the public on a regular basis and hosts formal council meetings most weeks — meetings which the Council has a statutory obligation to hold. The premises are therefore not an ordinary commercial office that could simply be closed or left in a deteriorating state while awaiting contractor availability. The Council has obligations to its electorate and to the proper conduct of its democratic functions that cannot be deferred indefinitely.

With moisture continuing to cause active deterioration to the floor and given the public-facing and statutory nature of the premises, an indeterminate delay while awaiting availability from one contractor was not operationally acceptable. The decision to proceed with Oliver Anderson Ltd — who could commit to a start date — was therefore entirely reasonable and taken in the best interests of both the premises and the public.

It would be inequitable for insurers to penalise the Parish Council for making a reasonable contractor selection decision, particularly in circumstances where the extended delay in processing this claim — from October 2024 to February 2025 — had itself created the time pressure that made prompt remediation essential.

3. The correct basis for settlement should be the Oliver Anderson Ltd net quotation

The Parish Council reclaims VAT via the Section 126 process. Accordingly, the VAT element of the Oliver Anderson Ltd invoice (£1,108.60) is recoverable and should not form part of the insured loss. The correct net cost on which the claim should be assessed is therefore £5,543.00.

We acknowledge that insurers may apply the principle of indemnity to the lower of the two quotes as a baseline. However, where there is a documented and reasonable explanation for why the lower-quoted contractor could not be engaged — namely their inability to commit to a start date — it is our position that the settlement should reflect the actual reasonable cost incurred, being £5,543.00 net.

The current financial position is summarised as follows:

	Quote (net of VAT)	Insurer settlement basis
Bradle Builders (lower)	£4,080.00	£4,080 less £250 excess = £3,830
Oliver Anderson Ltd (accepted)	£5,543.00 (ex-VAT)	Not considered
Shortfall borne by Parish Council	**£1,463.00 + £250 excess = £1,713.00**	

The Parish Council should not be left bearing a shortfall of £1,713 as a consequence of making a reasonable and operationally necessary contractor decision, compounded by delays entirely outside its control.

4. The Parish Council acted to mitigate loss

We note also that insurance policies routinely require policyholders to take reasonable steps to prevent further loss or damage. By proceeding promptly with remedial works, the Parish Council fulfilled this obligation. To penalise the Council for doing so — particularly in the context of a claims process that took over four months to reach the point of authorisation — would be contrary to the spirit and intent of the policy.

5. The financial impact on a public body funded by the local precept

The Parish Council is a democratically elected public body funded entirely by the local precept levied on residents of New Bradwell. It operates within tight budgetary constraints, and any shortfall in insurance recovery has a direct and tangible impact on the funds available for community services and the functions the Council exists to deliver. The precept is not raised to subsidise the consequences of an insurer's administrative delays or to absorb costs that should properly be met under the terms of a policy to which the Council contributes. The Council has a fiduciary duty to its residents to ensure that public funds are properly protected, and it would be a failure of that duty to accept a settlement that does not reflect the reasonable and actual costs incurred.

Requests

In light of the above, the Parish Council formally requests:

1. That the settlement be reassessed on the basis of the Oliver Anderson Ltd net quotation of £5,543.00, less the £250 policy excess, resulting in a revised settlement payment of £5,293.00.

2. In the alternative, if insurers maintain that settlement is limited to the lower quote, a written explanation citing the specific policy clause(s) relied upon, and addressing the documented reason why the lower-quoted contractor could not be engaged.

3. Confirmation of the identity of the underlying insurer, so that the Parish Council may pursue this matter further if necessary, including by way of a complaint to the Financial Ombudsman Service.

Please treat this letter as a formal written complaint. We request a substantive written response within 14 days of the date of this letter.

Yours faithfully,

G. Newnham

Germaine Newnham
Parish Clerk
New Bradwell Parish Council
clerk@newbradwell-pc.gov.uk
Tel: 01908 313602

cc: Estates Department, Milton Keynes City Council (estates@Milton-keynes.gov.uk)



Local Transport Plan 5: Summary Document for Consultation

Highways & Transport

January 2026

A Balanced Transport Strategy for Milton Keynes

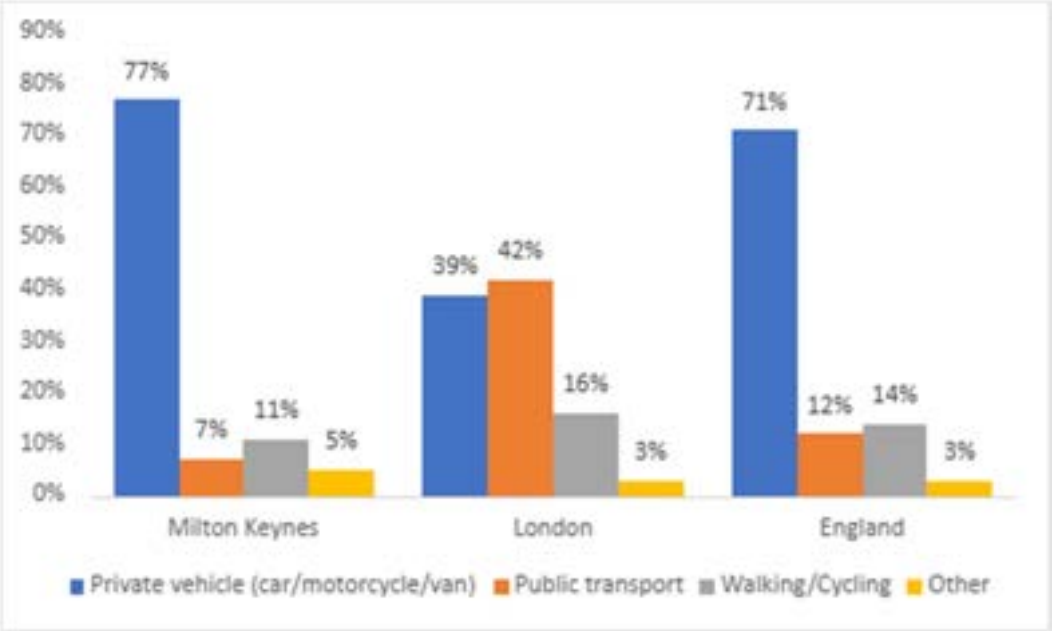
Introduction

Milton Keynes is currently a car-based city as a result of its physical layout, our unique grid road network and the relative affluence of our population, and this transport strategy isn't going to be able to change this in the short term. The city has very high car ownership, with nearly 80% of all households having access to at least one private car, and the high-speed grid roads allow for easy connectivity by car across the city with journey times that cannot be matched by public transport.



Correspondingly, public transport use in Milton Keynes is very low in comparison to UK cities of a similar size, at around 7% of journey to work trips, and financial support to maintain minimum service levels is required.

Compare this to London, for example, where car ownership in some Boroughs is roughly half that of Milton Keynes, and public transport is nearly always faster and cheaper than driving, and up to 50% of journeys are made by public transport. (The average across London is 42%).



Why We Need to Change

Although many of us have current car-based behaviour and are dependent on cars to get around, more of our current and future residents and visitors will need to choose to walk, cycle or take public transport more in the future if we are to accommodate the city's planned growth, without the risk of highway congestion and gridlock. The Council will not support growth that comes at the expense of the relatively free-flowing traffic network that we currently enjoy in MK, so we need to ensure that transport options are better for our residents and visitors than they are now, and that our road network continues to operate as well as it does today, as we continue to grow as a city.



Importantly, we also need to consider the 20% of our households in MK who do not have access to a private car, and therefore are currently at a considerable accessibility disadvantage to those that do, and we need to make our transport system more equitable for this very significant group of our residents. (This is probably the same 20% of our residents that said in our LTP survey that they found it difficult to travel around Milton Keynes, which is not something that someone who owns a car here is ever likely to say.)



Delivering this gradual change in our collective travel behaviours will not be achieved by regulation or restriction of car use, which would be neither popular here, nor particularly effective. Instead, we need to improve the attractiveness of the other travel options in comparison by addressing the relative time, cost, convenience and comfort of them when compared to car travel, so that our residents and visitors actually choose to use them for some journeys. Most of our current users of public transport are 'captive', in that they have no other viable means of transport available to them, and therefore have to use the bus. Compare this with Amsterdam, where over 70% of passengers on trams and buses in the city during the morning peak hour have a car at home that they choose not to use because of the quality, speed and cost of public transport in comparison.

These examples of London and Amsterdam are often unhelpful, as we are a very different place to either of those ancient cities that have grown organically over hundreds of years. We are a new town, less than 60 years old, and we have been a planned settlement from the outset. In the main, our housing is of much lower density and our estates are set apart from one another, divided by green corridors and grid roads. While this creates a pleasant low-density spacious environment with lots of greenery, it also makes these areas quite difficult to serve effectively by public transport without a time penalty to passengers – as buses have to leave grid roads to 'collect' passengers in estates – and this layout also makes walking and cycling distances longer between neighbourhoods too.

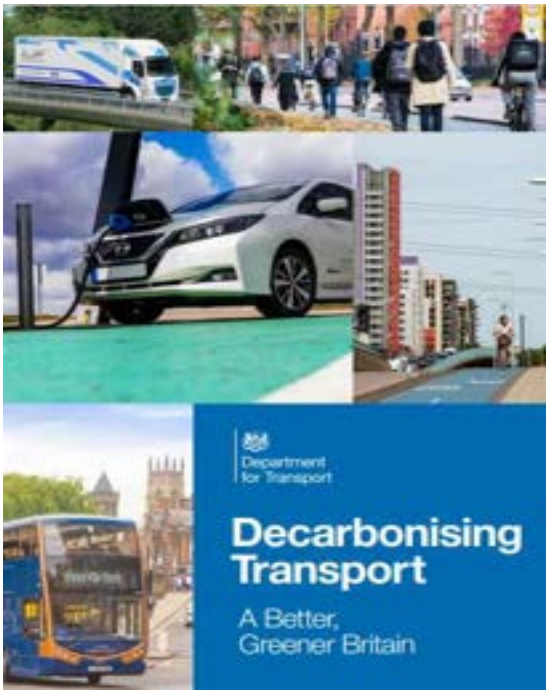
To offset this, our city planning forefathers built us an extensive high-quality walking and cycling network, which has over 350km of segregated walking and cycling routes and is the envy of most UK cities. They also proposed an extensive bus network using a large fleet of smaller minibus sized vehicles to provide the local and city-wide connectivity, that would address the challenges of the city's layout.



Unfortunately, however, our planners did not envisage a growth in concerns over anti-social behaviour and crime that would make our walking and cycling network be perceived as less safe to some users than they first envisaged. Nor did they foresee the reduction in the levels of physical activity amongst the general population that would result in them being less well used than they may have hoped.

Their proposals for public transport certainly didn't envisage a requirement for commercial bus services post de-regulation (introduced in 1986 when the city was already nearly 20 years old), or the sort of Local Government funding constraints for supporting public transport that we have now. Unfortunately, therefore, the public transport and walking and cycling networks have been less successful as an outcome of our planned layout than the ease of car travel, which the city planners certainly didn't anticipate.

Finally, they couldn't have possibly envisaged the huge growth in car traffic since our city was first conceived, nor were they aware of the harmful effects of emissions from motor vehicles or the global impact of CO_2 and other greenhouse gases at the time.



However, ***we know all these things now***, and therefore we must adapt our city, our networks and our behaviours to the modern age, we must address the barriers to more sustainable movement across MK, and we must respond to our local, regional, national and global health, carbon and climate challenges.

This LTP summary document summarises the transport policies that set out how we go about doing that for the benefit of the city and our residents for decades to come.

Our MK:2050 strategy has already set our broad targets for us – the document sets the aspiration that the first choice for residents and visitors making longer journeys across the city in 2050 should be our Mass Rapid Transit (MRT) public transport system, and for those making shorter journeys, walking, cycling and scooting should be their first choice. We are a very long way from this now, but the strategies set out in this document will set us on the road to achieving these ambitious aspirations for our city.



If we can achieve them, our city will be a more pleasant and healthy place for our residents, visitors and businesses, and we will be able to continue to grow our city and our local economy in a healthy and sustainable way.

In the following sections, our challenges, and our policies that will address or mitigate them for each of a series of themed policy areas are set out, under the following broad headings:

- Roads, Traffic and Parking
- Travelling Safely
- Improving Public Transport
- Enabling and Encouraging Active Travel
- Future Transport

Roads, Traffic and Parking

With such high levels of current car ownership and use, our policies for roads traffic and parking are very important elements of our future transport strategy.

Planning for Traffic Growth

We openly acknowledge that, in some cases, new roads or enlarged highway infrastructure, such as bigger roundabout junctions or grade separation, will be needed, as sections of our highway infrastructure have been outgrown by traffic growth - or will be very soon. We also appreciate that new roads will be needed to open up new development areas of the city where there are currently country lanes, and that there is a required gradual expansion of the grid road network as new development areas are brought forward through the planning process.



However, we also appreciate the considerable cost – both economic and environmental – of significant new highway infrastructure and we will try to avoid this cost where we can, by making our existing highway assets work better and more efficiently. By using new signal control technology and other intelligent traffic management systems (ITMS) we can make our existing highway network accommodate more vehicles without adding delay, allowing us to cater for growth without the need for significant new highway infrastructure.

Our city is famous for our roundabouts, and we have 132 of them on main roads across the city altogether – and in our estate areas, there are a great many more. Some are small mini roundabouts, little more than a painted domed circle at the junction of two or more minor

roads, while others are huge motorway roundabout junctions with trunk roads passing through them, and with complex traffic signal layouts.

None of our roundabouts were signalised to begin with – traffic flows did not require it in the early days of the city's existence. But, as traffic has progressively grown, our roundabouts have 'failed', and signals have had to be introduced in order to manage congestion and delays. This approach will be needed more and more, which may not be favoured by some residents, so we will defer their introduction for as long as we can.



However, the simple fact is that roundabouts don't work very well with heavy traffic flows, or with a predominant traffic flow along a single axis (eg where a main road, such as the A509 or A421 passes through them) and we will need to address this as our traffic increases – either through roundabout enlargement or the introduction of traffic signal schemes.

We certainly won't enlarge or signalise all 132 of the larger ones, but there will be a need for an increasing number of our major grid road junctions to be improved if our city is to grow without detrimental highway impacts on those who already live and work here.



Highway Maintenance

The maintenance of our highway network is also very important, and potholes and other surface defects remain of high importance to our residents and businesses. We will continue to address the maintenance of our highway assets as funding permits, and will strive to continue to deliver a high quality and well-managed road network in the future. We will explore new technologies that can help us maintain our highways and target our investment better, such as remote asset inspections alongside the use of innovative materials and means of repair.



However, Milton Keynes as a planned city has one major disadvantage in maintenance terms – a great deal of our major highway assets and bridges will reach the end of their design life all at around the same time (because they were all built around the same time), and this is a significant funding challenge for future years. While not of widespread immediate concern, it

is a significant future issue and strategies are already being developed to address our future asset expenditure requirements.

Notwithstanding these future concerns over our ageing highway assets, we will continue to maintain the highway network to the current high standard.

Parking

Parking is a significant component in our transport strategy. The cost and availability of parking can directly influence levels of car use, and revenue from parking (which must be re-invested in transport) can be used to fund other complementary transport plans and initiatives. For example, the recent parking charge changes in Central MK were designed to encourage more visitors to use public transport, with any additional parking revenue surplus being put towards supporting local bus services and MK Connect. This principle of supporting public transport from parking revenue is now well-established.



As we continue to equalise the costs of driving compared to public transport, it is clear that there will be more adjustment of our parking charges needed if we are to achieve a better balance than at present, so future increases to parking charges are inevitable. However, the detail of this will be contained in a subsequent parking strategy to follow later this year, which will require an extensive consultation exercise with all of our key stakeholders.

In addition to the adjustment of parking charges, the CMK Growth study suggests the infill of the central MK grid with more housing development, which will remove some surface parking and reduce overall parking availability. Milton Keynes has around 14,000 paid for parking

spaces in CMK currently – compare this with Edinburgh which has less than half that number, with nearly twice MK's population. (Parking charges in central Edinburgh are also up to £7.20 per hour.)



Increasing parking charges is rarely popular, but when any additional revenue surplus is identified and allocated to transport projects in a transparent fashion, it can be made more palatable and is a legitimate means of transport funding. If vehicles are removed from the network as a result, those motorists that remain can balance their marginally increased parking costs against their less congested journeys, and in many cases will consider it as an acceptable trade-off. It should also be noted that parking charges in Milton Keynes are significantly lower than in comparable towns and cities, and there is a long-standing requirement for us to correct this – and this process has already started with the recent decision to increase parking charges in CMK.

In addition to the costs of parking, there are parking 'hotspots' where the effect of illegal or inconsiderate parking around particular locations is impacting adversely on our communities. Enforcement of this is critical to ensure that these behaviours are actively discouraged, so our policies on parking enforcement also need to be reviewed. We may need to consider tow-away powers and more parking enforcement officers to tackle particular hotspots, such as some of our traditional town centres, for example, where pavement parking issues are of great concern to residents and businesses there.

Many residents have reported parking nuisance elsewhere across CMK, often associated with places where people regularly gather together, so they attract trips from a much wider area, and we will continue to work with communities to address parking nuisance in their areas. In some cases, this may involve the introduction of resident parking zones and permits, to ensure that resident parking spaces are reserved solely for residents of the area, and are

protected from external parkers – such as protecting areas from commuter parking around railway stations.

Engagement on a new parking strategy will commence in the late Summer.

Roads, Traffic and Parking - Policy Summary

We will…….

- Continue to build new roads and enlarge infrastructure to support growth as required but….
- Explore the use of signal and intelligent traffic management systems to avoid the need for costly and unsightly new infrastructure where possible
- Implement new highway network management technology to ensure that the capacity of our highway network is optimised and delays are minimised
- Ensure that the effect of city growth does not adversely affect the operation of our highway network for our existing residents, visitors and businesses
- Continue to invest in the maintenance and upkeep of our highway assets to ensure we operate a safe and efficient highway network
- Ensure adequate funding is set aside for future years when highway assets reach the end of their design lives and require substantial refurbishment or replacement
- Adjust our parking charges in CMK to better balance the relative costs of car and bus travel to CMK
- Spend any parking revenue surplus generated on transport project and initiatives, including supporting public transport services and MK Connect
- Review our approach to parking enforcement to tackle illegal, inconsiderate and nuisance parking at hotspots across MK in response to resident and business concerns
- Work with residents to tackle nuisance and inconsiderate parking in their neighbourhoods
- Develop a new parking strategy over the autumn in close consultation with residents and stakeholders

Roads, Traffic & Parking - Projects

Junction Improvement Schemes		
Brinklow Roundabout (H8/V10)	2025	Developer Funded
Monkston Roundabout (H7/V10)	2026	Developer Funded
Crownhill Roundabout (H4/V4)	2027	Developer Funded
Loughton Roundabout (H5/V4)	2028	Developer Funded
Bleak Hall Roundabout (H8/V6)	2026	Developer Funded
Elfield Park Roundabout (H8/V4)	2026	Developer Funded
Springfield Roundabout (H6/V8)	2026	Developer Funded
S. Saxon Roundabout (H6/V7)	2027	Developer Funded
Knowhill Roundabout (H6/V4)	2028	Developer Funded
Rooksley Roundabout (H4/V6)	2028	Developer Funded
S. Grafton Roundabout (H6/V6)	2029	Developer Funded
Kingston Roundabout	2029	Developer Funded
Grid Road Extensions		
H10 Bletcham Way Extension	2027	Developer Funded
Major Traffic Signal Upgrades		
Northfield Roundabout	2026	Developer Funded
M1 Junction 14	2026	Developer Funded
Redmoor Roundabout	2026	Developer Funded
Urban Traffic Control		
CMK signal network	2026	Developer Funded
Integrated Signal Plans & Strategies	2026	Developer Funded
Maintenance		
Ongoing programme	Every year	DfT Funded
Parking		
Review of Parking Charges	Every year	Funded from parking revenue surplus
Development of New Parking Strategy	2026	Funded from parking revenue surplus

Travelling Safely

It is important that our transport strategy delivers a safe transport network for all users. Roads, pavements, Redways, rights of way etc. all have their own safety challenges, and each user group, be they motorist, cyclist, pedestrian, school pupil or vulnerable road user will require particular interventions to ensure their safety.

Highway & Road Safety

We have an extensive road safety programme to address locations which we consider to be unsafe – and we can identify these locations from analysis of road traffic accident data that we collect and other predictive AI techniques, which can help identify potentially unsafe locations even before an accident has occurred.

Some of our road layouts in MK have become more unsafe over time, as our traffic flows have grown significantly since they were designed. Gaps in central reserves to allow right turns on grid roads, for example, have become increasingly unsafe as the gaps in traffic to turn safely have become less frequent, while vehicle speeds and weights have also increased. We will therefore continue to identify the most unsafe locations of this sort and implement remedial schemes. In some cases, we will have to close these gaps and introduce short traffic diversions to ensure safety.



We also have a high-speed grid road network, which, unfortunately, results in higher levels of more serious and life changing injuries for those involved in road traffic collisions, due to the higher speed incidents we have on our network. Our casualty figures are more akin to a

motorway network than to a local authority highway network. One person losing their life on our highway network is too many, and we should seek a '*Vision Zero*' approach to road fatalities, but sadly there were 8 highway related fatalities in MK in 2024. If we are to reduce this number towards zero, a review of our road speed limits will be needed, although it is acknowledged that this will be controversial in some cases.

Much less controversial, is the work we do with residents and their local Councils to address safety and speeding issues in their areas, who often lobby actively for a reduction in the speed limit through their estate or their village – and we will continue our programme of works to support residents and local Councils to improve safety, reduce speeds and reduce road casualties in their areas, taking the views of local people on board in the schemes we put in place.



In addition to our physical highways works to reduce accidents and casualties on our road network, we also run education programmes to encourage safer driving, with particular focus on young people, newly qualified drivers, and motorcyclists. Many of these initiatives are run in conjunction with Thames Valley Police or our neighbouring authorities, with Bucks CC worthy of particular mention for their excellent road safety education programmes. We also run road safety education programmes in schools which are discussed further below.

We will therefore continue a programme of road safety improvements and initiatives that are both resident and/or Parish Council-led or data-led to ensure that our highway network is a safe as possible and that the number of casualties incurred on our network and their severity is reduced year on year.

Cycle Safety

Cyclists in MK are generally segregated from traffic, but there are locations where surface crossings exist, and due to the speed of vehicles on the highway network, any conflict between cyclist and vehicle is generally serious. 2 cyclists were killed in MK in 2024.

Cycle safety on the Redway network is therefore paramount, as is the development of cycling skills so that users have the confidence to cycle and do so safely. We are using intelligent sensors on volunteers' bikes to collect data that shows where cyclists are braking and swerving sharply, indicating locations that we need to look at more closely for safety interventions. The sensors also detect ride quality, so can also provide us with information on where surfacing repairs may be needed.

We also offer an extensive range of cycle training for all ages and our Bikeability programme for our school children and our 'Bikeability Olympics' have received national acclaim for the initiative and the outcomes achieved.



We also take part in cycle safety initiatives, and in education programmes with our Police and Local Authority partners, and we will continue to run and expand these programmes in future years.

There is one further aspect of cycle safety which is relevant in Milton Keynes which is not related to conflicts or cycle skills – perceived safety and fear of crime. Many of our Redways are remote from houses with no oversight, so they often feel quite remote, and users feel 'exposed' or 'isolated'. Similarly, we have numerous underpasses, and sometimes these are

not well lit, or occupied by people, which can often cause alarm and can discourage people from walking and cycling – and this is particularly relevant among women. Only 23% of our cyclists in MK are women, but of the 77% that do not, 80% of them *would like to* cycle.

This feeling of security when using our Redway network is something we must address if we are to achieve the levels of activity on our active travel network envisaged by our city's planners. We can do this by ensuring our Redways are well lit, foliage is trimmed to remove opportunities for concealment, and by making the underpasses less foreboding. We will also explore surveillance through CCTV and patrols in conjunction with TVP to ensure user safety.

The ultimate measure of our success will be very well-used Redways with sufficient people to provide a greater sense of security and surveillance for all users – quite literally, safety in numbers.

Pedestrian Safety

Pedestrians in MK, like cyclists, are generally segregated from traffic in the new areas of the city, and most crossings are grade-separated via bridges or underpasses. However, these aren't always located exactly on the desire line of where pedestrians want to go, or as discussed above, the underpass may be sufficiently threatening for people to not want to use it. This results in the occasional conflict between pedestrians and traffic on grid roads, and given the prevalent traffic speeds, these incidents are often life threatening for the pedestrian. 2 pedestrians were killed in 2024 in MK.



Away from the grid road network, pedestrian conflicts with traffic are more common, particularly in CMK and in our older town centres of Bletchley and Wolverton, although, thankfully, speeds are much lower in these areas, and the casualties are less severe as a result.

We will continue to work with residents and Parish Councils to improve pedestrian crossing facilities for communities to address their concerns, particularly around schools, retirement homes and other locations where vulnerable road users may be present.

School Pupil Safety

In addition to general issues regarding pedestrian safety, officers also receive many reports of concerns regarding the safety of the environment around schools during drop off and pick up times, as a result of the behaviour of parents who drive their children to school. Inconsiderate parking, U-turns and impatient behaviour severely compromises the safety of children going to and from school, and this sort of behaviour also deters those who might wish to walk, scoot or cycle.

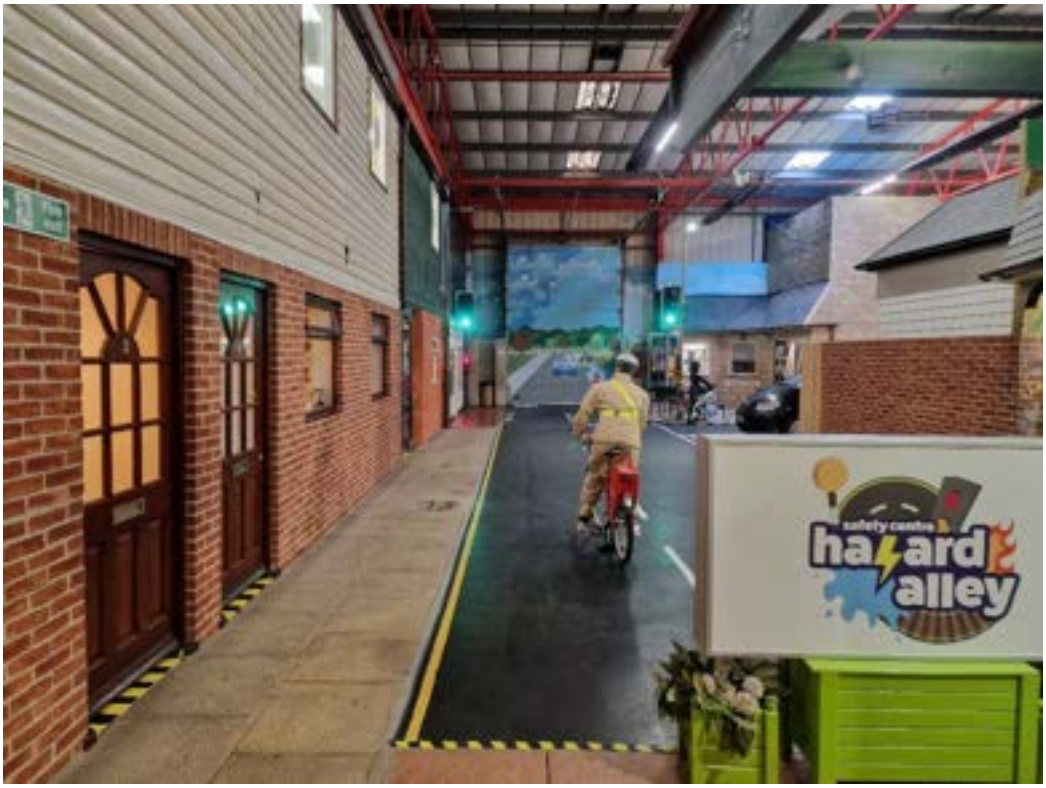
The records of incidents outside schools are disturbing – one school used teachers accompanied by children to reason with inconsiderate parents, but had to stop because the children were being subjected to abusive language. In other instances, the Police have been called to address disorder amongst arguing parents. This is clearly unacceptable and a terrible example for our young people and something we must all address.

We will work with our schools to tackle these sorts of behaviours outside their premises to ensure that there is a safe environment for pupils to get to and from their school without risk of road danger. This will include the implementation of zig-zag school keep clear markings with targeted parking enforcement, direct engagement with parents through the schools and other means as appropriate.



Later this year, the Council will assume camera enforcement powers, which will allow us to implement timed closures on streets outside those schools with the most severe safety concerns and highest risk to students. These schemes were trialled previously, but were not as successful as they could have been because we did not have the powers to enforce them effectively at that time, and they were subsequently withdrawn. Once we have camera powers, these original schemes, in addition to a batch of new school schemes, will be taken forward for implementation.

In addition to physical measures outside of schools, we also work with schools on pupil travel safety and road safety education and we will continue to visit schools to deliver road safety messaging. We also fund some of our school children to attend 'Hazard Alley' – which is a fantastic real-life training venue for children to learn about all aspects of safety, including road safety. Subject to funding constraints, we would like to increase this amount of activity and engagement with schools and send more children there. In previous years, every pupil in MK attended Hazard Alley in years 2 and 6, but funding arrangements and school transport challenges have resulted in this sadly no longer being the case – so we'd like to return to sending more of our pupils there.



Finally, schools can apply for grants for School Crossing Patrol Officers and for Pupil Safety and 'Park Smart' signs to add to the safety measure available to schools to ensure their pupils' safety and we intend to expand the budgets available for these.

Other Travel Safety

We will work with our public transport operators to ensure that our residents and visitors feel safe when using our public transport services. This is particularly relevant to our train operators on near empty trains at night in between stations, where passengers can feel vulnerable with no accessible staff in their carriage.

We also have specific user groups that we work with on safety matters, such as motorcyclist groups and equestrian organisations to deliver targeted safety events and campaigns, and this will continue.

Car Cruising

Milton Keynes has a particular problem with car cruising, and is a magnet for a certain type of vehicle and driver, because of its attractive high speed road network and large areas of empty car park in the evenings. High performance and modified vehicles cause noise nuisance, disturbance to residents and businesses and also generate some safety risks to both drivers and the spectators who turn up to watch.

Events and meets are often well organised on social media networks and can involve tens and sometimes hundreds of vehicles and spectators and these incidents are of considerable concern to the authorities and those affected.



MKCC officers across a number of departments work closely with Thames Valley Police, Network Rail and other key stakeholders to tackle these meets and to take appropriate action

against those that participate as driver or spectator, but enforcement powers are quite limited However, we will continue to do what we can with our agency partners to tackle car cruising across the city and to reduce the risk and amenity disturbance to residents and business premises.

Travelling Safely - Policy Summary

We will…….

- Continue to identify and address unsafe locations across our highway network with accident mitigation schemes.
- Continue to work with residents and their Parish/Town Councils to address road safety and speeding issues in their communities
- Review our approach to speed limits across MK and investigate further the potential casualty reduction and other benefits of reducing road speeds
- Continue to run education programmes to improve road safety awareness and driving skills
- Identify unsafe locations on our Redway network and implement improvements to address cyclists' and pedestrians' safety concerns
- Continue to offer an extensive cycle training and Bikeability offer to our residents and school pupils to improve cycle skills and confidence
- Address perceived security across the Redway network by improving visibility, lighting, and trimming foliage, and to explore further security measures such as CCTV and Police patrols
- Continue to work with residents and Councils to deliver pedestrian crossings and other improvements for pedestrians, and to ensure bridges and underpasses feel safe
- Work with schools to address pupil safety at drop off and pick up times, including implementing parking restrictions and enforcement, and school street schemes
- Continue to offer road safety education and other road safety initiatives to pupils, including visits to Hazard Alley
- Work with specialist organisations over unique safety considerations for particular groups, such as motorcyclists, equestrians etc.
- Continue to work with the Police, partner agencies and key stakeholders to tackle the problem of car cruising and car meets to reduce the safety risks and amenity disturbance they cause to residents and businesses across the city region

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Travelling Safely - Projects

Highway & Road Safety		
Tackling casualty hotspots	annual	Council/DfT Funded
Gap Closure Programme	annual	Council/DfT Funded
Speed Limit Reduction	annual	Council/DfT Funded
20mph zones	annual	Council/DfT Funded
Road Safety Campaigns	annual	DfT/TVP Funded
Cycle Safety		
Identify & Treat Unsafe Redway Locations	annual	Council/DfT Funded
Redway Security Improvements	annual	Council/DfT Funded
Bikeability & Other Cycle Training Programmes	annual	DfT and Bikeability Trust funded
Pedestrian Safety		
Improvement Programme	annual	Council/DfT Funded
New and Improved Crossings	annual	Council/DfT Funded
Road Safety Education Programmes	annual	Council/DfT Funded
School Safety		
School Streets Programme	2025	Council Funded
Healthy Routes to School	2025	Council/DfT Funded
Pupil Road Safety Education	annual	Council/DfT Funded
Other Safety		
Targetted Safety Campaigns (eg motorbikes, equestrians)	annual	Council/DfT Funded
Tackling Car Cruising	annual	TVP/Council Funded

Improving Public Transport

As stated previously in this document, the provision of a viable public transport service across the city is very challenging. The combination of our road layout, the distribution of our population, our levels of car ownership and the almost unlimited supply of cheap parking, make public transport very difficult to make attractive here in comparison to driving.

Other cities have the 'advantage' of a congested urban road network and very limited parking supply – which can help encourage public transport use, but MK has neither of these, so we need to focus more on the quality of the public transport offer.

Improving Public Transport

The key to delivering an improved public transport offer across MK is therefore to ensure that more people want to use it through choice. This sounds very simple, but making the system more attractive in comparison to the car is paramount to changing the way we travel - for some of our journeys at least. So, we need to completely re-imagine our public transport in Milton Keynes – as many cities have done to great effect before us.

Mass Rapid Transit (MK Metro)

To tackle this problem head-on, we have been developing proposals for a Mass Rapid Transit System (MRT, now branded as MK Metro) – a high quality tram-like system using rubber tyred vehicles on conventional roads (sometimes referred to as Bus Rapid Transit, such as in Belfast, where the 'Belfast Glider' has been introduced). This new system will deliver the sort of step-change in our public transport offer in MK that will make people who own cars choose to use it instead for certain journeys. Journey times are critical, so we will need to allocate dedicated road space in the form of reserved bus lanes to ensure that the public transport vehicles are protected from congestion and general traffic. This means there will be less road space available for cars in some places across the network, but in MK we have the advantage of numerous parallel route alternatives, thanks to our unique grid.





This would deliver a ‘MK Metro’ service across the city region on 5 key routes. The routes are being developed to serve both existing residential and employment areas, but also to help unlock new development sites. This would be our primary, or top-level, high frequency, high quality public transport service.

Bus Services

To supplement our MK Metro MRT system, we will require to amend the remaining bus services to instead provide supporting bus services – as our MRT system won’t serve everywhere.



We will still need ‘conventional’ bus services at a secondary level to support the MK Metro network and to deliver passengers to key interchanges on the Metro network to complete their journeys.

MK Connect

There will also remain a need for a tertiary public transport offer, for those rural areas where a viable and scheduled bus service is just not affordable.

In these areas, MK Connect will continue to collect residents with no bus service and take them to their destination, or to an interchange where they can complete their journey on the secondary or primary tier of services.



This hierarchical approach to public transport provision will deliver a more attractive, connected and integrated offer than at present.

By the careful design of these interchange points where PT services at the different levels intersect, we can also ensure a seamless transfer, high quality waiting facilities and also excellent connections to the walking and cycling network, to ensure they can be accessed easily.



Ticketing

Also key to this three tiered system working effectively is the introduction of SMART ticketing, so that a single ticket can be purchased for a multi-stage (Metro to Bus) and ultimately, even for multi-modal journeys (eg e-scooter to Bus to Metro to Train to e-bike). We are working with our existing operators to explore this one ticket solution, but the allocation of appropriate proportions of the overall ticket costs to each operator is a complicated challenge – although this would be simplified in a bus franchising scenario, as discussed below.



Management and Operation

A successful public transport system in MK is also dependent upon an effective management and operating regime. A number of operating models are possible for MK Metro, with bus franchising offering the most opportunity for the Council, but also with the most financial risk, as we would be required to fund the full cost of running all the services we wanted to operate.

If the costs of these services are not met from passenger revenue, then the Council will become liable for any shortfall. However, on the other hand, if passenger revenue were in excess of the costs, then the surplus would pass to the Council. And as discussed above, a single ticket solution for all services would be easier to implement under this scenario where the Council is in charge of the provision of all bus services.

Alternatively, the Council could purchase a fleet and depot and lease them to an operator to run the system – or the chosen PT partner could take the financial risk – so there are a range of options to run the system available.

Further financial analysis and modelling of possible routes and services will be needed before the Council can make any decision over the operating model, but this doesn't prevent us moving forward with our plans to deliver MRT.

Adjusting the Balance Between Bus and Car

In addition to making the new public transport network more attractive in comparison to the car, we will also need to consider making the car less attractive at the same time – by means of adjusting parking charges. In fact, we already know that this will be needed to make our public transport network viable in future. It is the current imbalance and our failure to adjust parking charges for many years that has contributed to the public transport network and usage we currently have.



We need a step-change in the quality of our public transport offer and this approach to re-imagining our PT services in MK will not only reduce our car dependency over time, but help our city grow sustainably without adverse impacts in the form of increased congestion.

We are in discussions with Government over the funding of our new MK Metro network in relation to delivering increased growth, and we are currently finalising our Business Case.

Rail Services

While the Council has no direct responsibility for the operation of rail services serving the city and its environs, we are obviously keen to secure the best rail service for our city with a wide range of destinations served.

We will work with our existing Train Operating Companies (Avanti West Coast, London North Western/West Midlands Trains and Chiltern Railways) to ensure that we continue to have the best rail connectivity in the region with a wide range of frequent services to local, regional and national destinations.



However, despite us being well connected to the rail network already, there are two significant new rail projects in the pipeline that will affect us in MK – East-West Rail and HS2.

East-West Rail (EWR) is a rail project to link Oxford and Cambridge via Milton Keynes.

Phase 1 linking Oxford to Bicester, Bletchley and Milton Keynes is now complete and services will start in early 2026, operated by Chiltern Trains. Phase 2 and 3 are the future sections to Bedford and Cambridge. Phase 2 will improve the existing Marston Vale railway line between Bletchley and Bedford (including twin-tracking), while Phase 3 will require the construction of a new railway line from Bedford into Cambridge.

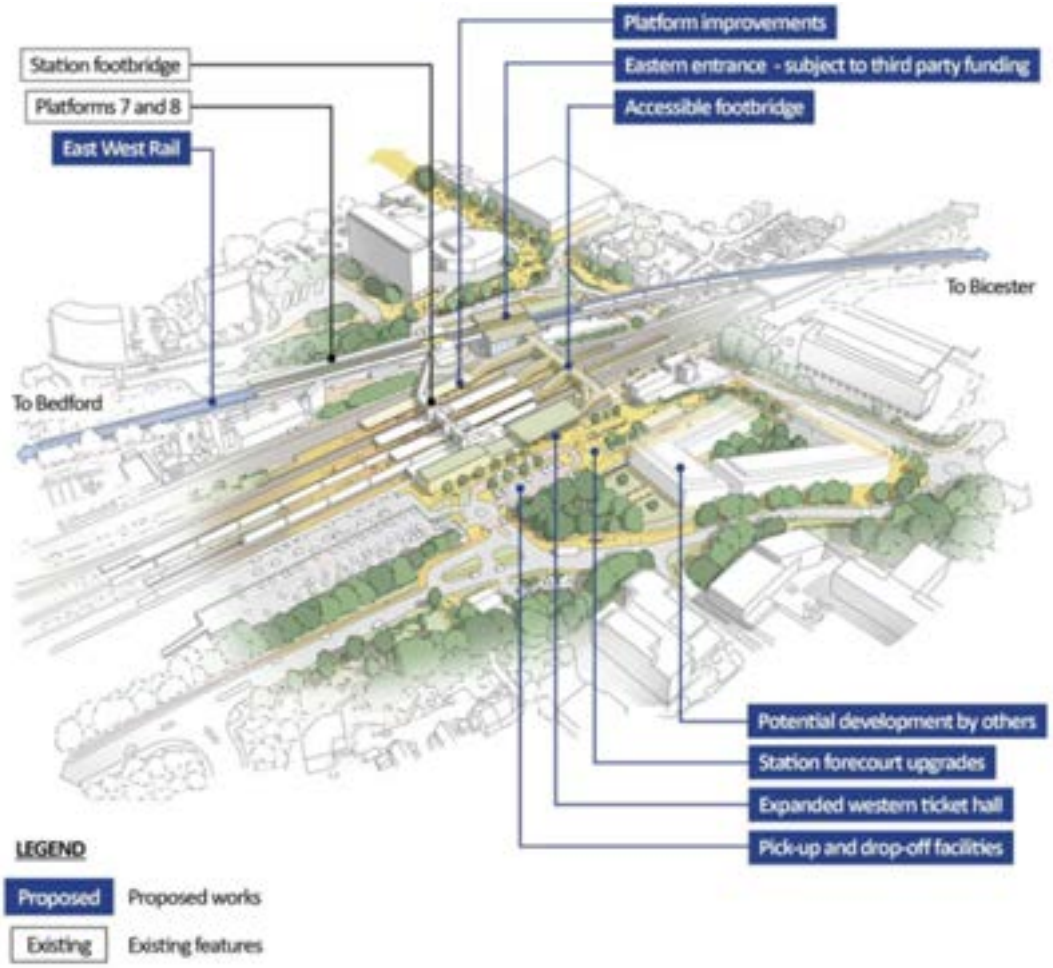
EWR continue to engage with the Local Authorities along the route while developing their design proposals for inclusion in a statutory consultation exercise to take place towards then end of this year.

Until that time, the Council will continue to seek the best outcome for MK residents, visitors and businesses from the EWR scheme, and ensure that the proposals for stations, level crossings and train service patterns are acceptable to the communities along the route.



In particular, there are 2 key interventions that the Council wishes to see delivered by the EWR scheme.

- A new eastern station entrance at Bletchley to connect better to the town centre and to support its ongoing redevelopment. This new entrance would open up a much larger station catchment area to the east, and would also help relieve the stairwell and gate line congestion at the existing small entrance on the western side.



- A new chord of railway line joining EWR to the West Coast Main Line (WCML) to the north of Bletchley Station (known as the Bletchley NE chord) to allow direct passenger services to run from Milton Keynes to Cambridge without reversing at Bletchley, and to allow freight trains, especially intermodal services from London Gateway and Felixstowe, to avoid congested lines in North London and join the WCML at Bletchley via EWR. This would be a significant strategic addition to the UK railway network with major benefits to congested lines around London and adding much needed resilience to freight routings.

The Council will continue to lobby for these additions to be delivered alongside the EWR scheme.

HS2 is a major new piece of high-speed rail infrastructure between London and Birmingham, and while it bypasses MK to the west and north, it will free up space on the existing WCML for more local and regional services. The WCML south covering Bletchley, Milton Keynes Central and Wolverton is the busiest mixed traffic railway in Europe and there is little space for additional services despite passenger demand. The resilience of the railway in the event of an incident is also severely compromised by the sheer number of trains using the tracks in this section and the short spacing between them.



HS2 will allow some express services to be removed from the WCML, freeing up new train 'paths' for additional local and regional services. Network Rail are looking at the possibilities HS2 will present for the WCML South, and the potential for MK Central to become a hub regional station is currently being explored. Enlargement of MK Central and an additional track between Bletchley and Milton Keynes Central may be needed as part of these proposals, but work on this continues.

The Council considers this to be an excellent opportunity to improve the rail connectivity of MK still further and we will work with Network Rail to develop the proposals over the coming years, as HS2 nears completion.

Improving Public Transport Policy Summary

We will…….

- Continue to develop and seek funding for our new Mass Rapid Transit system (MK Metro) in order to deliver a greatly improved public transport offer to our residents, visitors and businesses and to support the sustainable growth of the city
- Provide dedicated road space for our MRT system to run on, to ensure journey times are comparable to the private car
- Explore the benefits of and the risks associated with the Council franchising all bus services in MK, including MRT, and taking control of all service planning and operations
- Adapt 'conventional' bus services post MK Metro to provide supporting feeder and connecting services to the MK Metro system
- Continue to support MK Connect as the lowest tier in our public transport network for those residents without a viable scheduled public transport service
- Develop an integrated ticketing system to allow for multi modal journeys with a single ticket or SMART card
- Develop optimum designs and locations for interchange points on the PT network to ensure seamless transfer and good quality waiting facilities, while maximising their accessibility by all modes
- Support public transport use by adjusting parking charges and supply to 'balance' the relative attractiveness of PT vs car
- Work with our existing Train Operating Companies to ensure the best rail services and frequencies for Milton Keynes Central, Bletchley and Wolverton
- Work with EWR to ensure the best scheme for MK, including a new station entrance at Bletchley and the Bletchley NE chord
- Work with Network Rail over plans for expansion of local and regional services on the WCML post HS2, including track capacity and station improvements

Public Transport - Projects

MRT		
Deliver Demonstration MRT stop in CMK	2026	DfT Funded
Deliver New Bus Lanes in Preparation for MRT	2026	DfT Funded
Develop MRT Operational and Management Strategy and Finalise Business Case	2026	Council Funded
Deliver MRT system	By 2030	Central Govt Grant/Developer Funding/Council Funding
Bus Services		
Investigate Opportunities from Franchising	2025	DfT Funded
Explore the Re-structuring of Bus Services to support MRT	2026	DfT Funded
Identify Optimum Locations for Public Transport Interchanges	2026	DfT Funded
MK Connect		
Explore Opportunities to Fund & Expand the Offer	annual	Developer/Council Funded
Operational		
Develop Integrated Ticketing Offer	2027	DfT/Grant Funded
Develop End-to-End Journey Planner	2027	DfT/Grant Funded
Adjust Parking Charges in Line with Bus Fares	2026	Council Funded
Rail		
Work with ToCs to improve services at MKC, Bletchley and Wolverton and on the MVL	ongoing	DfT Funded
Secure the Best Possible EWR scheme for MKCC	2026-2027	DfT Funded
Bletchley Station Eastern Entrance	By 2030	EWR/DfT/Network Rail funded
Improved Local and Regional Services on WCML after HS2	Post-2030	DfT/GBR Funded

Enabling and Encouraging Active Travel

Milton Keynes has a fantastic off-road walking and cycling network which is almost fully segregated from traffic, that totals over 350km – but sadly it is not as well-used as it should be.

The reasons for this are numerous and range from the issues of safety and security introduced earlier in this document to more general factors such as the general decline in the physical activity we all undertake as a population. In addition, issues over maintenance of the network, including lighting, foliage control, surface condition and drainage are also factors that influence the levels of use. Indistinct wayfinding and a lack of understanding of the network and how to get places is also cited as a deterrent to using the Redways by some.

In addition to these physical improvements, there are also initiatives to address cycle training and skills amongst all our residents of all ages that we undertake – so the solution is a combination of 'hard' (physical) measures and 'soft' measures (campaigns initiatives etc.) and is one of *enablement* and *encouragement*. We can't make people cycle, or make them want to cycle, but we can help them if they would like to. We want people to have the skills and knowledge to cycle on a high quality, safe network, if they choose to.

So, we need to spend a greater share of our transport funding on active travel to address the physical barriers as to why our Redway routes aren't being used as they should, and to empower more residents to use them by providing the necessary skills, confidence - or even just to help them with a bicycle for them to ride.



Redway Design Standards

Our Redway network is growing with the city, and we have developed a Redway design guide which ensures that all new extensions to the network delivered by developers are of the required standard. We are using intelligent sensors mounted on some volunteers' bicycles to inform where surfacing improvements are needed, and also where there are conflicts with other Redway users, where some safety interventions may be needed. We are also continuing with the SuperRoutes programme which targets our more strategic Redway routes for wayfinding, lighting and underpass improvements.



Secure cycle parking is also essential, particularly as Station Sq is the top bike theft location in the TVP area. Without the potential cyclist knowing that secure cycle facilities exist at their destination, some cycle trips will never happen at all, so we need to ensure that key destinations, including stations and Council sites such as libraries and leisure centres, have ample secure cycle parking for visitors.

New Redways

New cycle schemes have been identified in our Local Cycling & Walking Implementation Plan (LCWIP) that we consulted on widely in 2023, and we are currently prioritising projects in the LCWIP for design and delivery. New cycle proposals are also under development for Bletchley town centre in conjunction with a package of Town Deal improvements. We will also undertake a programme of delivering 'missing links' to join up key sections of the Redway network so we have consistent and continuous grid of routes all across the city.



'Soft' Measures

Soft measures for cycling include our well regarded Bikeability training for young people, combined with our cycle training for all ages and abilities, and these programmes will continue – and increase if funding allows. Soft measures also include our cargo bike loan schemes to local businesses, bike recycling, e-bike experience and other initiatives to promote cycling and make it accessible to more people.



At the end of 2025, the Council received confirmation from Active Travel England that our Capability Rating had been increased from 1 to 2, as a result of our recent projects, initiatives and delivery successes. This will help unlock more funding for cycling, walking and wheeling projects in future years.

Walking

Walking is active travel too, of course, and while training is obviously less relevant here, the quality of the walking environment is critical. Accessibility is important to ensure everyone can use the network, as are aspects such as gradient and winter treatment. Similar to cycling, many shared issues exist in relation to safety and perceived safety, and sometimes these are worse for people on foot as they cannot move away from perceived risk as fast as a cyclist can.

In general, improvements to the Redways will assist both cyclists and pedestrians, but on a shared network, we need to be mindful of when and how the two mix together, and we are finalising our 'Redway User Guide' which sets out how they should be used considerately by everyone, perhaps supplemented by signage and markings at particular problem conflict locations.

E-Scooters and Micromobility

We also have third group on our Redways – our e-scooters from Lime and Dott, which are still operating on a DfT Trial basis across the city. In general, we believe our e-scooters have helped with mobility across the city (especially for our younger people) and they have been shown to have removed hundreds of thousands of vehicle trips from the city's roads. However, this modern addition to our urban transport scene in MK is not without its difficulties – and the behaviour of users in relation to driving and parking infractions remain of some concern. However, we are working with our e-scooter forum and our providers to designate geofenced parking areas and auto slow areas to address reported problems and good progress is being made.

We are therefore minded to formalise the provision of an e-scooter hire scheme through a tender for a concession contract once the trial has ended, or before if permitted to do so. Our own bespoke contract will permit additional checks and balances to be imposed on operators to help us address the reported issues much better.



Disabled Redway Users

There is also an important fourth group – our disabled residents – and the Redways can provide a good means for our disabled community to travel safely away from traffic in wheelchairs, adapted cycles or mobility scooters. We will continue to address these users' particular challenges in using our active travel networks and deliver accessibility improvements. Underpass approach gradients are a known issue for disabled Redway users

and we will look to re-profile underpass approaches where possible, particularly in the vicinity of healthcare facilities or in places where we know we have a large number of residents with mobility issues.



Our Redway network is the envy of many other places in the UK, and we need to maximise its enormous potential by tackling all the barriers to its use, and ensuring the various user groups can all use it safely, and without impacting adversely on one another, so that it is a viable and attractive alternative for some of the short journeys that we make.

Enabling and Encouraging Active Travel Policy Summary

We will…….

- Require developers to extend the Redway network to our standards into new development areas and to ensure connections to the existing network
- Continue with a programme of Redway 'missing links' to ensure a coherent network serving the entire city
- Invest more, as a proportion of our total transport spend, in the repair, maintenance and enhancement of our Redway network
- Prioritise a number of LCWIP schemes to advance to detailed design and public consultation, in readiness for further delivery funding
- Continue our Redway SuperRoutes programme of wayfinding, lighting and underpass improvements on strategic Redway corridors
- Deliver secure cycle parking at key destinations across MK, including high quality facilities at MK Central Station and provision at Council sites, such as libraries and leisure centres
- Continue and expand our package of cycle training and Bikeability offers to upskill our children and adults
- Continue initiatives and programmes that promote cycling, and to work with our key cycle industry partners based in MK (such as Madison and Trek)
- Continue to identify and deliver walking improvements to the Redway network to ensure safety and accessibility
- Deliver targeted accessibility improvements to ensure our Redways are fully accessible to our disabled residents
- Work with our e-scooter providers to deliver improved driving and parking behaviour and to designate geofenced parking and limited speed areas
- Move towards a new e-scooter concession contract with new terms and conditions to provide greater protections and KPIs for the Council
- Develop a user guide or code of conduct for publication to ensure that our Redway network is used considerately by everyone

Enabling and Encouraging Active Travel - Projects

Redways		
Ensure High Quality Redway Connections are Delivered to New Development	annual	Developer-funded
Complete Redway 'Missing Links' to Deliver a Continuous Network	By 2028	DfT/Developer-funded
Identify Key New LCWIP Redway Schemes for Delivery	2025	DfT/Developer-funded
Complete Blue Lagoon/Newton Leys – Bletchley Redway	2026	DfT/Developer-funded
Continue SuperRoute Redway Improvement Programme	annual	DfT/Council-funded
Deliver Walking & Accessibility Improvements across the Redway Network	annual	DfT/Developer-funded
Develop a Redway Code of Conduct	2026	DfT funded
Publish & Adopt the Redway Design Manual (RDM)	2026	DfT funded
Supporting Cycling		
Deliver Secure Cycle Parking at Key Destinations Across MK	annual	DfT/Developer-funded
Continue to Offer Cycle Training Opportunities to Residents of All Ages	annual	DfT/Bikeability Trust Funded
Organise Cycle Campaigns & Events	annual	DfT/Council-funded
Micromobility		
Work With E-scooter Providers to Address Parking and User Behaviour Issues	2025	Council-funded
Develop New E-Scooter Concession Contract With More In-Built Protections	2026	Supplier-funded

Future Transport

Our transport strategy needs to be ready for the future and we must embrace innovation where it provides opportunity to enhance or improve any aspect of our transport system. There are a number of key areas where we are preparing our transport system for the future and these are covered in the following sections.

Electric Vehicles and Public Charging Infrastructure

The transition of our vehicle fleet in Milton Keynes towards zero emission vehicles is something we obviously want to encourage. With such high levels of car use, it is imperative that we move towards electric and other zero emission vehicles to avoid the harmful effects of oxides of Nitrogen (NO_x) and other dangerous particles from the internal combustion process.

Milton Keynes is already ahead of the national curve in terms of delivering on-street charging facilities for residents and businesses, and we have the 3rd highest number of chargers per head of population in the UK, but also the highest number of *high-speed* chargers in the UK.



Commercial EV charging models are beginning to focus on an ultra-rapid, petrol forecourt-style offer, but there will always be a demand for home charging, for reasons of cost and convenience. Many of our residents don't have off-street parking, particularly in our older settlements or in some of our older estates, so it will be the Council's role to provide that on-street infrastructure to ensure equity of home charging opportunity. In addition, we believe

that local charging hubs with a mixture of chargers of varying speeds will meet the local needs of residents, visitors and businesses effectively.

New concession contracts to deliver on street chargers at no cost to the Council, and with an ongoing revenue stream, will be delivered to ensure good city coverage of charging infrastructure and guaranteed competitive charging costs, as well as generating some social and economic value to the Council.

In addition, we will continue to roll out our home charging cross-pavement solution 'Kerbocharge' which allows residents to pay for a channel to run a cable under a footway to their wall-mounted private home charger. We will also trial other cross-pavement solutions as they arise to evaluate their acceptability.

We will continue to favour electric vehicles with preferential parking charges, but we are near the point where this incentive is no longer necessary or practical, but this will be a matter for the emerging parking strategy.

Alternative Fuels

We acknowledge that electric vehicles are not the 'silver bullet' for all our transport ills – they are simply one component of a balanced transport strategy. Other fuels have the potential to generate even less whole-life environmental impact, and without the geo-political implications of sourcing battery chemicals, so we will continue to work with research partners over Hydrogen and other plant-based fuels, and the necessary distribution networks for these.



Autonomous Vehicles

Many MK residents will have seen our autonomous shuttle trial vehicle running on Midsummer Boulevard.



The shuttle is part of a connected and autonomous vehicle trial to develop the necessary technology and regulatory environment to integrate driverless vehicles into normal traffic.

These specialist vehicles and the technology needed to drive themselves have existed for some time, but more research is needed before these vehicles can be safely integrated into normal traffic, and our project is a world-leader in this area, and has recently been awarded further funding for more development and testing. We will trial the use of 5G and satellite communication to accurately geo-position vehicles in the network and to communicate information on the traffic environment to the driverless vehicles to ensure they can safely navigate our traffic networks amongst vehicles driven by humans.

This project may seem fanciful and of limited value now, but nothing could be further from the truth. Autonomous vehicles are coming, and we need to be ready for them and to integrate them safely into our existing traffic networks. In addition, the type of vehicle we are trialling (a small shuttle bus) would be an ideal vehicle for a future driverless MK Connect service, where autonomous shuttle vehicles can be summoned by residents in the same way that MK Connect vehicles are today – but with no driver, the costs can be significantly reduced and the service expanded. So, the use case in MK for the autonomous vehicle that we are evaluating is already established.

We have already advanced the level of industry knowledge and learning in the field of connected and autonomous vehicles, and we will continue to lead the way in this field with a view to early deployment in MK.

Advanced Very Rapid Transit

In the public transport section of this document, our three-tier hierarchical approach to the delivery of public transport is set out, with MK Metro at the primary level, local bus services at the secondary level, and MK Connect at the tertiary level. However, we are exploring a level above our MK Metro, which would provide sub regional connectivity over longer distances using bespoke shuttle vehicles running on a dedicated trackway at very high speeds of up to 100mph.



Destinations such as Towcester, Aylesbury, Luton Airport etc. could be accessible with much shorter journey times than by car, and this offer would introduce a viable alternative option for longer distance car trips. Combined with carefully positioned park and ride sites aligned to the strategic road network, AVRT has the potential for removing significant pressure from our surrounding grid road networks – and help relieve the National Highways trunk road network too.

We remain at an early stage of AVRT development, and we are still assessing the likely costs and benefits of such a scheme, but there is already interest in the proposal from England's Economic Heartland and neighbouring authorities, and we believe it has the potential to contribute to our regional transport offer in the much longer term. We will therefore continue to develop and refine the proposals and to move towards the development of a business case for a high speed intra-regional network linked to park and ride transfer locations.

Robots

Milton Keynes is well-known for its robot trials, and our Starship and DPD delivery robots are a common site trundling carefully along our Redways. However, beyond delivery robots, we are also exploring how we can use robotic technology to undertake mundane highway maintenance and inspection tasks, such as the removal of litter and chewing gum, and surface condition assessment. Using robot vehicles to transport materials along Redways to where works are taking place is also being explored, as vehicle access to remote sections of Redway for plant and materials delivery is often not straightforward. Using these vehicles to grit cycle and pedestrian areas is also being evaluated.



The Council is working with tech company partners to help trial a modular robot system, with a universal chassis and navigation system, but with the capability to affix specialist modular attachments for specified tasks: eg a gritting module, a weed killing module, a chewing gum removal module, a surface condition assessment module, etc. The robot chassis also has the ability to tow a trailer of up to 2000kg.

We believe that there is great potential to use robots to perform simple repetitive highway tasks and to tow plant and materials to site, and their deployment could free up staff to undertake higher value duties.

With potentially an increasing number of robot vehicles moving around on our Redways, we are also keen to explore how these vehicles could add to the safety and security of the Redways for all users. This could involve a CCTV module (or the addition of CCTV to one of the other modules listed above) or the incorporation of a 'emergency call alarm' similar to those found on railway and tube station platforms, where connection can be established with an operator who can direct Police assistance to the reported location. Audio and video recording could also be activated to help with evidence collection.

Drones

Drones are to all intents and purposes flying robots, and they arguably have even more potential to assist with the operation and maintenance of our transport networks than ground-based robots. Drones can provide birds' eye observations of the operation of our traffic network to assist with surveys and our management of traffic and signals, and they can also perform extensive visual assessments of highway assets and structures at very high speed and accuracy. By comparing image data against a reference image, defects can be identified by using image processing algorithms and repairs can be targeted more effectively.



There are numerous other use cases for drones across the Council, such as housing asset inspections and planning enforcement, so we are also working with partners to develop a 'drone in a box' Council solution which would allow for drone flights to be 'booked' via a portal for specific observation flights easily.

Again, this technology offers the opportunity for Council functions to be undertaken faster and far more efficiently, allowing staff resources to be redeployed to other duties. However, there remain issues over flights that extend beyond visual line-of-sight (BVLOS) of the drone operator, and we are working with partners and CAA to develop a process for permissions.

Data

Transport Data is a strategy currently under development – as the power of data to inform how we operate and manage our transport networks and also to inform our users about how best to use them is just beginning to be understood across the transport industry.

In the preceding sections, we have already seen how the collection of data by robots and drones can help us manage our networks and target where repairs are needed, without the

need for us to wait for residents to report defects. But beyond this, there is an enormous amount of digital data we could use to both make our transport networks operate better, and to help our users of these networks make informed travel choices.

The Council already has a data exchange, and a dedicated 5G network, so we already have the capability to receive data feeds from a range of sources and for us to process and interpret this information to our benefit.



To give just one transport related example, the development of an effective real-time MK journey planner would require real-time data feeds from, for example, e-scooter operators, bus and train operators, taxi companies, bike hire operators etc, in addition to our own traffic and congestion data in order to create end-to-end journey options by a range of modes for the end-user of the journey planning tool. *All of these data feeds already exist*: we receive API information from our e-scooter and e-bike hire operators over the real time locations and hire status of the entire fleets, we receive live feeds from bus and train operators (which we already utilise on public transport information displays), our private hire and Hackney cabs provide us with similar API feeds (which they use on their own apps, which allows the user to track their cab), and our new traffic signal installations across MK are continually collecting traffic, delay and other data from inductive loops and above ground sensors in real-time and they are sending this to our central traffic management control system with a delay of less than one second.

Another example would be to introduce a system where residents can pre-book an electric charging point in advance. To do this we'd need the real-time information on the usage of all the charge points in our network and the ability to pass data back to the charge point operator regarding the reservation, so it can be mirrored in their systems. *Once again, all this capability already exists.*

We make very little use of all this data at present, but its potential to inform us and to inform our transport choices in particular is enormous and as yet untapped, and we will continue to

research and develop the collection, processing and dissemination of data to maximise the opportunities it offers.

Our transport data strategy is currently being scoped, and we expect to have a document ready for internal consultation in the autumn/winter of 2026.

Future Transport Policy Summary

We will…….

- Continue to expand our electric charging point network with a range of charging speeds, utilising external funding and operator funded models, to meet our city's needs
- Offer residents without off street parking cross-pavement charging solutions where practical
- Explore the deployment of alternative fuels and the fuel distribution networks these would need in order to be viable in MK
- Continue our connected and autonomous vehicle trials to advance knowledge on the integration of CAVs into conventional traffic streams
- Seek opportunities for funding further connected and autonomous vehicle projects to help build the required regulatory environment for their safe operation in mixed traffic
- Lead the world in the deployment of autonomous vehicles and develop the use of autonomous vehicles for identified Council use cases, such as MK Connect, schools transport etc
- Continue to develop our proposals for AVRT, as a potential longer term transport offer for regional journeys, with more work on costs, feasibility, vehicle design and operational models to be undertaken.
- Continue to work with robot providers on their deployment for various tasks in MK, such as parcel delivery, but also for Council tasks such as unmanned highway inspections, litter removal, foliage/weed killing etc.
- Explore how the robots using our walking and cycling networks could enhance the security of other Redway users by offering a surveillance or reporting/alarm capability
- Continue to explore the use of a 'drone in a box' solution as a means of monitoring and observing our transport networks to inform prioritisation and investment, but also to validate their use for digital twinning and other Council data collection, such as housing asset and planning enforcement monitoring.
- Continue to add to the drone knowledge base through our trials to help deliver a regulatory framework for unmanned flights beyond the visual line of sight of the controller
- Maximise the potential of our various sources of transport data and develop new systems that use this data to inform Council priorities and decision making, and also to inform our users of our transport system of its real time operation and the travel options available to them

Future Transport - Projects

Electric Vehicles		
Deliver New Concession Contracts for Residential Charging Points	2026	Supplier-funded
Deliver New Concession Contracts for Multi-Speed Charging Hubs	2027	Supplier-funded
Offer Cross Pavement Charging Solutions for Residents Without Driveways	2025	Resident-funded with DfT Subsidy
Alternative Fuels		
Explore the Viability of Alternative Fuels	ongoing	Supplier/Grant-funded
New Transport Modes		
Continue to Trial Autonomous Vehicles and Explore How They Can be Integrated With General Traffic	From 2025	Grant-funded
Explore the Viability of AVRT as a Regional Transport System	2026	Grant-funded
Efficiency Improvements		
To Seek Funding for Robot and Drone Case Study Trials	annual	Grant-funded
Data		
Use Transport Data Sources to Inform Decision Making and Investment	annual	Grant-funded/Supplier-funded
Use Transport Data and Real Time Information to Develop a State-of-the-Art Journey Planner for MK	2027-28	Grant-funded/Supplier-funded

What Happens Next?

Finalising the Local Transport Plan 5

When this consultation period ends, we will analyse the results and present them in a Consultation Report, which we will publish on the Council Website and the Commonplace engagement platform.

We will take the responses we receive from this consultation exercise to make any necessary changes to our strategies, and to update our main LTP5 document accordingly.

Once the strategies are confirmed following this consultation, we will complete the additional supplementary work needed (Strategic Environmental Assessment, Equalities Impact Assessment, Quantified Carbon Assessment and Monitoring & Evaluation Plan) to complete the LTP.

Further Round of Consultation

Once we have completed this work, and when the new administration is in place following the elections in May, we will consult again on the final suite of Local Transport Plan documents for four weeks, before the plan is later presented to the Council for formal adoption.

Once adopted, it will be formally issued to the Department for Transport.


Milton Keynes
City Council

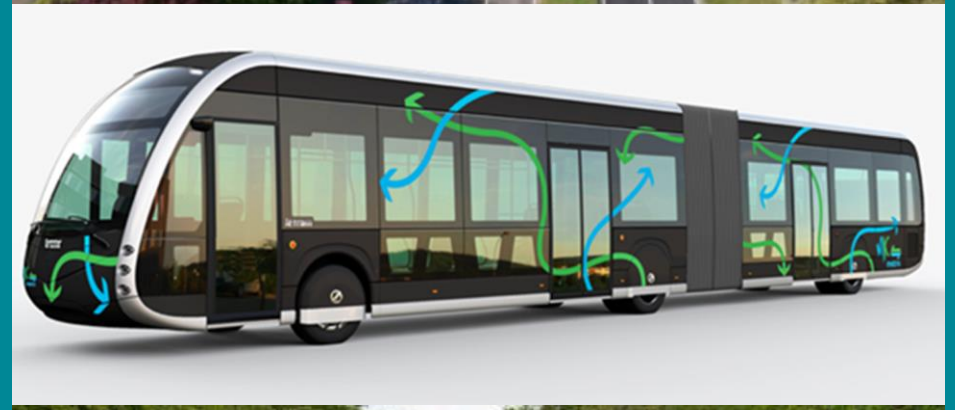
Milton Keynes City Council

LTP5

Consultation.

Parish & Town Council Briefings
February/March 2026







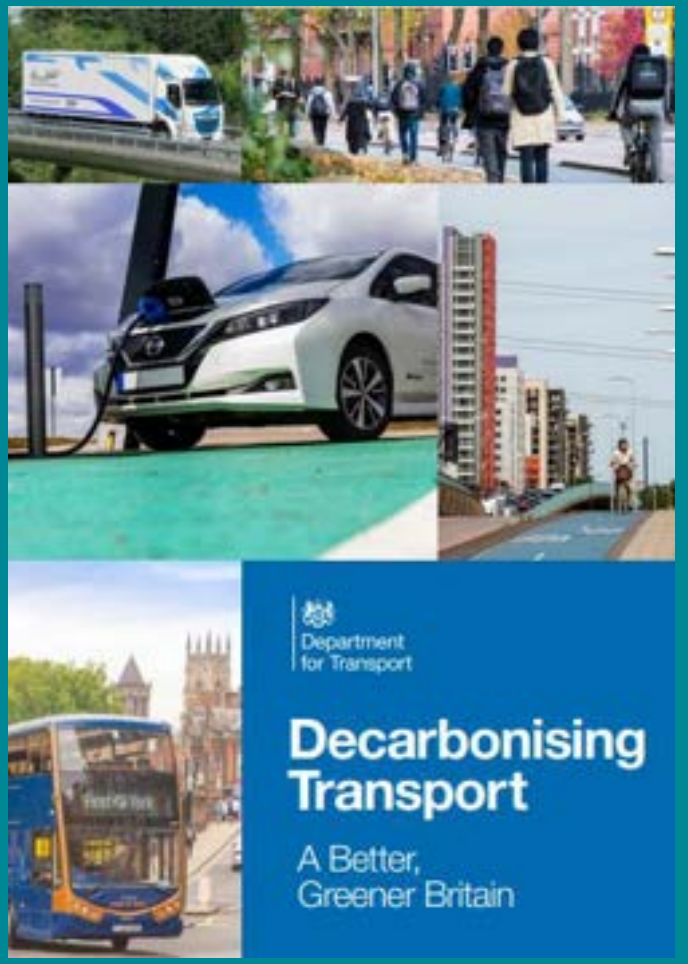
What Stage Are We At?.

- Officers have been working on this since 2023 – it is a detailed process
- Based on results of LTP5 Survey (2024) and Government transport policy guidance
- Summary Draft endorsed by Scrutiny in June 2025
- DD for approval to consult on Summary Draft
- Stakeholder consultation for 12 Weeks until 31st March 2026
- Further consultation on final version and supporting documents in summer 2026



Why Do We Need an Updated Transport Strategy?

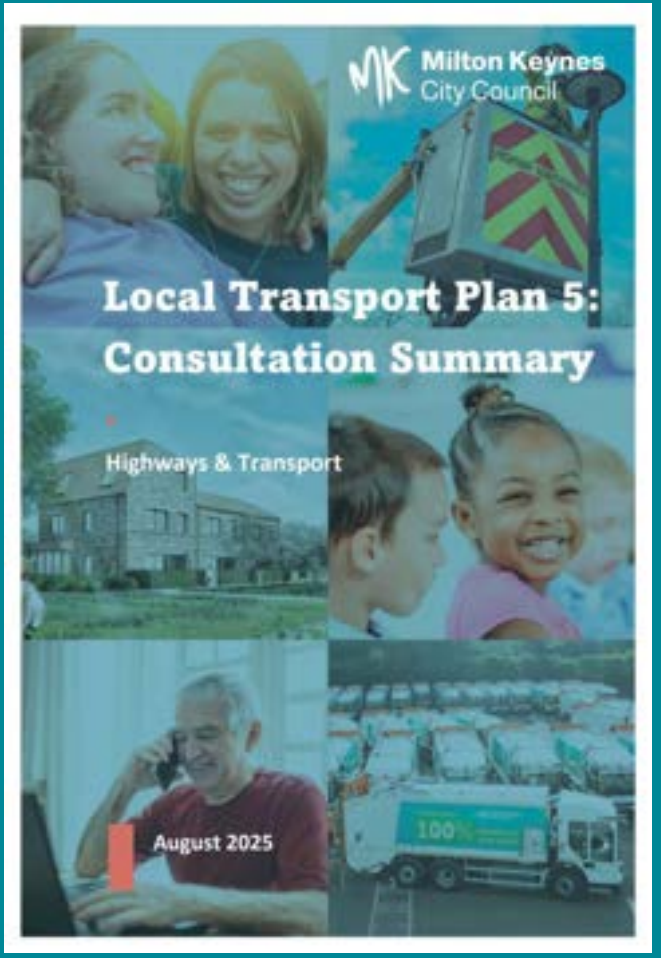
- **Pressures of housing and employment growth will present transport challenges for the city (urban and rural)**
- **Need to respond to changes in policy emphasis from central Government and connections to funding**
- **Address sustainability, carbon Reduction and climate Change**
- **To '*modernise*' how we travel in MK**



Summary of our Transport Policies & Programmes.

A More Balanced, Equitable Transport Strategy

- Roads, Traffic & Parking
- Travelling Safely
- Improving Public Transport
- Enabling & Encouraging Active Travel
- Future Transport



A Balanced Strategy

Sustainable Growth

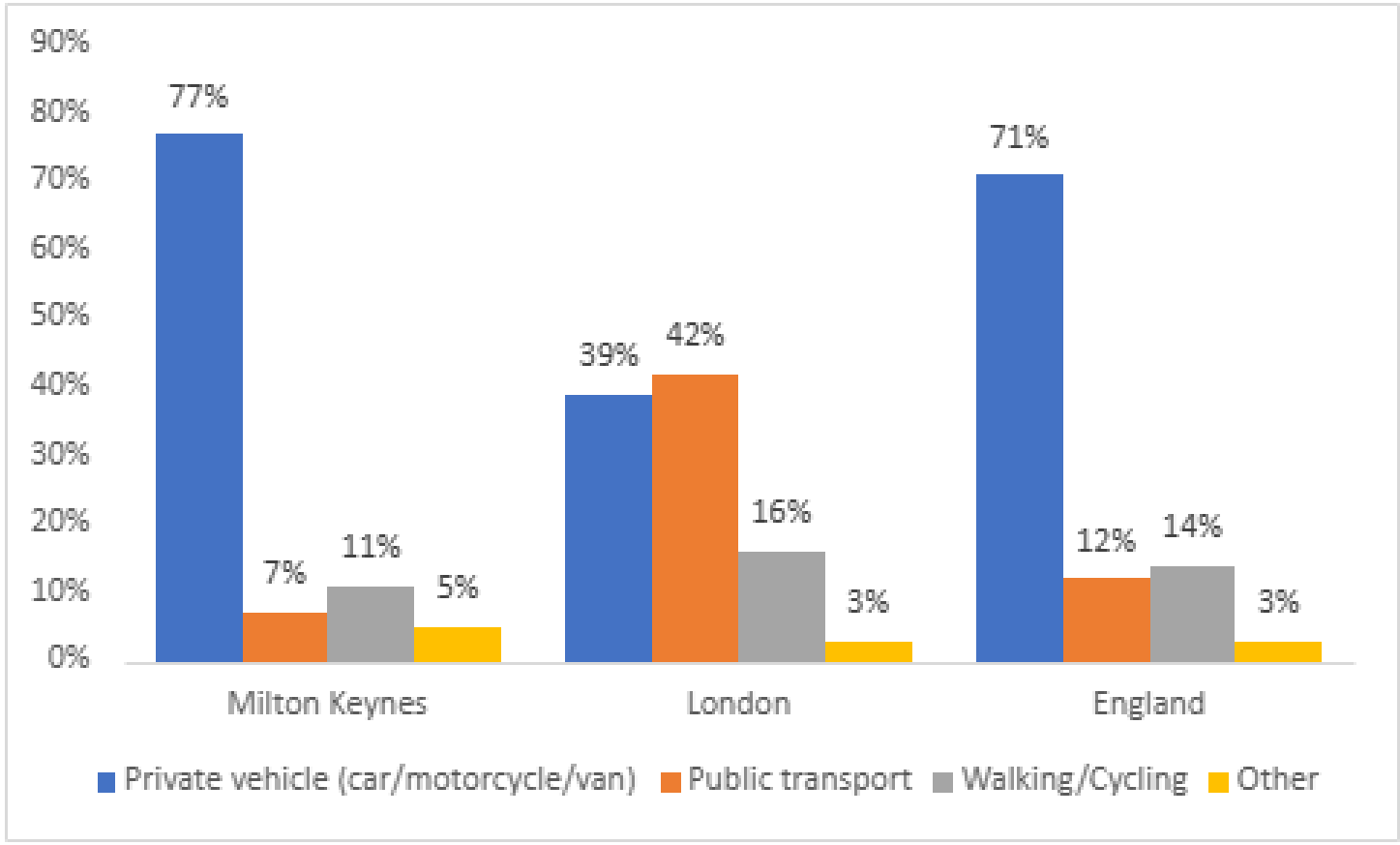
- Congestion could be acute if new development generates new car trips
- Car-dependency is high in MK
- Walkable Neighbourhoods

Transport Equity

- Not owning a car is a big disadvantage
- Certain residents are suppressed from making trips

Balancing the Modes

- Address relative attractiveness of sustainable travel vs the motor car
- Make public transport a viable alternative



Roads, Traffic & Parking

Roads

- Build new roads and improve junctions where needed
- Maintain assets to a high standard
- Plan for asset life expectancy

Traffic

- Avoid costly & intrusive new infrastructure by utilising improved signals at major junctions
- Manage traffic better across the network using sophisticated traffic signal control algorithms (SCOOT)

Parking

- Review of our parking and enforcement approach
- Invest parking surplus into transport

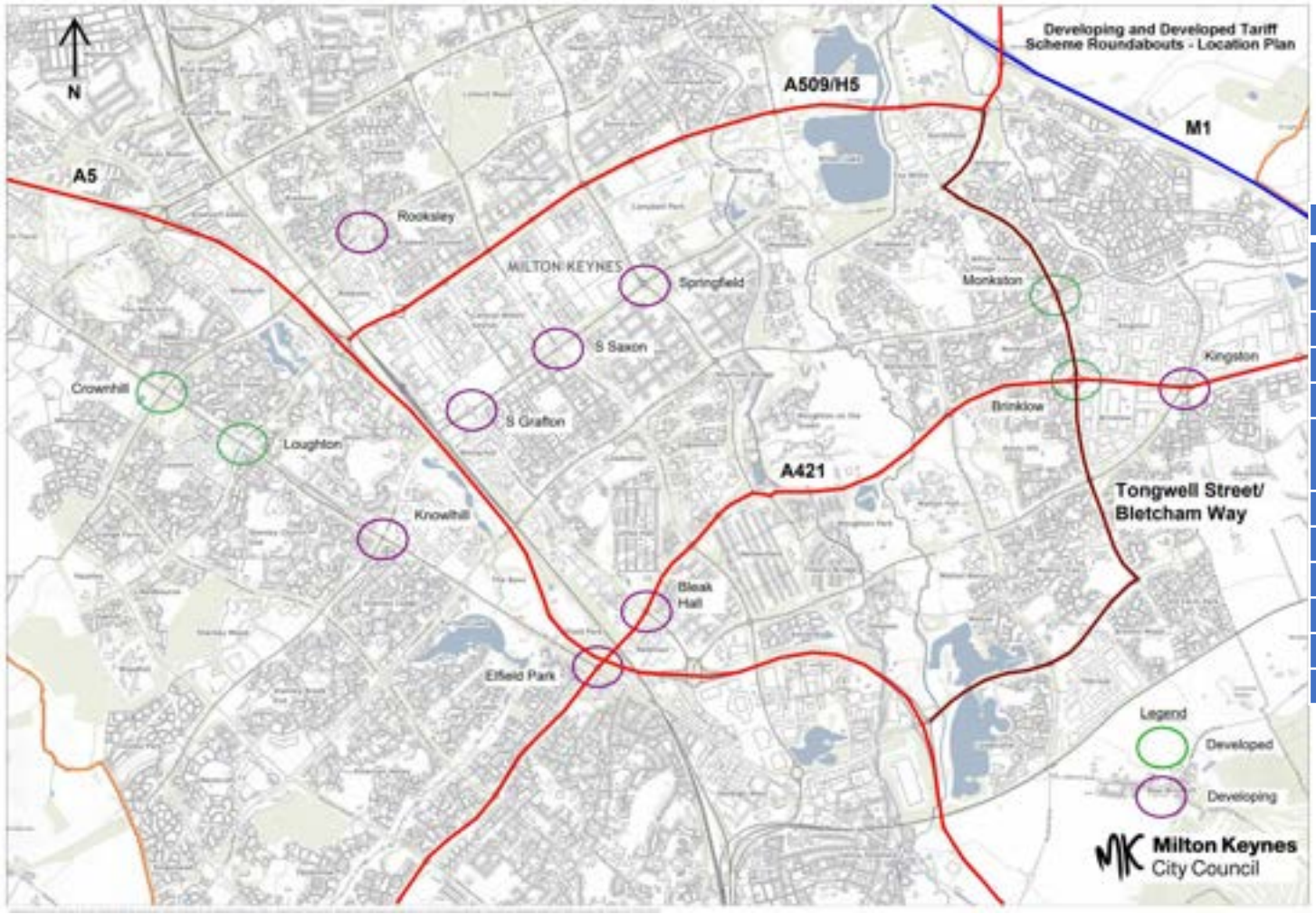








Junction Improvement Programme 2025-2029



Brinklow Roundabout (H8/V10)	2025	Developer Funded
Monkston Roundabout (H7/V10)	2026	Developer Funded
Crownhill Roundabout (H4/V4)	2027	Developer Funded
Loughton Roundabout (H5/V4)	2028	Developer Funded
Bleak Hall Roundabout (H8/V6)	2026	Developer Funded
Elfield Park Roundabout (H8/V4)	2026	Developer Funded
Springfield Roundabout (H6/V8)	2026	Developer Funded
S. Saxon Roundabout (H6/V7)	2027	Developer Funded
Knowhill Roundabout (H6/V4)	2028	Developer Funded
Rooksley Roundabout (H4/V6)	2028	Developer Funded
S. Grafton Roundabout (H6/V6)	2029	Developer Funded
Kingston Roundabout	2029	Developer Funded

Travelling Safely

Highway & Road Safety

- Improvement programme focussed on casualty hotspots
- Analysis of grid road safety
- Speed reductions, especially in residential and rural areas

Cycle & Pedestrian Safety

- Improve Redways and adjust priorities
- Continue cycle training programmes

School Safety

- Work with schools on traffic and safety issues
- Implement camera enforced school street schemes









Other Safety

- Vulnerable users
- Equestrians
- Car Cruising



Improving Public Transport

MRT (MK Metro)

- Deliver MK Metro by 2030
- Adjust other bus services to support Metro
- Deliver key interchange points across MK
- Maintain MK Connect for residents without regular bus services

Operation & Management

- Explore options for operating Metro (and buses) including seeking franchising powers
- Develop SMART single ticketing for all services

Rail

- Seek best EWR scheme for MK
- Lobby for projects – Bletchley station and chord

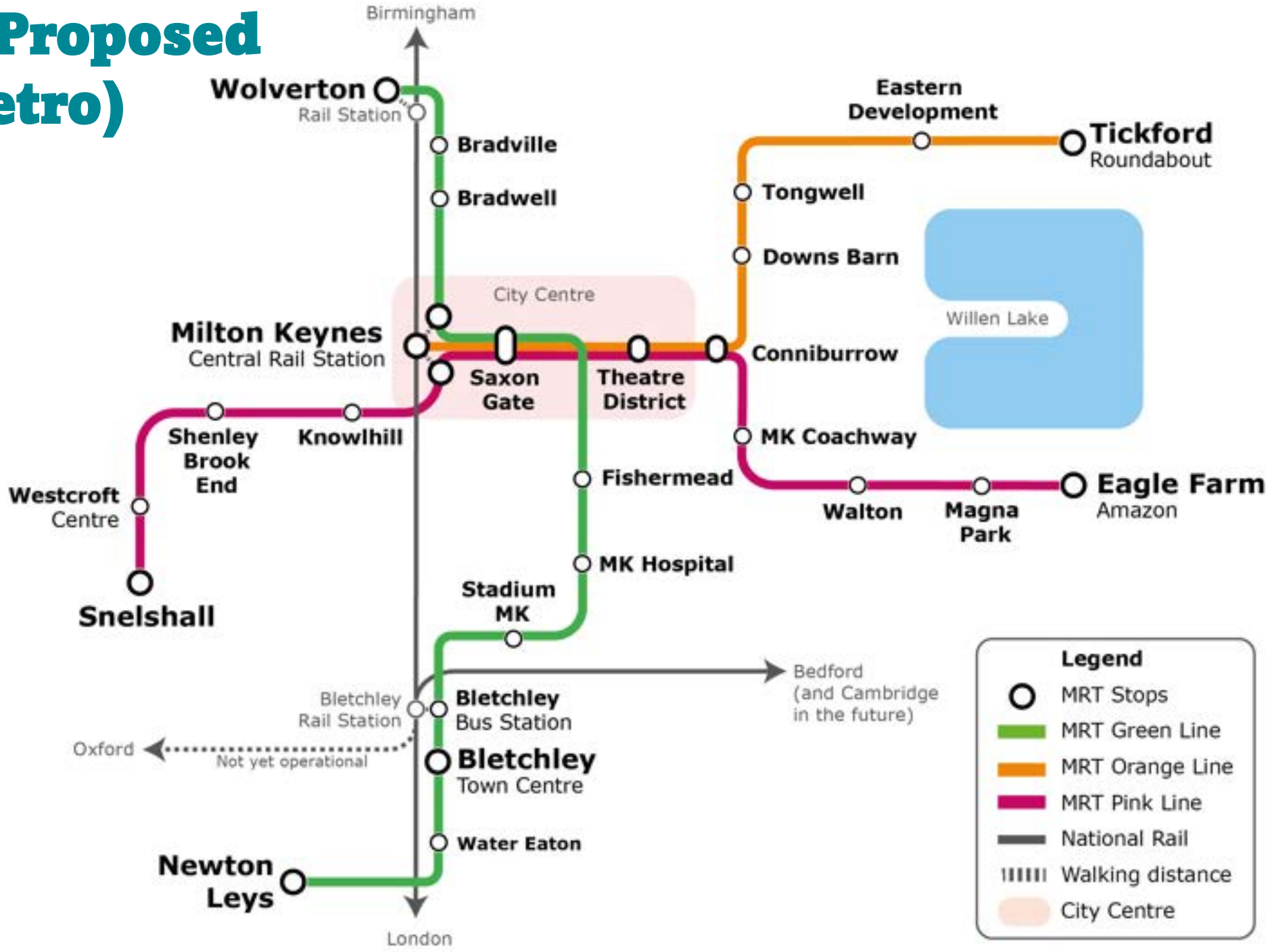








Current Proposed MRT (Metro) Network



Enabling & Encouraging Active Travel

Redways

- Extend & improve Redway network
- Complete ‘missing links’
- Continue Super Routes programme
- Address accessibility & security issues
- Finalise & publish Redway Design Manual

Support & Promotion

- Secure cycle parking at key destinations
- Cycle skills and cycle experience projects
- Events & campaigns (eg Tour of Britain, Cycle to School week)

Micro-mobility

- Tackle e-scooter parking and user behaviour issues
- New MK concession contract with new controls







Future Transport

Electric Charging

- Continue to lead UK in charger availability
- Concession contracts for residential and multi-speed charging hubs
- Offer cross-pavement solutions for residents without driveways

Research Projects

- Lead the world in the deployment of autonomous vehicles in general traffic
- Explore AVRT as a Regional transport solution
- Explore the use of robots & drones

Data

- Use data to inform investment and users of the transport system





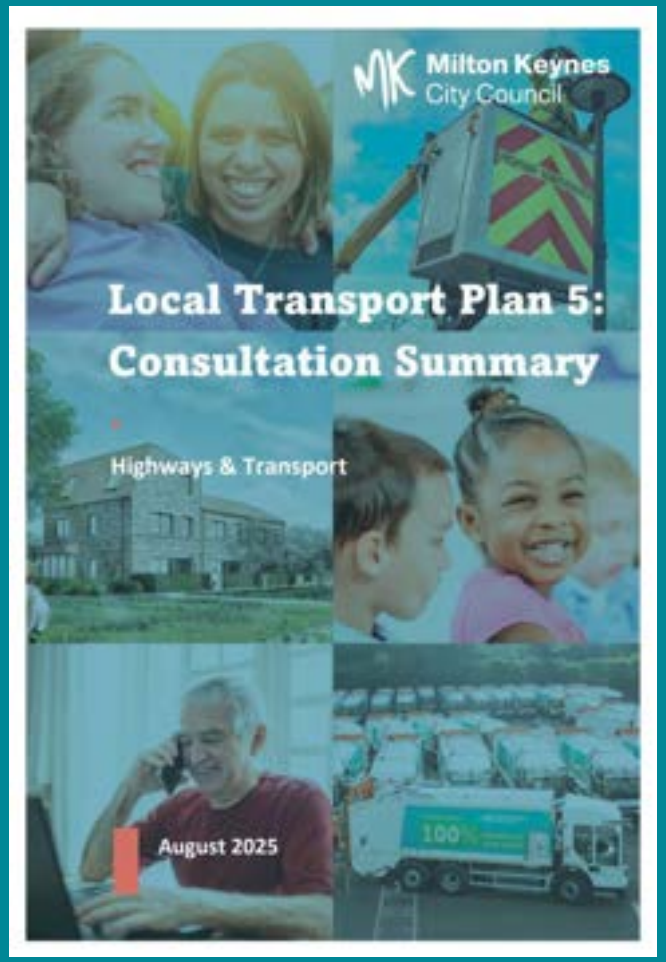






Next Steps.

- **Public consultation until end March 2026**
- **Report of consultation results in May 2026**
- **Revised LTP5 document and supporting documents finalised by Summer 2026**
- **Final 4 week engagement**
- **Adoption by Council as our new strategy and formal submission to DfT**



Questions & Discussion.


Number of Modules: 464
RAM Usage: 191.40 MB

Outlook

Re: Informal notification of application PLN/2026/0262

From Germaine Newnham <clerk@newbradwell-pc.gov.uk>
Date Thu 12/03/2026 13:52
To planning@jl33cy88305o1d07bk78hjg3uwez4t2hyd92c76j479ftcxbo.qh-ll4h2ag.gbr58.apex.salesforce.com <planning@jl33cy88305o1d07bk78hjg3uwez4t2hyd92c76j479ftcxbo.qh-ll4h2ag.gbr58.apex.salesforce.com>

Dear Mr Alexander,

Thank you for the informal notification regarding Prior Notification application **PLN/2026/0262** for the proposed installation of solar panels at New Bradwell School.

In order for the Parish Council to consider this matter properly, it must be reviewed at the next Full Council meeting, which will take place on **13 April 2026**. The current response deadline of **25 March 2026** does not allow sufficient time for this to occur.

Given that this is an informal notification rather than a statutory consultation, I must request that an extension to the comment deadline is granted so that the Parish Council can consider the proposal in the appropriate democratic setting.

At this stage, the Council anticipates that matters such as the **visual impact of such a significant proportion of the roof being covered with panels** will require discussion before comments can be finalised. An extension would therefore ensure that any observations submitted are properly considered and representative.

Please confirm that this extension can be accommodated.

Kind regards

Germaine Newnham

Parish Clerk
New Bradwell Parish Council

My normal working hours are: Mon to Thurs 10.00am -2.00pm

Address:
Unit 10, New Bradwell Workspace
St James Street
New Bradwell
Milton Keynes
MK13 0BL
Tel: 01908 313602 **Email**: clerk@newbradwell-pc.gov.uk
For further information visit the New Bradwell Parish Council web site at https://newbradwell-pc.gov.uk

Please consider the environment and don't print this email unless you really need to.

This message is intended for the addressee(s) only. If you are not the intended recipient, please do not read, copy or otherwise use it and do not disclose it to anyone else . Please notify the sender of the delivery error and then delete the message from your system. Thank you for your assistance with this.

In accordance with General Data Protection Regulations (2018), we are required to make you aware of why we may hold and what we may do with any personal data you have shared with us. Please click here for our Privacy Policy giving more details.

From: Planning <planning@be.milton-keynes.gov.uk>
Sent: Wednesday, March 11, 2026 13:01
To: Germaine Newnham <clerk@newbradwell-pc.gov.uk>
Subject: Informal notification of application PLN/2026/0262

Milton Keynes City Council

Application Ref:	PLN/2026/0262
Proposal:	Prior Notification for the proposed installation of solar panels on the school roof **at** NEW BRADWELL SCHOOL, BOUNTY STREET, NEW BRADWELL, MILTON KEYNES, MK13 0BQ
Make any comments by:	25/03/2026

I am writing to inform you of this case which is in or affects your area.

The local planning authority is not required to formally notify you of this proposal. The decision is based on a matter of fact and degree, to established whether express planning permission is required from the local planning authority. This notification is therefore to inform you so you may be aware of the development taking place in your area.

The application can be viewed on our online planning register via this link: https://www.be.milton-keynes.gov.uk/pr/s/detail/a0lWS000003f08n or by searching under the above reference number on our online planning register.

If you would like to discuss the matter, please contact the case officer by replying to this email. The email address you reply to is bespoke to this case and will take the following format: 'planning@[bespoke case code]apex.salesforce.com'. Please be assured this email is genuine and has been sent from Milton Keynes City Council.

Where necessary, the case officer will make an assessment of the proposal which will be published alongside the decision notice on our online planning register .

Luke Alexander
Planning Services

[ref:a0IWS000003f08nYAA;5418b8691fb874cd5f733e0b1391321f:ref]

Outlook

Notification of application PLN/2026/0423

From Planning <planning@be.milton-keynes.gov.uk>
Date Mon 16/03/2026 14:52
To Germaine Newnham <clerk@newbradwell-pc.gov.uk>

Milton Keynes City Council

Application Ref:	PLN/2026/0423
Proposal:	Proposed single storey rear and side extension **at** 7 ROWLANDSON WAY, NEW BRADWELL, MILTON KEYNES, MK13 0FA
Make any comments by:	13/04/2026

I am writing to inform you of this application which is in or affects your area.

The application can be viewed on our online planning register via this link: https://www.be.milton-keynes.gov.uk/pr/s/detail/a0lWS000003oei5 or by searching under the above reference number at www.milton-keynes.gov.uk/planning-register

Getting involved

Any comments you wish to make should be submitted through the planning register. Any comments or concerns must be material planning considerations

Further guidance on how applications are handled and what can be considered under specific types of application is available at the above website. If you need to clarify any matters around this process, please contact the case officer by replying to this email. The email address you reply to is bespoke to this case and will take the following format: 'planning@[bespoke case code]apex.salesforce.com'. Please be assured this email is genuine and has been sent from Milton Keynes City Council.

All comments should be received by the date specified above to ensure they are considered.

Should you wish for the application to be referred to the Planning Committee/Panel for a decision, an explicit request must be made in line with our Scheme of Delegation .

Keeping up to date

The case officer will make an assessment of the proposal which will be published alongside the decision notice on our online planning register. A weekly list of applications decided is also available at www.milton-keynes.gov.uk/planning-register .

Hannah Hayward
Planning Services

[ref:a0lWS000003oei5YAA;56941ba71f623a8f3bd6cb0790235d1b:ref]

Outlook

Notification of application PLN/2026/0287

From Planning <planning@be.milton-keynes.gov.uk>
Date Fri 13/03/2026 10:01
To Germaine Newnham <clerk@newbradwell-pc.gov.uk>

Milton Keynes City Council

Application Ref:	PLN/2026/0287
Proposal:	Proposed change of use of existing dwellinghouse (use class C3) to a HMO for 4 residents (use class C4) **at** 40 Queen Anne Street, New Bradwell, Milton Keynes, MK13 0BA
Make any comments by:	10/04/2026

I am writing to inform you of this application which is in or affects your area.

The application can be viewed on our online planning register via this link: https://www.be.milton-keynes.gov.uk/pr/s/detail/a0lWS000003gPjR or by searching under the above reference number at www.milton-keynes.gov.uk/planning-register

Getting involved

Any comments you wish to make should be submitted through the planning register. Any comments or concerns must be material planning considerations

Further guidance on how applications are handled and what can be considered under specific types of application is available at the above website. If you need to clarify any matters around this process, please contact the case officer by replying to this email. The email address you reply to is bespoke to this case and will take the following format: 'planning@[bespoke case code]apex.salesforce.com'. Please be assured this email is genuine and has been sent from Milton Keynes City Council.

All comments should be received by the date specified above to ensure they are considered.

Should you wish for the application to be referred to the Planning Committee/Panel for a decision, an explicit request must be made in line with our Scheme of Delegation .

Keeping up to date

The case officer will make an assessment of the proposal which will be published alongside the decision notice on our online planning register. A weekly list of applications decided is also

New Bradwell Parish Council
New Bradwell, Milton Keynes

17th March 2026

Planning Department
Milton Keynes City Council

Re:Application Ref:PLN/2026/0287

Planning Application — Change of Use from Dwellinghouse (C3) to House in Multiple Occupation (C4)
Property: 40 Queen Anne Street, New Bradwell, Milton Keynes

Dear Planning Officer,

New Bradwell Parish Council has reviewed the above-referenced planning application and formally objects to the proposed change of use from a dwellinghouse (Use Class C3) to a House in Multiple Occupation (Use Class C4). The Parish Council represents the interests of the local community and has a duty to ensure that development within New Bradwell is appropriate, sustainable, and in keeping with the character of the area. After careful consideration, the Parish Council raises the following material planning objections.

1. HMO Concentration and Policy HN7 of Plan:MK

Policy HN7 of Plan:MK is a material planning consideration specifically designed to prevent an over-concentration of Houses in Multiple Occupation in any given area. The policy recognises that, while HMOs play a role in meeting housing need, an excessive concentration of such properties within a street or neighbourhood can harm the character, balance, and cohesion of local communities, with knock-on effects for residential amenity, parking, waste management, and the overall quality of the living environment.

The Parish Council considers that this application must be assessed against Policy HN7 and urges the Planning Authority to give it significant weight in its determination.

Cumulative Impact and Risk of HMO Concentration

New Bradwell is a tightly-knit Victorian residential neighbourhood characterised by traditional terraced housing. The area's compact street pattern and relatively small property footprints make it particularly susceptible to the cumulative impacts of HMO conversions. Queen Anne Street, as part of the original historic layout of New Bradwell, is precisely the type of street where Policy HN7 is most relevant.

The Parish Council is concerned that approval of this application, individually or cumulatively alongside other HMO conversions in the vicinity, risks tipping the balance of the local community away from settled, family-based residential occupation and towards a transient, multi-occupancy environment. Such a shift can undermine

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community cohesion, increase pressure on local infrastructure, and alter the character of the street in ways that are difficult to reverse.

The Parish Council respectfully requests that the Planning Authority carries out a thorough assessment of the current concentration of HMOs and licensed houses in multiple occupation within Queen Anne Street and the immediately surrounding streets before determining this application. If the proportion of HMOs in the area already approaches or exceeds levels that could be considered an over-concentration under the principles of Policy HN7, refusal would be strongly warranted. Even if current levels are below that threshold, approval of further conversions without careful scrutiny risks establishing a cumulative pattern that will become progressively harder to manage.

The Parish Council strongly objects to this application on the grounds that it has the potential to contribute to an over-concentration of HMOs in New Bradwell contrary to the objectives of Policy HN7, and that the application fails to adequately address or assess this risk.

2. Inadequate Parking Provision and Unsubstantiated Assumptions Regarding Car Ownership

The application asserts that parking provision is adequate for the proposed HMO. The Parish Council strongly disputes this assessment and considers it to be materially inaccurate and misleading.

Parking Stress in a Traditional Terraced Street

Queen Anne Street forms part of the original historic street layout of New Bradwell, consisting primarily of traditional terraced housing constructed before the introduction of modern parking standards. Properties in this area do not benefit from off-street parking, and residents therefore rely entirely on on-street parking within the immediate vicinity of their homes.

The surrounding streets in New Bradwell already suffer from severe and persistent on-street parking congestion. Residents and the Parish Council regularly receive complaints regarding inconsiderate parking, obstruction of driveways, and the blocking of junctions and pedestrian routes. This is a well-documented, ongoing problem. As a result, even modest increases in residential intensity can place additional and disproportionate pressure on an already limited and overstretched parking environment.

A four-bedroom HMO has the potential to accommodate multiple unrelated occupants, each with independent travel patterns and potentially their own vehicle. Converting this property to an HMO would therefore introduce additional parking demand to a location where there is no off-street provision and where on-street capacity is already at or beyond its practical limit. The current situation is not, as the application implies, one of "ample" availability.

The Applicant's Assumptions Regarding Car Ownership Are Unsupported

The planning statement suggests that occupants renting individual bedrooms in an HMO tend not to own cars and instead use public transport. The Parish Council

considers this assertion to be wholly unsupported by evidence and an unreliable basis upon which to assess parking demand for this proposal.

Research undertaken by local authorities into HMO parking demand has found that approximately 58% of HMO households have at least one vehicle associated with the property, with an average of around 0.9 vehicles per HMO. This demonstrates clearly that car ownership within HMOs is common and cannot be discounted when assessing the parking impact of this proposal.

Furthermore, the availability of public transport in the vicinity does not, in itself, demonstrate that future occupants of this HMO would not own or use private vehicles. Access to transport links does not determine individual travel behaviour, and the applicant has provided no site-specific evidence — such as a transport statement or parking survey — to support the assertion that occupants would be car-free. Approving this application on the basis of such speculative and generalised assumptions would set a damaging precedent for this and future HMO applications in New Bradwell.

The Parish Council considers that the potential parking impacts of this proposal have not been adequately assessed. Given the limited and heavily congested on-street parking environment, the introduction of an HMO at this location could place significant additional pressure on Queen Anne Street and the surrounding roads, to the detriment of existing residents.

3. Internal Layout, Shared Facilities, and Impact on Neighbouring Amenity

The Parish Council has carefully reviewed the submitted floor plans for 40 Queen Anne Street and has identified a number of specific concerns regarding the suitability of the proposed layout for occupation by four unrelated individuals. These concerns are assessed against the standards set out in Milton Keynes City Council's HMO Amenity Standards, which constitute a material consideration in the determination of this application.

Bathroom Accessibility — Ground Floor Bathroom Serving a Distant Ground Floor Bedroom

The floor plans show that the sole shared bathroom is located at the rear of the ground floor. Three of the four proposed bedrooms (Bedrooms 1, 2 and 3) are situated on the first floor. While the MK HMO Amenity Standards require that bathrooms are no more than one floor distant from the bedrooms they serve — a requirement that is only marginally met in this case — the Parish Council draws particular attention to the position of Bedroom 4.

Bedroom 4 is located at the front of the ground floor. The sole bathroom is located at the rear of the ground floor, separated from Bedroom 4 by the entrance hall, the dining room, and the kitchen. The occupant of Bedroom 4 must therefore pass through the full length of the property — through shared communal areas — in order to access the only bathroom. This is a poor and impractical arrangement that would be particularly disruptive at unsociable hours, both to the bedroom 4 occupant and to other residents whose communal spaces are being traversed. The Parish Council considers that this

layout fails to provide an adequate standard of amenity for the occupant of Bedroom 4.

Absence of a Communal Living Room

The floor plans reveal that the ground floor comprises an entrance hall, a kitchen, a dining room, the bathroom, and Bedroom 4. There is no dedicated communal living room anywhere in the property. The dining room (3.91m x 3.47m, approximately 13.57 square metres) appears to be the only communal space beyond the kitchen.

The MK HMO Amenity Standards acknowledge the importance of communal amenity space and note that a reduction in kitchen or bedroom size may only be considered where a communal living room or kitchen with a dining area exists. The absence of any proper communal living room in this property is a significant amenity deficit for four unrelated adults who are expected to share the property as their main residence. A dining room alone does not constitute adequate communal amenity space for four individuals. The proposal makes no attempt to address this shortcoming, and the Parish Council considers it represents a material failure to provide an acceptable standard of living accommodation.

Overall Unsuitability of the Layout for Multi-Occupancy Use

Taken as a whole, the proposed layout is poorly suited to occupation by four unrelated individuals. The property has a single bathroom serving four bedrooms across two floors, no communal living room, and a ground floor bedroom that is separated from the only bathroom by the full length of the house. This is a layout that was designed for a single family and has not been meaningfully adapted for HMO use.

In traditional terraced housing of this type, where properties are closely and uniformly spaced with party walls directly adjoining neighbouring homes, the substantially increased level of internal activity associated with four unrelated occupants — including noise from communal areas, movement through the property at all hours, and the continuous shared use of a single bathroom — has the potential to cause material harm to the residential amenity of neighbouring properties.

The Parish Council is not satisfied that the application adequately demonstrates that the proposed layout would provide an appropriate standard of accommodation for future occupants, nor that it would avoid adverse impacts on the amenity of adjoining residents. The Planning Authority should give significant weight to these concerns in its determination of this application.

4. Waste Storage, Management, and Obstruction of the Public Highway

Waste storage and management is an existing and ongoing concern within New Bradwell. The Parish Council has been actively engaging with Milton Keynes City Council's Environmental Enforcement Team regarding the persistent problem of wheelie bins being left on the street following collection, causing obstruction to pedestrians and detracting from the appearance of the area.

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This issue has a particular history in New Bradwell, which initially piloted the wheelie bin scheme before it was rolled out across Milton Keynes. As a consequence of ongoing non-compliance, enforcement officers have recently issued formal warnings to residents regarding bins being left on the public highway rather than being returned to the rear of properties following collection. This demonstrates that the problem is not merely theoretical — it is a recognised, active enforcement issue.

The proposed change of use to an HMO raises significant additional concerns in this context. With four unrelated occupants sharing the property, it is unclear who would bear responsibility for ensuring that bins are correctly presented for collection and returned to the rear of the property afterwards. In many HMOs there is no single responsible occupier taking ownership of such practical matters, and experience locally with rental properties has shown that wheelie bins are frequently used incorrectly, resulting in missed collections and bins being left outside for prolonged periods.

The consequences of this are not trivial. Bins left on the pavement create visual clutter, can attract vermin, and obstruct the public footway — posing a risk to pedestrians, including those with mobility impairments, pushchair users, and wheelchair users. Queen Anne Street, as a narrow Victorian terraced street, is particularly vulnerable to this type of obstruction.

The Parish Council notes that the application does not appear to include a clear or robust waste management plan demonstrating how bins will be stored within the property boundary, presented correctly for collection, and returned to the rear of the property afterwards. Without such arrangements being formally secured and enforceable, there is a significant and demonstrable risk that the proposal would worsen an already recognised problem within the area.

The Parish Council objects to this application on the grounds that it raises material concerns in relation to residential amenity, street scene, and pedestrian safety arising from the absence of an adequate waste management strategy.

5. Conclusion

For the reasons set out above, New Bradwell Parish Council formally and strongly objects to this application and respectfully requests that the Planning Authority refuses permission. In summary, the grounds for objection are as follows:

- The application risks contributing to an over-concentration of HMOs in New Bradwell, contrary to the objectives of Policy HN7 of Plan:MK, and the cumulative impact on the character and balance of the local community has not been adequately assessed.
- The proposed development would exacerbate severe and existing on-street parking congestion in Queen Anne Street and the surrounding area. The applicant's assertion that parking provision is adequate is inaccurate, and the justification based on assumed lower car ownership among HMO tenants is not supported by evidence — research indicates that approximately 58% of HMO households have at least one associated vehicle.

- The proposed layout is demonstrably unsuitable for occupation by four unrelated individuals. The floor plans show that the sole bathroom is at the rear of the ground floor, requiring the occupant of Bedroom 4 — located at the front of the ground floor — to pass through the full length of the property, including all communal areas, to access it. There is no communal living room anywhere in the property; the only shared space beyond the kitchen is a dining room, which does not constitute adequate communal amenity for four residents as their main home. The layout has not been meaningfully adapted for multi-occupancy use and the intensification of activity in a terraced property with shared party walls risks material harm to the amenity of neighbouring residents.
- The application does not include an adequate waste management plan. Given the established and ongoing problem of bin obstruction in New Bradwell — which is already subject to enforcement action — the introduction of an HMO with multiple unrelated occupants and no identified responsible party for waste management would risk worsening an existing, recognised issue.

The Parish Council would welcome the opportunity to discuss these concerns further with the Planning Authority and is prepared to provide additional local evidence in support of this objection should it be required.

Yours faithfully,

_____

On behalf of New Bradwell Parish Council

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Planning Statement

Proposed Change of use from dwellinghouse (use class C3) to 4 bedroom HMO (use class C4) at 40 Queen Anne Street, New Bradwell, MK13 0BA

Principle of Development

The principle for the proposed change of use can be considered acceptable under Policy HN7 which does not preclude HMOs being granted given that HMOs are deemed to contribute to the creation of mixed, balanced, and inclusive communities. However the granting of HMOs should comply with the adopted SPD and all of the associated criteria in order to be acceptable, the criteria articulate that;

i. Effective measures are proposed to minimise the effects of noise and disturbance.

ii. Off street parking and manoeuvring space is provided to meet the Council's standards.

iii. Adequate outdoor space is available for bin storage and a drying area.

iv. iv. The proposal would not adversely affect the character of the surrounding area or

lead to an unacceptable concentration of flats or Houses in Multiple Occupation within the area.

This criterion has been carefully investigated against the proposal and we have concluded that in principle the development would fully be acceptable.

Character of the Area, and concentration of Flats and HMO

In line with Policies SD1, D1, D2 and D3 of Plan:MK which require, amongst other initiatives, that the proposed development integrates well with the surrounding built environment through sympathetic design, massing, and scale.

Within the adopted SPD, and Policy HN7 of Plan:MK (2019) there is a requirement for an acceptable concentration of HMOs within a given area, which is taken within a 50m radius of the application site. To retain an appropriate character within a given area, the Houses in Multiple Occupation 2012 (SPD) requires the concentration of HMOs and flats in the area to not exceed 35%.

In this instance, it is noted that within a 50-metres radius, there are a total of 41 residential dwellings including the application site. Within the 41 dwellings, most are known to be family dwellings having 2 and 3 bedrooms. Within the calculation, the application site would be the only HMO and there are no one bedroom flats within the radius, the total concentration is below the maximum concentration, thereby deemed acceptable.

As outlined in section 4.35 of the Houses in Multiple Occupation SPD (2012) "a non-sandwiching approach will be applied to prevent any one property (HMO or non- HMO) being

'sandwiched' between two houses in multiple occupation. In this case the proposed HMO would not cause a sandwiching issue, the proposed change of use would therefore accord with HN7 in this regard.

In terms of design and character, the application form states that there would be no internal and external alterations to the dwelling. Therefore, the impact would be neutral.

Overall, the proposed change of use would accord with Policies D1, D2, D3 and HN7 of Plan:MK in terms of character of the area and concentration of flats and HMO.

Residential Amenity

Policy D5 of Plan:MK seeks to ensure that development proposals do not cause an unacceptable loss of light, loss of privacy or create a visual intrusion between residences.

The submitted plans show that there would be no internal and external alterations to the dwelling. Whilst the proposal would result in additional individuals living at the property in comparison to a family dwelling, the change of use takes place within the envelope of the existing dwelling and would not therefore result in any extensions to the property. As such, the outlook afforded from windows would not differ to the existing and would not therefore be considered to result in a loss of privacy and is likely to comply with Policy D5 of Plan:MK.

Noise and Disturbance Measures

The Houses in Multiple Occupation 2012 (SPD) states that; 'Applicants will need to show what measures are proposed in order to ensure that noise from the property would not have an unacceptable impact on surrounding properties'.

Given the levels of environmental noise day and night assumed at the site location to safely achieve the good standard advised in BS8233:2014, all habitable rooms in the proposed residential development will require a suitable specification double glazed windows that would be normally closed to achieve the room background noise criteria.

For all dwellings, room ventilation would be achieved by alternative means to meet the requirements of Building Regulations Part F.

To illustrate the room noise levels that would be achieved by the advised mitigation we attach three design sheets that predict the background noise level for a typical bedroom room, representative of all proposed habitable rooms, with typically 8m2 of cavity brick wall & 1m2 of double-glazed window area, closed for the day & night periods, based on windows with 4/12/4mm glazing format, using the higher set of environmental noise values measured day and night.

The calculated day room noise level is 18dB LAeq 16hr (criterion 35dB) The calculated night room noise level is 5dB LAeq 8hr (criterion 30dB) The calculated night room noise level is 25dB LAmax 1hr (criterion 45dB)

The noise assessment undertaken demonstrates that for the proposed residential conversion there is sufficient environmental noise require mitigation on all the proposed dwelling window locations, so that habitable room background noise levels advised in BS8233:2014 can be achieved. The simple mitigation required is to have normally closed windows, with 4/12/4mm

format double glazing, rated 31dB Rw, or a close equivalent. Room ventilation would be by alternative means to achieve the requirements of Building Regulations Part F.

With the mitigation of windows normally closed to control background noise, the ventilation of the rooms can be efficiently achieved by using typically mechanical ventilation systems or passive ventilation, to meet Part F requirements. If considering passive ventilation the typical “through the wall” acoustic ventilators should have a noise insulation performance of at least 20dB Dn,e,w.

The proposed change of use would not cause unacceptable harm to the surrounding properties.

Highway safety, capacity, access, and parking provision

Policies CT1, CT2 and CT3 of Plan:MK seek to ensure that development proposals possess links to public transport and are acceptable regarding traffic generation and accessibility to all users of the highway. Policy CT10 seeks to ensure that development proposals are in accordance with theCouncil’s Parking Standards (SPD) unless mitigating circumstances indicate otherwise.

The application site is located within Zone 4 of the Milton Keynes Parking Standard SPD (2023).

There is a requirement in this zone for the existing allocated rooms that only 0.33 allocated spaces per lettable bedroom at the property could be allowed via a planning condition which would be round up to 2 independently accessible spaces.

There is ample on street parking. Moreover, the occupants renting a single bedroom, tend not to own cars and use public transport. The bus and trains are within 5 minute walk from the property.

In accordance with Parking Standards SPD (2023) there will be an allocation of one cycle space for every bedroom. Upto 5 cycles can be parked in the shed provided at the in the rear garden.

The proposed would given there are no-car ownership accord with Policies CT2 and CT10 of Plan:MK in terms of car parking provision.

Outside Space, Bin Storage and Drying Area

The proposed shall accord with Policy HN7, in conjunction with the HMO SPD, where adequate outdoor space and bin storage shall be provided within the rear Garden.

The rear Garden is of adequate size and is accessible from a rear external access gate as well as the external door from the communal Kitchen.

The Rear Garden has an approx area of 60 Sq.m

The area shall provide more than the required areas outlined in the Houses in Multiple Occupation, Supplementary Planning Document, 2012, states "15 square metres of storage space should be provided, as part of the change of use to a HMO, for drying area and storage of the following waste receptacles shall be provided:

1 black sack per bedroom
1 pink recycling sack per bedroom

1 blue recycling box per 3 bedrooms
1 x 240 litre green bin for food and garden waste per 4 bedrooms"

In accordance with Policy D5 (Part C) appropriate provision of service areas and refuse storage and collection areas has been allocate.

The existing refuse storage areas and access to them shall be maintained these already perform effectively without prejudicing other functions and users, maintain an attractive and coherent street scene and avoid risks to human health or an environmental disturbance.

The proposed change of use complies with the Policy HN7 and D5 of Plan:MK. All as the details of how the bins can be safely stored is shown on the plans.

Planning/land use constraints

Article 4 Direction relating to Houses in Multiple Occupation (HIMO) - Non immediate direction.

General Development Order Withdrawal for Class A of Part 1 in Schedule 2 of Article 3 under ref. 07/1029/MKPCR regarding carports alteration

Amber and green zone for Great Crested Newts risk area Flood zone 1
Parking Accessibility Zone 4

Relevant planning policy

Plan:MK (March 2019)
Policy SD1 - Place-making Principles for Development
Policy HN4 - Amenity, Accessibility, and Adaptability of Homes Policy HN7: Houses in Multiple Occupancy
Policy CT2 - Movement and Access
Policy CT10 - Parking Provision
Policy D1 - Designing a High-Quality Place
Policy D2 - Creating a Positive Character
Policy D3 - Design of Buildings
Policy D5 - Amenity and Street Scene

Neighbourhood Plan

The application site does not fall within any neighbourhood plan area

Supplementary Planning Documents/Guidance

Milton Keynes Parking Standards SPD (2023)
New Residential Development Design Guide SPD (2012) Houses in Multiple Occupation (2012)

National Planning Policy Framework (2024)

Section 2 Achieving Sustainable Development Section 4 Decision-making
Section 9 Promoting Sustainable Transport Section 12 Achieving Well-designed Place

Emerging Policy

The Milton Keynes City Plan is also a material consideration. The first round of consultation closed on 9th October 2024. In accordance with paragraph 49 of the NPPF, weight can be given to emerging policies depending on the stage of preparation of the plan, the extent to which there are unresolved objections and their consistency with the NPPF.

The following policies are relevant:

- Policy GS10: Movement and Access
- Policy PFHP5: Designing People Friendly Places
- Policy PFHP7: Well-design Buildings
- Policy HQH1: Healthy Homes
- Policy HQH6: Houses in multiple occupation

Whilst the policies are material considerations they do not we believe affect/change the planning balance at this time.

Floor Plan

40 Queen Anne Street, New Bradwell, MK10 0BA



Milton Keynes City Council

Severn Trent PLC, Affinity Water Ltd, and the Canal & River Trust
contact@guctransfer.co.uk

02 April 2026

Our Ref: PLN/2026/0346

Dear Clare Carlaw,

Consultation on construction, operation and maintenance of the proposed Grand Union Canal Transfer (water transfer project) under section 42 of the Planning Act 2008 or Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

I write in relation to the consultation for the above development.

Milton Keynes City Council has reviewed the applicant's Preliminary Environmental Information Report (PEIR) (dated: February 2026) and Draft design principles (dated: February 2026) which forms the basis of this consultation. Our comments relate to the area and works within the Council's boundary.

In general, it is considered that the PEIR clearly sets out the preliminary findings of the Environmental Impact Assessment (EIA). Comments have been received from specialist officers within the Council, but in the main they concur with the conclusions in the PEIR, and are therefore not repeated here. The following specific comments are noted:

<u>Archaeology</u>

The current proposals are objected to on the grounds of potential harm to Scheduled Monuments.

In relation to the Motte and Bailey Castle, Deserted Village and Monastic Grange at Old Wolverton (NHLE 1013660) & Iron Trunk Aqueduct (NHLE 1006934), Chapter 3 Vol 2 of the PEIR states:

> *"The Part 2 Indicative Work Area includes an access route extending along the northern extent of the southern part of the Scheduled Monument. There is potential for direct physical impacts on buried archaeological remains that may result in their partial loss, arising from intrusive*

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groundworks for the access road and from the Cosgrove compound which partially clips the Scheduled Monument."

The mapping shows construction of an access road across the scheduled monument. The construction of an access road is presented as necessary/unavoidable despite the acknowledgement of permanent harm to a designated heritage asset. Impacts to designated assets of the highest significance such as scheduled monuments should be avoided where possible and it is not clear from the application documentation what alternatives for access were considered, or indeed if access from the south is wholly necessary to carry out the proposed works. The proposals affecting the scheduled monument should be removed and a new access route considered.

The PEIR also highlights that raising the lip of the Wolverton Iron Trunk Aqueduct and embankment works may cause direct harm to this monument. It is agreed that this needs to re-assessed at Environmental Statement stage. Interventions at the MKCC side of the monument should be discussed in detail with the MKCC Archaeologist.

Regarding the Shrunken Medieval Village, Woughton on the Green (NHLE 1007938) & Old Rectory Moated site and fishpond (NHLE 1007930) and the possible works (total demolition and rebuild) to Bridge 88 (Pear Tree Bridge), the proposed construction access across, and compound construction on the scheduled monument should be avoided altogether given the harm to this monument acknowledged in Chapter 3 Vol 2 of the PEIR at 11.10.113. An alternative access and an alternative construction compound off the SAM should be sought. Harm to the Old Rectory Moated site (NHLE 1007930) should also be avoided. Engagement should be sought from Archaeological officers on future iterations of this scheme for alternative solutions.

Regarding other matters, of the two sites for an alternative 4th transfer lock Oakridge Park is preferable over the Great Linford Manor Park option from an archaeological perspective. The impacts of the proposed pipeline around Little Brickhill can be addressed through standard archaeological interventions.

Conservation

If the proposed changes to the Wolverton iron trunk aqueduct Bridge cannot be secured, of the two sites for an alternative 4th transfer lock, the Oakridge Park site should be selected over the option in Great Linford Manor Park. The reason is the latter is likely to cause direct harm to the significance of Great Linford Conservation Area and harm to the Grade2* Listed Church Of St Andrews through erosion of its setting. There could also be slightly lesser harm to other nearby listed buildings.

Pear Tree Bridge is considered to be a non-designated heritage asset and lies within Woughton-on-the-Green Conservation Area. Proposed height alterations to this could significantly affect this sensitive location, which is located between two Scheduled Monuments, contributes to the Woughton

on the Green Conservation Area, and has high heritage and social value. Full details of these works should be shared with Council as early as possible so harms can be understood, assessed and mitigated.

The location of the proposed Fenny Stratford Pumped Bypass is objected to. The proposal would be surrounded by listed buildings including Lock (Ref.1125401), Pump House (Ref.1125402), Canalside Cottage (Ref.1310679), Lock View Pine View (Ref.1332233), Canalside Cottage (Ref.1310679), and the Red Lion Public House (Ref.1125440) (the Red Lion).

The sensitivity of this location was highlighted by the Inspector of a dismissed appeal ref. APP/Y0435/W/24/3339674. The listed buildings collectively have group value is largely derived from the age of the buildings, their form and function, historic fabric and features. The Inspector highlighted that 'collectively *they illustrate a particularly well-preserved example of typically small-scale canal-built heritage related to the workings of a lock and they strongly evoke a sense of the activities taking place around the canal during the industrial era'*. It was also highlighted that '*the backdrop to these listed buildings has a predominantly rural feel with a significant degree of open space and greenery around them, especially along the canal corridor*' and that '*This immediate context allows the listed buildings to stand out with few competing or distracting elements and for their group value to be readily appreciated and understood. This is the environment in which the listed buildings are experienced and appreciated and each building reinforces the special interest and significance of the group as a whole*.'

The maximum extent of works shown on mapping would extend beyond the listed buildings and would appear to have a significant impact and possibly direct impact on these and so may piling in the canal. It is therefore advised that an alternative location for the Pumped Bypass found to avoid harm to these designated heritage assets. Any impacts on these listed buildings will require early engagement with the MKCC Conservation Team.

<u>Ecology</u>

As protected species surveys are still underway, detailed comments will follow once results and mitigation plans are available. However some concerns are raised.

The aquatic ecology assessment does not acknowledge the Grand Union Canal Milton Keynes Wetland Wildlife Corridor, which is treated locally as equivalent to a Local Wildlife Site. As major elements of the scheme fall within this corridor, the ES must fully assess these impacts and ensure the ecological function of the corridor is maintained during both construction and operation. The scheme also intersects several additional Milton Keynes Wildlife Corridors. In the terrestrial ecology chapter, concerns are raised about potentially significant impacts on the Grand Union and Woburn–Bletchley corridors. Any loss of habitat without appropriate compensation would be unacceptable. Several Local Wildlife Sites (LWS) and Biological Notification Sites (BNS) also appear to be missing from the desktop

assessment, including sites at Stanton Low, Downhead Park, Great Linford, and Woolstone. These must be included.

The proposed approach to replacing PRF-I (Potential Roost Feature – Important) features at a 1:2 ratio is also not supported. National best practice requires no net loss of roosting features, so lost features should be compensated at a minimum 1:1 basis. Regarding BNG, several proposed construction compounds overlap biodiversity-rich areas such as Stanton Low, Great Linford Manor, and The Green at Old Woughton. This is a major concern. The compounds should be relocated to avoid harm, and any unavoidable habitat loss must be fully compensated within the BNG strategy.

Highways and Public Rights of Way

Commitments to improved access and surfacing of the towpath is welcomed, but there are several concerns. At Old Wolverton (Sheet AJ) the proposed access appears to rely on a Public Right of Way. The route is narrow and constrained by property boundaries, raising safety concerns for pedestrians and issues with two-way vehicle movements. Surfacing will be required across the field beyond the access. At the Stanton Low car park / Oakridge Park (Sheet AL), construction activities may displace car park users and create off-site parking pressures. The steep access gradient could also risk vehicle grounding, especially for long vehicles. At Linford Manor (Sheet AM), construction access may adversely affect pedestrian safety and parking availability for the church, the manor, and nearby Parklands residents. At Woughton on the Green / Peartree Bridge (Sheet AN), the Green is a narrow, single-track road heavily used by pedestrians and cyclists. Using it for construction access poses significant safety concerns. At Fenny Stratford Pumped Bypass North (Sheet AO), the compound is located in a private parking area and assurance is needed that vehicles will not be displaced elsewhere. The access arrangements are unclear for the Pumped Bypass South. These appear to affect a pedestrian route and more detail is required on how pedestrian safety will be managed.
Detailed Transport Assessments will need to be supplied and agreed with the highways team which need to cover construction and maintenance impacts on vehicles, pedestrians, and cyclists. Early engagement with the MKCC Highways team and MKCC Public Rights of Way team is required.

Visual impacts

Currently there is a lack of detail on visual impacts of embankment changes, the transfer locks, changes to Peartree Bridge and the Fenny Stratford Pumped Bypass. The Council can therefore not comment in detail on these matters and awaits further details. However, it is noted that the Southern Pipeline Option SP2 passes through a former area of designated attractive landscape and ideally this should be avoided. If this cannot be avoided, trenchless construction methods would be preferred for the full route to minimise landscape harm rather than what is currently proposed at crossings only. The 4th Transfer Lock should not be placed in Great Linford due to this park having been sensitively restored through lottery funding and new major infrastructure should be avoided. The option for this lock Stanton Low car park / Oakridge Park is preferred.

This proposal will also have an impact on existing trees though this has not yet been quantified. A full tree survey and arboricultural impact and method statement need to be supplied along with tree protection measures. This should demonstrate that as many trees as possible and the best of the trees are retained where it is practical. This should also detail when adjustments can reasonably be made to accommodate retentions.

Drainage

The Environmental Impact Assessment appropriately identifies potentially significant effects on surface water, fluvial, and groundwater flood risk, with further assessment required. The draft documents also consider management of surface water during construction. If the applicant intends to remove or amend powers under the Land Drainage Act 1991 through the DCO, further engagement is requested regarding protective provisions. Additionally, the proposal should consider broader opportunities for future developments in Milton Keynes to discharge surface water runoff to the canal. This should be factored into the future discussions.

Environmental Health

Depending on the final details there are unlikely to be concerns regarding noise, vibration, contamination or air pollution as no concerns have been raised by the environmental health team.

Residential amenity

Due to the limited information presented on bank raising and upstanding construction, there is currently a lack of detail to assess the visual amenity impacts on existing residential properties. This should be considered as the scheme progresses.

Sustainable construction

The carbon, climate, materials and waste chapters of the PEIR appear to be of sufficient scope and coverage to address the demands of relevant sustainability policies within the development plan, subject to final details being submitted.

This letter forms the Council's response to this consultation.

Yours sincerely

Tamlin Barton
Senior Planning Officer
Development Management on behalf of the Head of Planning

Outlook

RE: Formal complaint — Insurance Claim PD24/0060

From SharedInsuranceClaims <SharedInsuranceClaims@westnorthants.gov.uk>
Date Thu 12/03/2026 15:42
To Germaine Newnham <clerk@newbradwell-pc.gov.uk>
Cc Estates <estates@milton-keynes.gov.uk>

Dear Ms Newnham,

We write further to our email below to respond to your complaint.

Your complaint

Your complaint concerns the amount of the settlement proposed by insurers.

You have set out the background in your letter and so we will not repeat it here.

We have made further representations to insurers, they are Protector.

Insurers have confirmed that settlement has been reassessed on the basis of the Oliver Anderson Ltd net quotation of £5,543.00, less the £250 policy excess, resulting in a revised settlement payment of £5,293.00. They have advised today that payment is being raised and should reach your account by tomorrow afternoon.

Should payment not be received, or any other issues arise, please contact us.

Yours sincerely,

Eve Morton
Insurance Administration Supervisor
Insurance Services

West Northamptonshire Council | One Angel Square | Angel Street | Northampton | NN1 1ED
Telephone: 01604 526276 Direct Dial: 01604 526277
www.westnorthants.gov.uk
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From: SharedInsuranceClaims <SharedInsuranceClaims@westnorthants.gov.uk>
Sent: 26 February 2026 13:42
To: Germaine Newnham <clerk@newbradwell-pc.gov.uk>; SharedInsuranceClaims <SharedInsuranceClaims@westnorthants.gov.uk>

Cc: Estates <estates@milton-keynes.gov.uk>
Subject: RE: Formal complaint — Insurance Claim PD24/0060

Dear Ms Newnham,

We acknowledge receipt of your email and will respond to your complaint substantively shortly.

In the interim, you have explained *"However, the Parish Council did not proceed with Bradle Builders for a clear and operationally sound reason: Bradle Builders were unable to commit to a start date."* I will take that back to insurers and see whether that changes the position.

Please note that the policy excess of £250 is something for discussion with the Council and Estates are copied. We will be unable to meet the cost from the insurance fund we manage for them. Liability for it is determined by the lease.

Yours sincerely,

Eve Morton
Insurance Administration Supervisor
Insurance Services

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From: Germaine Newnham
Sent: 26 February 2026 11:41
To: SharedInsuranceClaims
Cc: Estates ; Germaine Newnham
Subject: Re: Formal complaint — Insurance Claim PD24/0060
Importance: High

Dear Eve,

Please find attached a formal written complaint on behalf of New Bradwell Parish Council in respect of the above claim and the settlement communicated on 25th February 2026.

I would be grateful for acknowledgement of receipt by return, and a substantive written response within 14 days of today's date.

Kind regards

Germaine Newnham

Parish Clerk
New Bradwell Parish Council

My normal working hours are: Mon to Thurs 10.00am -2.00pm

Address:
Unit 10, New Bradwell Workspace
St James Street
New Bradwell
Milton Keynes
MK13 0BL
Tel: 01908 313602 **Email**: clerk@newbradwell-pc.gov.uk
For further information visit the New Bradwell Parish Council web site at https://newbradwell-pc.gov.uk

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From: SharedInsuranceClaims <SharedInsuranceClaims@westnorthants.gov.uk>
Sent: 25 February 2026 15:13
To: Germaine Newnham <clerk@newbradwell-pc.gov.uk>
Subject: FW: Insurance Claim PD24/0060

Dear Ms Newnham,

Insurers have confirmed that they will indemnify only to the value of the lower of your two quotes, that being Bradle at £4,080. Their settlement will be net of the policy excess.

You provided quotes to us on 11 February 2025 but proceeded with works on/around 20 February 2025 (based on the invoice provided) and prior to insurers authorisation. That authorisation was for the lower quote.

Insurers will remit £3,830 to your account.

Kind regards,

Eve Morton
Insurance Administration Supervisor
Insurance Services

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Local Transport Plan 5: Summary Document for Consultation

Highways & Transport

January 2026

A Balanced Transport Strategy for Milton Keynes

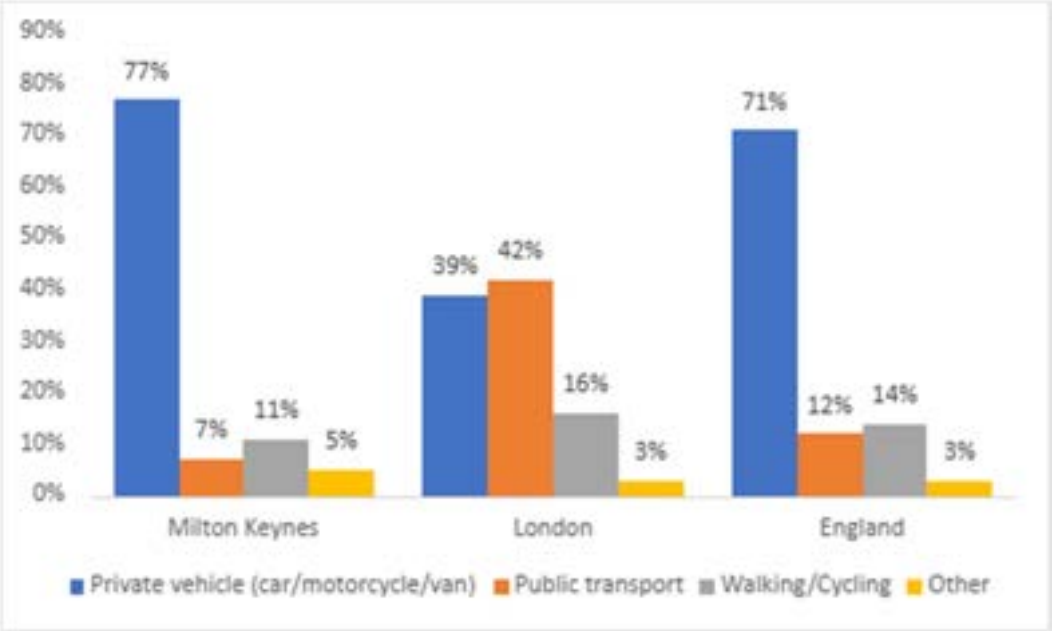
Introduction

Milton Keynes is currently a car-based city as a result of its physical layout, our unique grid road network and the relative affluence of our population, and this transport strategy isn't going to be able to change this in the short term. The city has very high car ownership, with nearly 80% of all households having access to at least one private car, and the high-speed grid roads allow for easy connectivity by car across the city with journey times that cannot be matched by public transport.



Correspondingly, public transport use in Milton Keynes is very low in comparison to UK cities of a similar size, at around 7% of journey to work trips, and financial support to maintain minimum service levels is required.

Compare this to London, for example, where car ownership in some Boroughs is roughly half that of Milton Keynes, and public transport is nearly always faster and cheaper than driving, and up to 50% of journeys are made by public transport. (The average across London is 42%).



Why We Need to Change

Although many of us have current car-based behaviour and are dependent on cars to get around, more of our current and future residents and visitors will need to choose to walk, cycle or take public transport more in the future if we are to accommodate the city's planned growth, without the risk of highway congestion and gridlock. The Council will not support growth that comes at the expense of the relatively free-flowing traffic network that we currently enjoy in MK, so we need to ensure that transport options are better for our residents and visitors than they are now, and that our road network continues to operate as well as it does today, as we continue to grow as a city.



Importantly, we also need to consider the 20% of our households in MK who do not have access to a private car, and therefore are currently at a considerable accessibility disadvantage to those that do, and we need to make our transport system more equitable for this very significant group of our residents. (This is probably the same 20% of our residents that said in our LTP survey that they found it difficult to travel around Milton Keynes, which is not something that someone who owns a car here is ever likely to say.)



Delivering this gradual change in our collective travel behaviours will not be achieved by regulation or restriction of car use, which would be neither popular here, nor particularly effective. Instead, we need to improve the attractiveness of the other travel options in comparison by addressing the relative time, cost, convenience and comfort of them when compared to car travel, so that our residents and visitors actually choose to use them for some journeys. Most of our current users of public transport are 'captive', in that they have no other viable means of transport available to them, and therefore have to use the bus. Compare this with Amsterdam, where over 70% of passengers on trams and buses in the city during the morning peak hour have a car at home that they choose not to use because of the quality, speed and cost of public transport in comparison.

These examples of London and Amsterdam are often unhelpful, as we are a very different place to either of those ancient cities that have grown organically over hundreds of years. We are a new town, less than 60 years old, and we have been a planned settlement from the outset. In the main, our housing is of much lower density and our estates are set apart from one another, divided by green corridors and grid roads. While this creates a pleasant low-density spacious environment with lots of greenery, it also makes these areas quite difficult to serve effectively by public transport without a time penalty to passengers – as buses have to leave grid roads to 'collect' passengers in estates – and this layout also makes walking and cycling distances longer between neighbourhoods too.

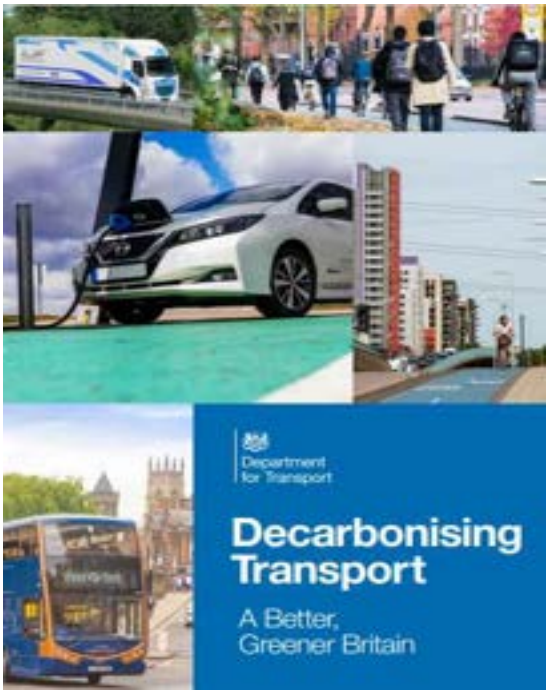
To offset this, our city planning forefathers built us an extensive high-quality walking and cycling network, which has over 350km of segregated walking and cycling routes and is the envy of most UK cities. They also proposed an extensive bus network using a large fleet of smaller minibus sized vehicles to provide the local and city-wide connectivity, that would address the challenges of the city's layout.



Unfortunately, however, our planners did not envisage a growth in concerns over anti-social behaviour and crime that would make our walking and cycling network be perceived as less safe to some users than they first envisaged. Nor did they foresee the reduction in the levels of physical activity amongst the general population that would result in them being less well used than they may have hoped.

Their proposals for public transport certainly didn't envisage a requirement for commercial bus services post de-regulation (introduced in 1986 when the city was already nearly 20 years old), or the sort of Local Government funding constraints for supporting public transport that we have now. Unfortunately, therefore, the public transport and walking and cycling networks have been less successful as an outcome of our planned layout than the ease of car travel, which the city planners certainly didn't anticipate.

Finally, they couldn't have possibly envisaged the huge growth in car traffic since our city was first conceived, nor were they aware of the harmful effects of emissions from motor vehicles or the global impact of CO_2 and other greenhouse gases at the time.



However, ***we know all these things now***, and therefore we must adapt our city, our networks and our behaviours to the modern age, we must address the barriers to more sustainable movement across MK, and we must respond to our local, regional, national and global health, carbon and climate challenges.

This LTP summary document summarises the transport policies that set out how we go about doing that for the benefit of the city and our residents for decades to come.

Our MK:2050 strategy has already set our broad targets for us – the document sets the aspiration that the first choice for residents and visitors making longer journeys across the city in 2050 should be our Mass Rapid Transit (MRT) public transport system, and for those making shorter journeys, walking, cycling and scooting should be their first choice. We are a very long way from this now, but the strategies set out in this document will set us on the road to achieving these ambitious aspirations for our city.



If we can achieve them, our city will be a more pleasant and healthy place for our residents, visitors and businesses, and we will be able to continue to grow our city and our local economy in a healthy and sustainable way.

In the following sections, our challenges, and our policies that will address or mitigate them for each of a series of themed policy areas are set out, under the following broad headings:

- Roads, Traffic and Parking
- Travelling Safely
- Improving Public Transport
- Enabling and Encouraging Active Travel
- Future Transport

Roads, Traffic and Parking

With such high levels of current car ownership and use, our policies for roads traffic and parking are very important elements of our future transport strategy.

Planning for Traffic Growth

We openly acknowledge that, in some cases, new roads or enlarged highway infrastructure, such as bigger roundabout junctions or grade separation, will be needed, as sections of our highway infrastructure have been outgrown by traffic growth - or will be very soon. We also appreciate that new roads will be needed to open up new development areas of the city where there are currently country lanes, and that there is a required gradual expansion of the grid road network as new development areas are brought forward through the planning process.



However, we also appreciate the considerable cost – both economic and environmental – of significant new highway infrastructure and we will try to avoid this cost where we can, by making our existing highway assets work better and more efficiently. By using new signal control technology and other intelligent traffic management systems (ITMS) we can make our existing highway network accommodate more vehicles without adding delay, allowing us to cater for growth without the need for significant new highway infrastructure.

Our city is famous for our roundabouts, and we have 132 of them on main roads across the city altogether – and in our estate areas, there are a great many more. Some are small mini roundabouts, little more than a painted domed circle at the junction of two or more minor

roads, while others are huge motorway roundabout junctions with trunk roads passing through them, and with complex traffic signal layouts.

None of our roundabouts were signalised to begin with – traffic flows did not require it in the early days of the city's existence. But, as traffic has progressively grown, our roundabouts have 'failed', and signals have had to be introduced in order to manage congestion and delays. This approach will be needed more and more, which may not be favoured by some residents, so we will defer their introduction for as long as we can.



However, the simple fact is that roundabouts don't work very well with heavy traffic flows, or with a predominant traffic flow along a single axis (eg where a main road, such as the A509 or A421 passes through them) and we will need to address this as our traffic increases – either through roundabout enlargement or the introduction of traffic signal schemes.

We certainly won't enlarge or signalise all 132 of the larger ones, but there will be a need for an increasing number of our major grid road junctions to be improved if our city is to grow without detrimental highway impacts on those who already live and work here.



Highway Maintenance

The maintenance of our highway network is also very important, and potholes and other surface defects remain of high importance to our residents and businesses. We will continue to address the maintenance of our highway assets as funding permits, and will strive to continue to deliver a high quality and well-managed road network in the future. We will explore new technologies that can help us maintain our highways and target our investment better, such as remote asset inspections alongside the use of innovative materials and means of repair.



However, Milton Keynes as a planned city has one major disadvantage in maintenance terms – a great deal of our major highway assets and bridges will reach the end of their design life all at around the same time (because they were all built around the same time), and this is a significant funding challenge for future years. While not of widespread immediate concern, it

is a significant future issue and strategies are already being developed to address our future asset expenditure requirements.

Notwithstanding these future concerns over our ageing highway assets, we will continue to maintain the highway network to the current high standard.

Parking

Parking is a significant component in our transport strategy. The cost and availability of parking can directly influence levels of car use, and revenue from parking (which must be re-invested in transport) can be used to fund other complementary transport plans and initiatives. For example, the recent parking charge changes in Central MK were designed to encourage more visitors to use public transport, with any additional parking revenue surplus being put towards supporting local bus services and MK Connect. This principle of supporting public transport from parking revenue is now well-established.



As we continue to equalise the costs of driving compared to public transport, it is clear that there will be more adjustment of our parking charges needed if we are to achieve a better balance than at present, so future increases to parking charges are inevitable. However, the detail of this will be contained in a subsequent parking strategy to follow later this year, which will require an extensive consultation exercise with all of our key stakeholders.

In addition to the adjustment of parking charges, the CMK Growth study suggests the infill of the central MK grid with more housing development, which will remove some surface parking and reduce overall parking availability. Milton Keynes has around 14,000 paid for parking

spaces in CMK currently – compare this with Edinburgh which has less than half that number, with nearly twice MK's population. (Parking charges in central Edinburgh are also up to £7.20 per hour.)



Increasing parking charges is rarely popular, but when any additional revenue surplus is identified and allocated to transport projects in a transparent fashion, it can be made more palatable and is a legitimate means of transport funding. If vehicles are removed from the network as a result, those motorists that remain can balance their marginally increased parking costs against their less congested journeys, and in many cases will consider it as an acceptable trade-off. It should also be noted that parking charges in Milton Keynes are significantly lower than in comparable towns and cities, and there is a long-standing requirement for us to correct this – and this process has already started with the recent decision to increase parking charges in CMK.

In addition to the costs of parking, there are parking 'hotspots' where the effect of illegal or inconsiderate parking around particular locations is impacting adversely on our communities. Enforcement of this is critical to ensure that these behaviours are actively discouraged, so our policies on parking enforcement also need to be reviewed. We may need to consider tow-away powers and more parking enforcement officers to tackle particular hotspots, such as some of our traditional town centres, for example, where pavement parking issues are of great concern to residents and businesses there.

Many residents have reported parking nuisance elsewhere across CMK, often associated with places where people regularly gather together, so they attract trips from a much wider area, and we will continue to work with communities to address parking nuisance in their areas. In some cases, this may involve the introduction of resident parking zones and permits, to ensure that resident parking spaces are reserved solely for residents of the area, and are

protected from external parkers – such as protecting areas from commuter parking around railway stations.

Engagement on a new parking strategy will commence in the late Summer.

Roads, Traffic and Parking - Policy Summary

We will…….

- Continue to build new roads and enlarge infrastructure to support growth as required but….
- Explore the use of signal and intelligent traffic management systems to avoid the need for costly and unsightly new infrastructure where possible
- Implement new highway network management technology to ensure that the capacity of our highway network is optimised and delays are minimised
- Ensure that the effect of city growth does not adversely affect the operation of our highway network for our existing residents, visitors and businesses
- Continue to invest in the maintenance and upkeep of our highway assets to ensure we operate a safe and efficient highway network
- Ensure adequate funding is set aside for future years when highway assets reach the end of their design lives and require substantial refurbishment or replacement
- Adjust our parking charges in CMK to better balance the relative costs of car and bus travel to CMK
- Spend any parking revenue surplus generated on transport project and initiatives, including supporting public transport services and MK Connect
- Review our approach to parking enforcement to tackle illegal, inconsiderate and nuisance parking at hotspots across MK in response to resident and business concerns
- Work with residents to tackle nuisance and inconsiderate parking in their neighbourhoods
- Develop a new parking strategy over the autumn in close consultation with residents and stakeholders

Roads, Traffic & Parking - Projects

Junction Improvement Schemes		
Brinklow Roundabout (H8/V10)	2025	Developer Funded
Monkston Roundabout (H7/V10)	2026	Developer Funded
Crownhill Roundabout (H4/V4)	2027	Developer Funded
Loughton Roundabout (H5/V4)	2028	Developer Funded
Bleak Hall Roundabout (H8/V6)	2026	Developer Funded
Elfield Park Roundabout (H8/V4)	2026	Developer Funded
Springfield Roundabout (H6/V8)	2026	Developer Funded
S. Saxon Roundabout (H6/V7)	2027	Developer Funded
Knowhill Roundabout (H6/V4)	2028	Developer Funded
Rooksley Roundabout (H4/V6)	2028	Developer Funded
S. Grafton Roundabout (H6/V6)	2029	Developer Funded
Kingston Roundabout	2029	Developer Funded
Grid Road Extensions		
H10 Bletcham Way Extension	2027	Developer Funded
Major Traffic Signal Upgrades		
Northfield Roundabout	2026	Developer Funded
M1 Junction 14	2026	Developer Funded
Redmoor Roundabout	2026	Developer Funded
Urban Traffic Control		
CMK signal network	2026	Developer Funded
Integrated Signal Plans & Strategies	2026	Developer Funded
Maintenance		
Ongoing programme	Every year	DfT Funded
Parking		
Review of Parking Charges	Every year	Funded from parking revenue surplus
Development of New Parking Strategy	2026	Funded from parking revenue surplus

Travelling Safely

It is important that our transport strategy delivers a safe transport network for all users. Roads, pavements, Redways, rights of way etc. all have their own safety challenges, and each user group, be they motorist, cyclist, pedestrian, school pupil or vulnerable road user will require particular interventions to ensure their safety.

Highway & Road Safety

We have an extensive road safety programme to address locations which we consider to be unsafe – and we can identify these locations from analysis of road traffic accident data that we collect and other predictive AI techniques, which can help identify potentially unsafe locations even before an accident has occurred.

Some of our road layouts in MK have become more unsafe over time, as our traffic flows have grown significantly since they were designed. Gaps in central reserves to allow right turns on grid roads, for example, have become increasingly unsafe as the gaps in traffic to turn safely have become less frequent, while vehicle speeds and weights have also increased. We will therefore continue to identify the most unsafe locations of this sort and implement remedial schemes. In some cases, we will have to close these gaps and introduce short traffic diversions to ensure safety.



We also have a high-speed grid road network, which, unfortunately, results in higher levels of more serious and life changing injuries for those involved in road traffic collisions, due to the higher speed incidents we have on our network. Our casualty figures are more akin to a

motorway network than to a local authority highway network. One person losing their life on our highway network is too many, and we should seek a '*Vision Zero*' approach to road fatalities, but sadly there were 8 highway related fatalities in MK in 2024. If we are to reduce this number towards zero, a review of our road speed limits will be needed, although it is acknowledged that this will be controversial in some cases.

Much less controversial, is the work we do with residents and their local Councils to address safety and speeding issues in their areas, who often lobby actively for a reduction in the speed limit through their estate or their village – and we will continue our programme of works to support residents and local Councils to improve safety, reduce speeds and reduce road casualties in their areas, taking the views of local people on board in the schemes we put in place.



In addition to our physical highways works to reduce accidents and casualties on our road network, we also run education programmes to encourage safer driving, with particular focus on young people, newly qualified drivers, and motorcyclists. Many of these initiatives are run in conjunction with Thames Valley Police or our neighbouring authorities, with Bucks CC worthy of particular mention for their excellent road safety education programmes. We also run road safety education programmes in schools which are discussed further below.

We will therefore continue a programme of road safety improvements and initiatives that are both resident and/or Parish Council-led or data-led to ensure that our highway network is a safe as possible and that the number of casualties incurred on our network and their severity is reduced year on year.

Cycle Safety

Cyclists in MK are generally segregated from traffic, but there are locations where surface crossings exist, and due to the speed of vehicles on the highway network, any conflict between cyclist and vehicle is generally serious. 2 cyclists were killed in MK in 2024.

Cycle safety on the Redway network is therefore paramount, as is the development of cycling skills so that users have the confidence to cycle and do so safely. We are using intelligent sensors on volunteers' bikes to collect data that shows where cyclists are braking and swerving sharply, indicating locations that we need to look at more closely for safety interventions. The sensors also detect ride quality, so can also provide us with information on where surfacing repairs may be needed.

We also offer an extensive range of cycle training for all ages and our Bikeability programme for our school children and our 'Bikeability Olympics' have received national acclaim for the initiative and the outcomes achieved.



We also take part in cycle safety initiatives, and in education programmes with our Police and Local Authority partners, and we will continue to run and expand these programmes in future years.

There is one further aspect of cycle safety which is relevant in Milton Keynes which is not related to conflicts or cycle skills – perceived safety and fear of crime. Many of our Redways are remote from houses with no oversight, so they often feel quite remote, and users feel 'exposed' or 'isolated'. Similarly, we have numerous underpasses, and sometimes these are

not well lit, or occupied by people, which can often cause alarm and can discourage people from walking and cycling – and this is particularly relevant among women. Only 23% of our cyclists in MK are women, but of the 77% that do not, 80% of them *would like to* cycle.

This feeling of security when using our Redway network is something we must address if we are to achieve the levels of activity on our active travel network envisaged by our city's planners. We can do this by ensuring our Redways are well lit, foliage is trimmed to remove opportunities for concealment, and by making the underpasses less foreboding. We will also explore surveillance through CCTV and patrols in conjunction with TVP to ensure user safety.

The ultimate measure of our success will be very well-used Redways with sufficient people to provide a greater sense of security and surveillance for all users – quite literally, safety in numbers.

Pedestrian Safety

Pedestrians in MK, like cyclists, are generally segregated from traffic in the new areas of the city, and most crossings are grade-separated via bridges or underpasses. However, these aren't always located exactly on the desire line of where pedestrians want to go, or as discussed above, the underpass may be sufficiently threatening for people to not want to use it. This results in the occasional conflict between pedestrians and traffic on grid roads, and given the prevalent traffic speeds, these incidents are often life threatening for the pedestrian. 2 pedestrians were killed in 2024 in MK.



Away from the grid road network, pedestrian conflicts with traffic are more common, particularly in CMK and in our older town centres of Bletchley and Wolverton, although, thankfully, speeds are much lower in these areas, and the casualties are less severe as a result.

We will continue to work with residents and Parish Councils to improve pedestrian crossing facilities for communities to address their concerns, particularly around schools, retirement homes and other locations where vulnerable road users may be present.

School Pupil Safety

In addition to general issues regarding pedestrian safety, officers also receive many reports of concerns regarding the safety of the environment around schools during drop off and pick up times, as a result of the behaviour of parents who drive their children to school. Inconsiderate parking, U-turns and impatient behaviour severely compromises the safety of children going to and from school, and this sort of behaviour also deters those who might wish to walk, scoot or cycle.

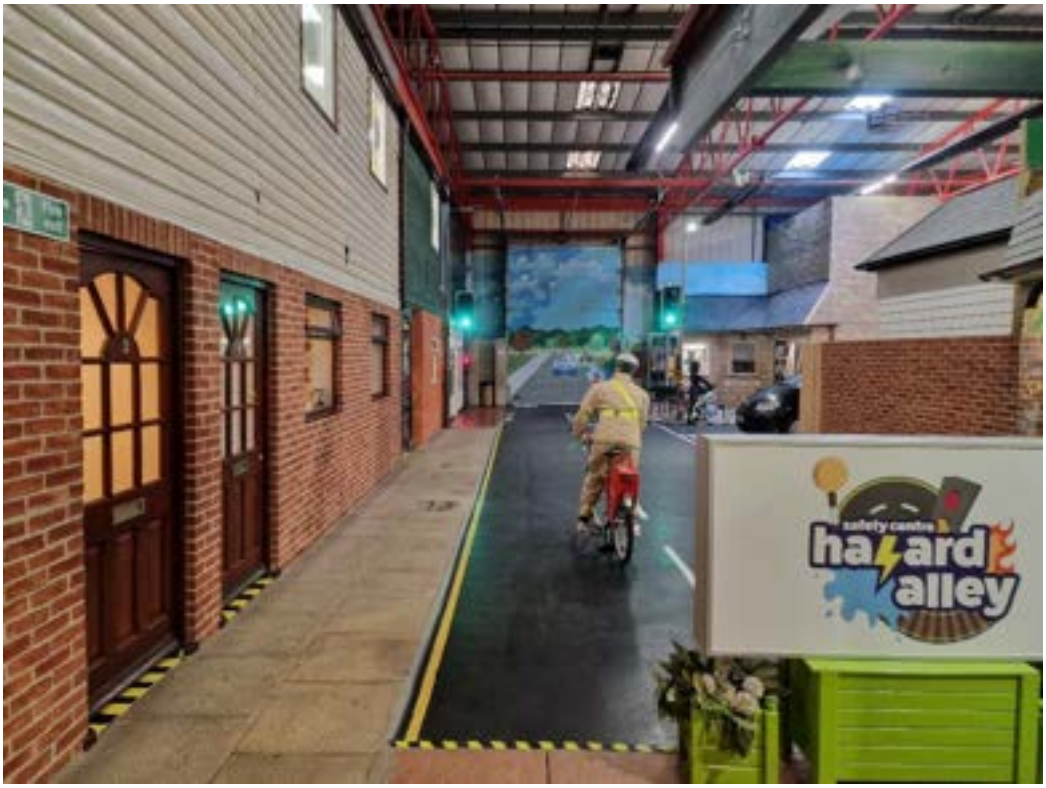
The records of incidents outside schools are disturbing – one school used teachers accompanied by children to reason with inconsiderate parents, but had to stop because the children were being subjected to abusive language. In other instances, the Police have been called to address disorder amongst arguing parents. This is clearly unacceptable and a terrible example for our young people and something we must all address.

We will work with our schools to tackle these sorts of behaviours outside their premises to ensure that there is a safe environment for pupils to get to and from their school without risk of road danger. This will include the implementation of zig-zag school keep clear markings with targeted parking enforcement, direct engagement with parents through the schools and other means as appropriate.



Later this year, the Council will assume camera enforcement powers, which will allow us to implement timed closures on streets outside those schools with the most severe safety concerns and highest risk to students. These schemes were trialled previously, but were not as successful as they could have been because we did not have the powers to enforce them effectively at that time, and they were subsequently withdrawn. Once we have camera powers, these original schemes, in addition to a batch of new school schemes, will be taken forward for implementation.

In addition to physical measures outside of schools, we also work with schools on pupil travel safety and road safety education and we will continue to visit schools to deliver road safety messaging. We also fund some of our school children to attend 'Hazard Alley' – which is a fantastic real-life training venue for children to learn about all aspects of safety, including road safety. Subject to funding constraints, we would like to increase this amount of activity and engagement with schools and send more children there. In previous years, every pupil in MK attended Hazard Alley in years 2 and 6, but funding arrangements and school transport challenges have resulted in this sadly no longer being the case – so we'd like to return to sending more of our pupils there.



Finally, schools can apply for grants for School Crossing Patrol Officers and for Pupil Safety and 'Park Smart' signs to add to the safety measure available to schools to ensure their pupils' safety and we intend to expand the budgets available for these.

Other Travel Safety

We will work with our public transport operators to ensure that our residents and visitors feel safe when using our public transport services. This is particularly relevant to our train operators on near empty trains at night in between stations, where passengers can feel vulnerable with no accessible staff in their carriage.

We also have specific user groups that we work with on safety matters, such as motorcyclist groups and equestrian organisations to deliver targeted safety events and campaigns, and this will continue.

Car Cruising

Milton Keynes has a particular problem with car cruising, and is a magnet for a certain type of vehicle and driver, because of its attractive high speed road network and large areas of empty car park in the evenings. High performance and modified vehicles cause noise nuisance, disturbance to residents and businesses and also generate some safety risks to both drivers and the spectators who turn up to watch.

Events and meets are often well organised on social media networks and can involve tens and sometimes hundreds of vehicles and spectators and these incidents are of considerable concern to the authorities and those affected.



MKCC officers across a number of departments work closely with Thames Valley Police, Network Rail and other key stakeholders to tackle these meets and to take appropriate action

against those that participate as driver or spectator, but enforcement powers are quite limited However, we will continue to do what we can with our agency partners to tackle car cruising across the city and to reduce the risk and amenity disturbance to residents and business premises.

Travelling Safely - Policy Summary

We will…….

- Continue to identify and address unsafe locations across our highway network with accident mitigation schemes.
- Continue to work with residents and their Parish/Town Councils to address road safety and speeding issues in their communities
- Review our approach to speed limits across MK and investigate further the potential casualty reduction and other benefits of reducing road speeds
- Continue to run education programmes to improve road safety awareness and driving skills
- Identify unsafe locations on our Redway network and implement improvements to address cyclists' and pedestrians' safety concerns
- Continue to offer an extensive cycle training and Bikeability offer to our residents and school pupils to improve cycle skills and confidence
- Address perceived security across the Redway network by improving visibility, lighting, and trimming foliage, and to explore further security measures such as CCTV and Police patrols
- Continue to work with residents and Councils to deliver pedestrian crossings and other improvements for pedestrians, and to ensure bridges and underpasses feel safe
- Work with schools to address pupil safety at drop off and pick up times, including implementing parking restrictions and enforcement, and school street schemes
- Continue to offer road safety education and other road safety initiatives to pupils, including visits to Hazard Alley
- Work with specialist organisations over unique safety considerations for particular groups, such as motorcyclists, equestrians etc.
- Continue to work with the Police, partner agencies and key stakeholders to tackle the problem of car cruising and car meets to reduce the safety risks and amenity disturbance they cause to residents and businesses across the city region

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Travelling Safely - Projects

Highway & Road Safety		
Tackling casualty hotspots	annual	Council/DfT Funded
Gap Closure Programme	annual	Council/DfT Funded
Speed Limit Reduction	annual	Council/DfT Funded
20mph zones	annual	Council/DfT Funded
Road Safety Campaigns	annual	DfT/TVP Funded
Cycle Safety		
Identify & Treat Unsafe Redway Locations	annual	Council/DfT Funded
Redway Security Improvements	annual	Council/DfT Funded
Bikeability & Other Cycle Training Programmes	annual	DfT and Bikeability Trust funded
Pedestrian Safety		
Improvement Programme	annual	Council/DfT Funded
New and Improved Crossings	annual	Council/DfT Funded
Road Safety Education Programmes	annual	Council/DfT Funded
School Safety		
School Streets Programme	2025	Council Funded
Healthy Routes to School	2025	Council/DfT Funded
Pupil Road Safety Education	annual	Council/DfT Funded
Other Safety		
Targetted Safety Campaigns (eg motorbikes, equestrians)	annual	Council/DfT Funded
Tackling Car Cruising	annual	TVP/Council Funded

Improving Public Transport

As stated previously in this document, the provision of a viable public transport service across the city is very challenging. The combination of our road layout, the distribution of our population, our levels of car ownership and the almost unlimited supply of cheap parking, make public transport very difficult to make attractive here in comparison to driving.

Other cities have the 'advantage' of a congested urban road network and very limited parking supply – which can help encourage public transport use, but MK has neither of these, so we need to focus more on the quality of the public transport offer.

Improving Public Transport

The key to delivering an improved public transport offer across MK is therefore to ensure that more people want to use it through choice. This sounds very simple, but making the system more attractive in comparison to the car is paramount to changing the way we travel - for some of our journeys at least. So, we need to completely re-imagine our public transport in Milton Keynes – as many cities have done to great effect before us.

Mass Rapid Transit (MK Metro)

To tackle this problem head-on, we have been developing proposals for a Mass Rapid Transit System (MRT, now branded as MK Metro) – a high quality tram-like system using rubber tyred vehicles on conventional roads (sometimes referred to as Bus Rapid Transit, such as in Belfast, where the 'Belfast Glider' has been introduced). This new system will deliver the sort of step-change in our public transport offer in MK that will make people who own cars choose to use it instead for certain journeys. Journey times are critical, so we will need to allocate dedicated road space in the form of reserved bus lanes to ensure that the public transport vehicles are protected from congestion and general traffic. This means there will be less road space available for cars in some places across the network, but in MK we have the advantage of numerous parallel route alternatives, thanks to our unique grid.





This would deliver a ‘MK Metro’ service across the city region on 5 key routes. The routes are being developed to serve both existing residential and employment areas, but also to help unlock new development sites. This would be our primary, or top-level, high frequency, high quality public transport service.

Bus Services

To supplement our MK Metro MRT system, we will require to amend the remaining bus services to instead provide supporting bus services – as our MRT system won’t serve everywhere.



We will still need ‘conventional’ bus services at a secondary level to support the MK Metro network and to deliver passengers to key interchanges on the Metro network to complete their journeys.

MK Connect

There will also remain a need for a tertiary public transport offer, for those rural areas where a viable and scheduled bus service is just not affordable.

In these areas, MK Connect will continue to collect residents with no bus service and take them to their destination, or to an interchange where they can complete their journey on the secondary or primary tier of services.



This hierarchical approach to public transport provision will deliver a more attractive, connected and integrated offer than at present.

By the careful design of these interchange points where PT services at the different levels intersect, we can also ensure a seamless transfer, high quality waiting facilities and also excellent connections to the walking and cycling network, to ensure they can be accessed easily.



Ticketing

Also key to this three tiered system working effectively is the introduction of SMART ticketing, so that a single ticket can be purchased for a multi-stage (Metro to Bus) and ultimately, even for multi-modal journeys (eg e-scooter to Bus to Metro to Train to e-bike). We are working with our existing operators to explore this one ticket solution, but the allocation of appropriate proportions of the overall ticket costs to each operator is a complicated challenge – although this would be simplified in a bus franchising scenario, as discussed below.



Management and Operation

A successful public transport system in MK is also dependent upon an effective management and operating regime. A number of operating models are possible for MK Metro, with bus franchising offering the most opportunity for the Council, but also with the most financial risk, as we would be required to fund the full cost of running all the services we wanted to operate.

If the costs of these services are not met from passenger revenue, then the Council will become liable for any shortfall. However, on the other hand, if passenger revenue were in excess of the costs, then the surplus would pass to the Council. And as discussed above, a single ticket solution for all services would be easier to implement under this scenario where the Council is in charge of the provision of all bus services.

Alternatively, the Council could purchase a fleet and depot and lease them to an operator to run the system – or the chosen PT partner could take the financial risk – so there are a range of options to run the system available.

Further financial analysis and modelling of possible routes and services will be needed before the Council can make any decision over the operating model, but this doesn't prevent us moving forward with our plans to deliver MRT.

Adjusting the Balance Between Bus and Car

In addition to making the new public transport network more attractive in comparison to the car, we will also need to consider making the car less attractive at the same time – by means of adjusting parking charges. In fact, we already know that this will be needed to make our public transport network viable in future. It is the current imbalance and our failure to adjust parking charges for many years that has contributed to the public transport network and usage we currently have.



We need a step-change in the quality of our public transport offer and this approach to re-imagining our PT services in MK will not only reduce our car dependency over time, but help our city grow sustainably without adverse impacts in the form of increased congestion.

We are in discussions with Government over the funding of our new MK Metro network in relation to delivering increased growth, and we are currently finalising our Business Case.

Rail Services

While the Council has no direct responsibility for the operation of rail services serving the city and its environs, we are obviously keen to secure the best rail service for our city with a wide range of destinations served.

We will work with our existing Train Operating Companies (Avanti West Coast, London North Western/West Midlands Trains and Chiltern Railways) to ensure that we continue to have the best rail connectivity in the region with a wide range of frequent services to local, regional and national destinations.



However, despite us being well connected to the rail network already, there are two significant new rail projects in the pipeline that will affect us in MK – East-West Rail and HS2.

East-West Rail (EWR) is a rail project to link Oxford and Cambridge via Milton Keynes.

Phase 1 linking Oxford to Bicester, Bletchley and Milton Keynes is now complete and services will start in early 2026, operated by Chiltern Trains. Phase 2 and 3 are the future sections to Bedford and Cambridge. Phase 2 will improve the existing Marston Vale railway line between Bletchley and Bedford (including twin-tracking), while Phase 3 will require the construction of a new railway line from Bedford into Cambridge.

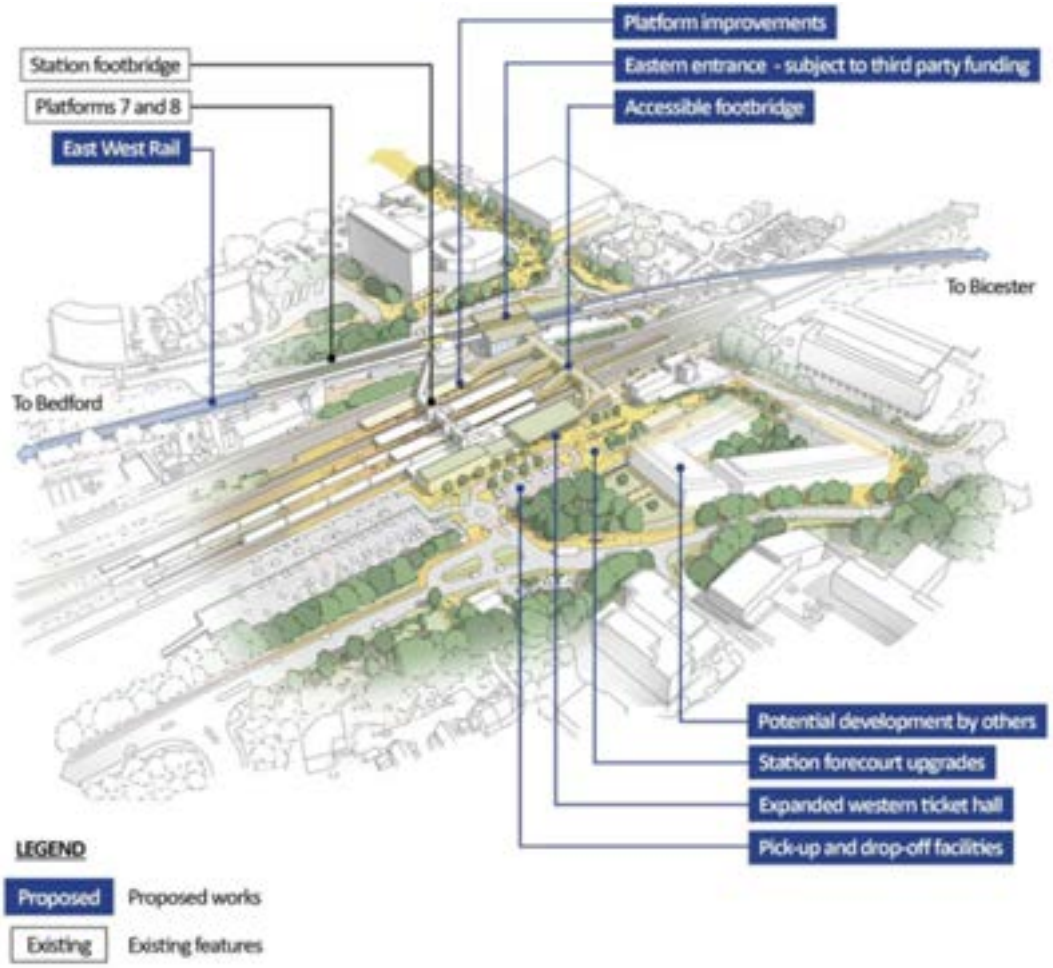
EWR continue to engage with the Local Authorities along the route while developing their design proposals for inclusion in a statutory consultation exercise to take place towards then end of this year.

Until that time, the Council will continue to seek the best outcome for MK residents, visitors and businesses from the EWR scheme, and ensure that the proposals for stations, level crossings and train service patterns are acceptable to the communities along the route.



In particular, there are 2 key interventions that the Council wishes to see delivered by the EWR scheme.

- A new eastern station entrance at Bletchley to connect better to the town centre and to support its ongoing redevelopment. This new entrance would open up a much larger station catchment area to the east, and would also help relieve the stairwell and gate line congestion at the existing small entrance on the western side.



- A new chord of railway line joining EWR to the West Coast Main Line (WCML) to the north of Bletchley Station (known as the Bletchley NE chord) to allow direct passenger services to run from Milton Keynes to Cambridge without reversing at Bletchley, and to allow freight trains, especially intermodal services from London Gateway and Felixstowe, to avoid congested lines in North London and join the WCML at Bletchley via EWR. This would be a significant strategic addition to the UK railway network with major benefits to congested lines around London and adding much needed resilience to freight routings.

The Council will continue to lobby for these additions to be delivered alongside the EWR scheme.

HS2 is a major new piece of high-speed rail infrastructure between London and Birmingham, and while it bypasses MK to the west and north, it will free up space on the existing WCML for more local and regional services. The WCML south covering Bletchley, Milton Keynes Central and Wolverton is the busiest mixed traffic railway in Europe and there is little space for additional services despite passenger demand. The resilience of the railway in the event of an incident is also severely compromised by the sheer number of trains using the tracks in this section and the short spacing between them.



HS2 will allow some express services to be removed from the WCML, freeing up new train 'paths' for additional local and regional services. Network Rail are looking at the possibilities HS2 will present for the WCML South, and the potential for MK Central to become a hub regional station is currently being explored. Enlargement of MK Central and an additional track between Bletchley and Milton Keynes Central may be needed as part of these proposals, but work on this continues.

The Council considers this to be an excellent opportunity to improve the rail connectivity of MK still further and we will work with Network Rail to develop the proposals over the coming years, as HS2 nears completion.

Improving Public Transport Policy Summary

We will…….

- Continue to develop and seek funding for our new Mass Rapid Transit system (MK Metro) in order to deliver a greatly improved public transport offer to our residents, visitors and businesses and to support the sustainable growth of the city
- Provide dedicated road space for our MRT system to run on, to ensure journey times are comparable to the private car
- Explore the benefits of and the risks associated with the Council franchising all bus services in MK, including MRT, and taking control of all service planning and operations
- Adapt 'conventional' bus services post MK Metro to provide supporting feeder and connecting services to the MK Metro system
- Continue to support MK Connect as the lowest tier in our public transport network for those residents without a viable scheduled public transport service
- Develop an integrated ticketing system to allow for multi modal journeys with a single ticket or SMART card
- Develop optimum designs and locations for interchange points on the PT network to ensure seamless transfer and good quality waiting facilities, while maximising their accessibility by all modes
- Support public transport use by adjusting parking charges and supply to 'balance' the relative attractiveness of PT vs car
- Work with our existing Train Operating Companies to ensure the best rail services and frequencies for Milton Keynes Central, Bletchley and Wolverton
- Work with EWR to ensure the best scheme for MK, including a new station entrance at Bletchley and the Bletchley NE chord
- Work with Network Rail over plans for expansion of local and regional services on the WCML post HS2, including track capacity and station improvements

Public Transport - Projects

MRT		
Deliver Demonstration MRT stop in CMK	2026	DfT Funded
Deliver New Bus Lanes in Preparation for MRT	2026	DfT Funded
Develop MRT Operational and Management Strategy and Finalise Business Case	2026	Council Funded
Deliver MRT system	By 2030	Central Govt Grant/Developer Funding/Council Funding
Bus Services		
Investigate Opportunities from Franchising	2025	DfT Funded
Explore the Re-structuring of Bus Services to support MRT	2026	DfT Funded
Identify Optimum Locations for Public Transport Interchanges	2026	DfT Funded
MK Connect		
Explore Opportunities to Fund & Expand the Offer	annual	Developer/Council Funded
Operational		
Develop Integrated Ticketing Offer	2027	DfT/Grant Funded
Develop End-to-End Journey Planner	2027	DfT/Grant Funded
Adjust Parking Charges in Line with Bus Fares	2026	Council Funded
Rail		
Work with ToCs to improve services at MKC, Bletchley and Wolverton and on the MVL	ongoing	DfT Funded
Secure the Best Possible EWR scheme for MKCC	2026-2027	DfT Funded
Bletchley Station Eastern Entrance	By 2030	EWR/DfT/Network Rail funded
Improved Local and Regional Services on WCML after HS2	Post-2030	DfT/GBR Funded

Enabling and Encouraging Active Travel

Milton Keynes has a fantastic off-road walking and cycling network which is almost fully segregated from traffic, that totals over 350km – but sadly it is not as well-used as it should be.

The reasons for this are numerous and range from the issues of safety and security introduced earlier in this document to more general factors such as the general decline in the physical activity we all undertake as a population. In addition, issues over maintenance of the network, including lighting, foliage control, surface condition and drainage are also factors that influence the levels of use. Indistinct wayfinding and a lack of understanding of the network and how to get places is also cited as a deterrent to using the Redways by some.

In addition to these physical improvements, there are also initiatives to address cycle training and skills amongst all our residents of all ages that we undertake – so the solution is a combination of 'hard' (physical) measures and 'soft' measures (campaigns initiatives etc.) and is one of *enablement* and *encouragement*. We can't make people cycle, or make them want to cycle, but we can help them if they would like to. We want people to have the skills and knowledge to cycle on a high quality, safe network, if they choose to.

So, we need to spend a greater share of our transport funding on active travel to address the physical barriers as to why our Redway routes aren't being used as they should, and to empower more residents to use them by providing the necessary skills, confidence - or even just to help them with a bicycle for them to ride.



Redway Design Standards

Our Redway network is growing with the city, and we have developed a Redway design guide which ensures that all new extensions to the network delivered by developers are of the required standard. We are using intelligent sensors mounted on some volunteers' bicycles to inform where surfacing improvements are needed, and also where there are conflicts with other Redway users, where some safety interventions may be needed. We are also continuing with the SuperRoutes programme which targets our more strategic Redway routes for wayfinding, lighting and underpass improvements.



Secure cycle parking is also essential, particularly as Station Sq is the top bike theft location in the TVP area. Without the potential cyclist knowing that secure cycle facilities exist at their destination, some cycle trips will never happen at all, so we need to ensure that key destinations, including stations and Council sites such as libraries and leisure centres, have ample secure cycle parking for visitors.

New Redways

New cycle schemes have been identified in our Local Cycling & Walking Implementation Plan (LCWIP) that we consulted on widely in 2023, and we are currently prioritising projects in the LCWIP for design and delivery. New cycle proposals are also under development for Bletchley town centre in conjunction with a package of Town Deal improvements. We will also undertake a programme of delivering 'missing links' to join up key sections of the Redway network so we have consistent and continuous grid of routes all across the city.



'Soft' Measures

Soft measures for cycling include our well regarded Bikeability training for young people, combined with our cycle training for all ages and abilities, and these programmes will continue – and increase if funding allows. Soft measures also include our cargo bike loan schemes to local businesses, bike recycling, e-bike experience and other initiatives to promote cycling and make it accessible to more people.



At the end of 2025, the Council received confirmation from Active Travel England that our Capability Rating had been increased from 1 to 2, as a result of our recent projects, initiatives and delivery successes. This will help unlock more funding for cycling, walking and wheeling projects in future years.

Walking

Walking is active travel too, of course, and while training is obviously less relevant here, the quality of the walking environment is critical. Accessibility is important to ensure everyone can use the network, as are aspects such as gradient and winter treatment. Similar to cycling, many shared issues exist in relation to safety and perceived safety, and sometimes these are worse for people on foot as they cannot move away from perceived risk as fast as a cyclist can.

In general, improvements to the Redways will assist both cyclists and pedestrians, but on a shared network, we need to be mindful of when and how the two mix together, and we are finalising our 'Redway User Guide' which sets out how they should be used considerately by everyone, perhaps supplemented by signage and markings at particular problem conflict locations.

E-Scooters and Micromobility

We also have third group on our Redways – our e-scooters from Lime and Dott, which are still operating on a DfT Trial basis across the city. In general, we believe our e-scooters have helped with mobility across the city (especially for our younger people) and they have been shown to have removed hundreds of thousands of vehicle trips from the city's roads. However, this modern addition to our urban transport scene in MK is not without its difficulties – and the behaviour of users in relation to driving and parking infractions remain of some concern. However, we are working with our e-scooter forum and our providers to designate geofenced parking areas and auto slow areas to address reported problems and good progress is being made.

We are therefore minded to formalise the provision of an e-scooter hire scheme through a tender for a concession contract once the trial has ended, or before if permitted to do so. Our own bespoke contract will permit additional checks and balances to be imposed on operators to help us address the reported issues much better.



Disabled Redway Users

There is also an important fourth group – our disabled residents – and the Redways can provide a good means for our disabled community to travel safely away from traffic in wheelchairs, adapted cycles or mobility scooters. We will continue to address these users' particular challenges in using our active travel networks and deliver accessibility improvements. Underpass approach gradients are a known issue for disabled Redway users

and we will look to re-profile underpass approaches where possible, particularly in the vicinity of healthcare facilities or in places where we know we have a large number of residents with mobility issues.



Our Redway network is the envy of many other places in the UK, and we need to maximise its enormous potential by tackling all the barriers to its use, and ensuring the various user groups can all use it safely, and without impacting adversely on one another, so that it is a viable and attractive alternative for some of the short journeys that we make.

Enabling and Encouraging Active Travel Policy Summary

We will…….

- Require developers to extend the Redway network to our standards into new development areas and to ensure connections to the existing network
- Continue with a programme of Redway 'missing links' to ensure a coherent network serving the entire city
- Invest more, as a proportion of our total transport spend, in the repair, maintenance and enhancement of our Redway network
- Prioritise a number of LCWIP schemes to advance to detailed design and public consultation, in readiness for further delivery funding
- Continue our Redway SuperRoutes programme of wayfinding, lighting and underpass improvements on strategic Redway corridors
- Deliver secure cycle parking at key destinations across MK, including high quality facilities at MK Central Station and provision at Council sites, such as libraries and leisure centres
- Continue and expand our package of cycle training and Bikeability offers to upskill our children and adults
- Continue initiatives and programmes that promote cycling, and to work with our key cycle industry partners based in MK (such as Madison and Trek)
- Continue to identify and deliver walking improvements to the Redway network to ensure safety and accessibility
- Deliver targeted accessibility improvements to ensure our Redways are fully accessible to our disabled residents
- Work with our e-scooter providers to deliver improved driving and parking behaviour and to designate geofenced parking and limited speed areas
- Move towards a new e-scooter concession contract with new terms and conditions to provide greater protections and KPIs for the Council
- Develop a user guide or code of conduct for publication to ensure that our Redway network is used considerately by everyone

Enabling and Encouraging Active Travel - Projects

Redways		
Ensure High Quality Redway Connections are Delivered to New Development	annual	Developer-funded
Complete Redway 'Missing Links' to Deliver a Continuous Network	By 2028	DfT/Developer-funded
Identify Key New LCWIP Redway Schemes for Delivery	2025	DfT/Developer-funded
Complete Blue Lagoon/Newton Leys – Bletchley Redway	2026	DfT/Developer-funded
Continue SuperRoute Redway Improvement Programme	annual	DfT/Council-funded
Deliver Walking & Accessibility Improvements across the Redway Network	annual	DfT/Developer-funded
Develop a Redway Code of Conduct	2026	DfT funded
Publish & Adopt the Redway Design Manual (RDM)	2026	DfT funded
Supporting Cycling		
Deliver Secure Cycle Parking at Key Destinations Across MK	annual	DfT/Developer-funded
Continue to Offer Cycle Training Opportunities to Residents of All Ages	annual	DfT/Bikeability Trust Funded
Organise Cycle Campaigns & Events	annual	DfT/Council-funded
Micromobility		
Work With E-scooter Providers to Address Parking and User Behaviour Issues	2025	Council-funded
Develop New E-Scooter Concession Contract With More In-Built Protections	2026	Supplier-funded

Future Transport

Our transport strategy needs to be ready for the future and we must embrace innovation where it provides opportunity to enhance or improve any aspect of our transport system. There are a number of key areas where we are preparing our transport system for the future and these are covered in the following sections.

Electric Vehicles and Public Charging Infrastructure

The transition of our vehicle fleet in Milton Keynes towards zero emission vehicles is something we obviously want to encourage. With such high levels of car use, it is imperative that we move towards electric and other zero emission vehicles to avoid the harmful effects of oxides of Nitrogen (NO_x) and other dangerous particles from the internal combustion process.

Milton Keynes is already ahead of the national curve in terms of delivering on-street charging facilities for residents and businesses, and we have the 3rd highest number of chargers per head of population in the UK, but also the highest number of *high-speed* chargers in the UK.



Commercial EV charging models are beginning to focus on an ultra-rapid, petrol forecourt-style offer, but there will always be a demand for home charging, for reasons of cost and convenience. Many of our residents don't have off-street parking, particularly in our older settlements or in some of our older estates, so it will be the Council's role to provide that on-street infrastructure to ensure equity of home charging opportunity. In addition, we believe

that local charging hubs with a mixture of chargers of varying speeds will meet the local needs of residents, visitors and businesses effectively.

New concession contracts to deliver on street chargers at no cost to the Council, and with an ongoing revenue stream, will be delivered to ensure good city coverage of charging infrastructure and guaranteed competitive charging costs, as well as generating some social and economic value to the Council.

In addition, we will continue to roll out our home charging cross-pavement solution 'Kerbocharge' which allows residents to pay for a channel to run a cable under a footway to their wall-mounted private home charger. We will also trial other cross-pavement solutions as they arise to evaluate their acceptability.

We will continue to favour electric vehicles with preferential parking charges, but we are near the point where this incentive is no longer necessary or practical, but this will be a matter for the emerging parking strategy.

Alternative Fuels

We acknowledge that electric vehicles are not the 'silver bullet' for all our transport ills – they are simply one component of a balanced transport strategy. Other fuels have the potential to generate even less whole-life environmental impact, and without the geo-political implications of sourcing battery chemicals, so we will continue to work with research partners over Hydrogen and other plant-based fuels, and the necessary distribution networks for these.



Autonomous Vehicles

Many MK residents will have seen our autonomous shuttle trial vehicle running on Midsummer Boulevard.



The shuttle is part of a connected and autonomous vehicle trial to develop the necessary technology and regulatory environment to integrate driverless vehicles into normal traffic.

These specialist vehicles and the technology needed to drive themselves have existed for some time, but more research is needed before these vehicles can be safely integrated into normal traffic, and our project is a world-leader in this area, and has recently been awarded further funding for more development and testing. We will trial the use of 5G and satellite communication to accurately geo-position vehicles in the network and to communicate information on the traffic environment to the driverless vehicles to ensure they can safely navigate our traffic networks amongst vehicles driven by humans.

This project may seem fanciful and of limited value now, but nothing could be further from the truth. Autonomous vehicles are coming, and we need to be ready for them and to integrate them safely into our existing traffic networks. In addition, the type of vehicle we are trialling (a small shuttle bus) would be an ideal vehicle for a future driverless MK Connect service, where autonomous shuttle vehicles can be summoned by residents in the same way that MK Connect vehicles are today – but with no driver, the costs can be significantly reduced and the service expanded. So, the use case in MK for the autonomous vehicle that we are evaluating is already established.

We have already advanced the level of industry knowledge and learning in the field of connected and autonomous vehicles, and we will continue to lead the way in this field with a view to early deployment in MK.

Advanced Very Rapid Transit

In the public transport section of this document, our three-tier hierarchical approach to the delivery of public transport is set out, with MK Metro at the primary level, local bus services at the secondary level, and MK Connect at the tertiary level. However, we are exploring a level above our MK Metro, which would provide sub regional connectivity over longer distances using bespoke shuttle vehicles running on a dedicated trackway at very high speeds of up to 100mph.



Destinations such as Towcester, Aylesbury, Luton Airport etc. could be accessible with much shorter journey times than by car, and this offer would introduce a viable alternative option for longer distance car trips. Combined with carefully positioned park and ride sites aligned to the strategic road network, AVRT has the potential for removing significant pressure from our surrounding grid road networks – and help relieve the National Highways trunk road network too.

We remain at an early stage of AVRT development, and we are still assessing the likely costs and benefits of such a scheme, but there is already interest in the proposal from England's Economic Heartland and neighbouring authorities, and we believe it has the potential to contribute to our regional transport offer in the much longer term. We will therefore continue to develop and refine the proposals and to move towards the development of a business case for a high speed intra-regional network linked to park and ride transfer locations.

Robots

Milton Keynes is well-known for its robot trials, and our Starship and DPD delivery robots are a common site trundling carefully along our Redways. However, beyond delivery robots, we are also exploring how we can use robotic technology to undertake mundane highway maintenance and inspection tasks, such as the removal of litter and chewing gum, and surface condition assessment. Using robot vehicles to transport materials along Redways to where works are taking place is also being explored, as vehicle access to remote sections of Redway for plant and materials delivery is often not straightforward. Using these vehicles to grit cycle and pedestrian areas is also being evaluated.



The Council is working with tech company partners to help trial a modular robot system, with a universal chassis and navigation system, but with the capability to affix specialist modular attachments for specified tasks: eg a gritting module, a weed killing module, a chewing gum removal module, a surface condition assessment module, etc. The robot chassis also has the ability to tow a trailer of up to 2000kg.

We believe that there is great potential to use robots to perform simple repetitive highway tasks and to tow plant and materials to site, and their deployment could free up staff to undertake higher value duties.

With potentially an increasing number of robot vehicles moving around on our Redways, we are also keen to explore how these vehicles could add to the safety and security of the Redways for all users. This could involve a CCTV module (or the addition of CCTV to one of the other modules listed above) or the incorporation of a 'emergency call alarm' similar to those found on railway and tube station platforms, where connection can be established with an operator who can direct Police assistance to the reported location. Audio and video recording could also be activated to help with evidence collection.

Drones

Drones are to all intents and purposes flying robots, and they arguably have even more potential to assist with the operation and maintenance of our transport networks than ground-based robots. Drones can provide birds' eye observations of the operation of our traffic network to assist with surveys and our management of traffic and signals, and they can also perform extensive visual assessments of highway assets and structures at very high speed and accuracy. By comparing image data against a reference image, defects can be identified by using image processing algorithms and repairs can be targeted more effectively.



There are numerous other use cases for drones across the Council, such as housing asset inspections and planning enforcement, so we are also working with partners to develop a 'drone in a box' Council solution which would allow for drone flights to be 'booked' via a portal for specific observation flights easily.

Again, this technology offers the opportunity for Council functions to be undertaken faster and far more efficiently, allowing staff resources to be redeployed to other duties. However, there remain issues over flights that extend beyond visual line-of-sight (BVLOS) of the drone operator, and we are working with partners and CAA to develop a process for permissions.

Data

Transport Data is a strategy currently under development – as the power of data to inform how we operate and manage our transport networks and also to inform our users about how best to use them is just beginning to be understood across the transport industry.

In the preceding sections, we have already seen how the collection of data by robots and drones can help us manage our networks and target where repairs are needed, without the

need for us to wait for residents to report defects. But beyond this, there is an enormous amount of digital data we could use to both make our transport networks operate better, and to help our users of these networks make informed travel choices.

The Council already has a data exchange, and a dedicated 5G network, so we already have the capability to receive data feeds from a range of sources and for us to process and interpret this information to our benefit.



To give just one transport related example, the development of an effective real-time MK journey planner would require real-time data feeds from, for example, e-scooter operators, bus and train operators, taxi companies, bike hire operators etc, in addition to our own traffic and congestion data in order to create end-to-end journey options by a range of modes for the end-user of the journey planning tool. *All of these data feeds already exist*: we receive API information from our e-scooter and e-bike hire operators over the real time locations and hire status of the entire fleets, we receive live feeds from bus and train operators (which we already utilise on public transport information displays), our private hire and Hackney cabs provide us with similar API feeds (which they use on their own apps, which allows the user to track their cab), and our new traffic signal installations across MK are continually collecting traffic, delay and other data from inductive loops and above ground sensors in real-time and they are sending this to our central traffic management control system with a delay of less than one second.

Another example would be to introduce a system where residents can pre-book an electric charging point in advance. To do this we'd need the real-time information on the usage of all the charge points in our network and the ability to pass data back to the charge point operator regarding the reservation, so it can be mirrored in their systems. *Once again, all this capability already exists.*

We make very little use of all this data at present, but its potential to inform us and to inform our transport choices in particular is enormous and as yet untapped, and we will continue to

research and develop the collection, processing and dissemination of data to maximise the opportunities it offers.

Our transport data strategy is currently being scoped, and we expect to have a document ready for internal consultation in the autumn/winter of 2026.

Future Transport Policy Summary

We will…….

- Continue to expand our electric charging point network with a range of charging speeds, utilising external funding and operator funded models, to meet our city's needs
- Offer residents without off street parking cross-pavement charging solutions where practical
- Explore the deployment of alternative fuels and the fuel distribution networks these would need in order to be viable in MK
- Continue our connected and autonomous vehicle trials to advance knowledge on the integration of CAVs into conventional traffic streams
- Seek opportunities for funding further connected and autonomous vehicle projects to help build the required regulatory environment for their safe operation in mixed traffic
- Lead the world in the deployment of autonomous vehicles and develop the use of autonomous vehicles for identified Council use cases, such as MK Connect, schools transport etc
- Continue to develop our proposals for AVRT, as a potential longer term transport offer for regional journeys, with more work on costs, feasibility, vehicle design and operational models to be undertaken.
- Continue to work with robot providers on their deployment for various tasks in MK, such as parcel delivery, but also for Council tasks such as unmanned highway inspections, litter removal, foliage/weed killing etc.
- Explore how the robots using our walking and cycling networks could enhance the security of other Redway users by offering a surveillance or reporting/alarm capability
- Continue to explore the use of a 'drone in a box' solution as a means of monitoring and observing our transport networks to inform prioritisation and investment, but also to validate their use for digital twinning and other Council data collection, such as housing asset and planning enforcement monitoring.
- Continue to add to the drone knowledge base through our trials to help deliver a regulatory framework for unmanned flights beyond the visual line of sight of the controller
- Maximise the potential of our various sources of transport data and develop new systems that use this data to inform Council priorities and decision making, and also to inform our users of our transport system of its real time operation and the travel options available to them

Future Transport - Projects

Electric Vehicles		
Deliver New Concession Contracts for Residential Charging Points	2026	Supplier-funded
Deliver New Concession Contracts for Multi-Speed Charging Hubs	2027	Supplier-funded
Offer Cross Pavement Charging Solutions for Residents Without Driveways	2025	Resident-funded with DfT Subsidy
Alternative Fuels		
Explore the Viability of Alternative Fuels	ongoing	Supplier/Grant-funded
New Transport Modes		
Continue to Trial Autonomous Vehicles and Explore How They Can be Integrated With General Traffic	From 2025	Grant-funded
Explore the Viability of AVRT as a Regional Transport System	2026	Grant-funded
Efficiency Improvements		
To Seek Funding for Robot and Drone Case Study Trials	annual	Grant-funded
Data		
Use Transport Data Sources to Inform Decision Making and Investment	annual	Grant-funded/Supplier-funded
Use Transport Data and Real Time Information to Develop a State-of-the-Art Journey Planner for MK	2027-28	Grant-funded/Supplier-funded

What Happens Next?

Finalising the Local Transport Plan 5

When this consultation period ends, we will analyse the results and present them in a Consultation Report, which we will publish on the Council Website and the Commonplace engagement platform.

We will take the responses we receive from this consultation exercise to make any necessary changes to our strategies, and to update our main LTP5 document accordingly.

Once the strategies are confirmed following this consultation, we will complete the additional supplementary work needed (Strategic Environmental Assessment, Equalities Impact Assessment, Quantified Carbon Assessment and Monitoring & Evaluation Plan) to complete the LTP.

Further Round of Consultation

Once we have completed this work, and when the new administration is in place following the elections in May, we will consult again on the final suite of Local Transport Plan documents for four weeks, before the plan is later presented to the Council for formal adoption.

Once adopted, it will be formally issued to the Department for Transport.


Milton Keynes
City Council

ACORN (MK) NURSERIES LTD
NEWTON ROAD
EMBERTON , OLNEY
BUCKS
MK46 5JW

Tel: 01234 713469. VAT No: 212 9211 46. Email: sales@acorn-mk-nurseries.co.uk

Invoice To: New Bradwell Parish Council

Deliver To:

Tel: 01908 252832 Fax: 01908 252329

Page: 1 of 1, Invoice Ref: sb/ New Bradwell Parish Council

Invoice No.: 093921

Customer A/C: MKBC

INVOICE

Invoice Date: 11/03/2026

Description			Qty	Price	Sub-Total	Vat		Total
Order: 049555 Delivery Note: 089246 Your Ref: sb/ New Bradwell Parish Council								
Prunus cerasifera 'Nigra'	12/14	C65	1	135.000	135.00	27.00	T1	162.00
Prunus 'Kanzan'	12/14	H.std	8	150.000	1200.00	240.00	T1	1440.00
Pass: GB-4061. Totals, Currency (British Pounds GBP)			**9**		**1335.00**	**267.00**		**1602.00**

VAT Analysis:

Code	Rate	Nett	VAT
T1	20.00	1335.00	267.00

(GBP)	**Total exc. VAT:**	**1335.00**
(GBP)	**VAT:**	**267.00**
(GBP)	**Total payable:**	**1602.00**

SORT CODE 40-34-29 ACCOUNT NUMBER 71498819

INVOICE

Bucks and Milton Keynes Association of Local Councils
County Hall, Walton Street
Aylesbury, BK Hp20 1UA

balc@bucksalc.gov.uk
+44 1296383154
www.bucksalc.gov.uk

Bill to
Ms Germaine Newnham
New Bradwell Parish Council
New Bradwell Work Space, Unit 10
St James St
New Bradwell
MK13 0BL

Ship to
Ms Germaine Newnham
New Bradwell Parish Council
New Bradwell Work Space, Unit 10
St James St
New Bradwell
MK13 0BL

Invoice details
Invoice no.: 6726
Invoice date: 18/03/2026
Due date: 18/04/2026

#	Date	Product or service	SKU	Description	Qty	Rate	Amount
1.	04/03/2026	**New! Taking the GRRR out of AGAR For Officers – March 4th at 11am – Online**		Delegate: Germaine Newnham, Booking Ref: EVF96067	1	£50.00	£50.00

Total **£50.00**

British Gas

Mrs Germaine Newnham
New Bradwell Parish Council
Unit 10
Saint James Street
Milton Keynes
MK13 0BL

Account number

BGB421238

Bill number: 14205888
Bill date: 12 Mar 2026
This is a VAT invoice
VAT registration number 684 9667 62

A helping hand

You've signed up for an online only product. You can find answers to your questions and chat to us on our help and support page.

Help & support

Your final gas bill

ESTIMATED READINGS

New Bradwell Parish Council, Unit 10, Saint James Street, Milton Keynes, MK13 0BL

Bill period 18 Jun 2023 to 17 Jun 2024

Balance brought forward from your last bill	£360.51
Gas charges exc VAT	£289.74
Payment	£360.51 CR
Goodwill Payment	£50.00 CR
Credit note	£360.51 CR
VAT at 5%	£14.49

Total charges (inc VAT) £106.28 CR

Your account balance is in credit and this will be refunded to your bank account within 10 working days

About your plan

British Gas Lite - our online only option

Plan name: Fixed Price Plan

Plan end date: 17 Jun 2024

To renew your plan: Log in to view your options

Gas charges

ESTIMATED READINGS

Meter point reference: 9342671907
Meter serial G4A50056051501

Previous reading	Current reading	Calorific Value	Units	kWh	Rate	Charges
Gas						
2,625.0 READ 18 Jun 2023	**2,801.0** ESTIMATED 1 Apr 2024	39.6	176 m^3	1,979.8	10.05p	£198.97
Gas						
2,801.0 ESTIMATED 1 Apr 2024	**2,848.0** READ 17 Jun 2024	39.4	47 m^3	526.0	10.05p	£52.87
Gas						
2,848.0 READ 17 Jun 2024	**2,848.2** ESTIMATED 18 Jun 2024	39.0	0.2 m^3	2.2	10.05p	£0.22

Gas charges		**£252.06**
Backbilling		-£53.82
Standing charge	366 days at 25 p/day	£91.50
Gas charges exc VAT		**£289.74**

How much gas did you use?

Your average gas usage during this bill period was **6.853 kWh/day** or **£0.69/day**

Useful information

Gas Emergency

Call 0800 111 999

If you smell gas or suspect a gas leak, please call the National Gas Emergency Service immediately. This line is available 24/7.

A helping hand

You've signed up for an online only product. You can find answers to your questions and chat to us on our help and support page.

Help & support

We're available Monday to Friday, 8am to 6pm.
britishgas.co.uk/business/help-and-support

Your gas usage explained

Your bill is based on your energy consumption and is calculated using the below formula, which converts gas units to kWh.

Imperial meters (cubic feet or ft^3) start at step 1.

Metric meters (cubic meter or m^3) start at step 2.

① Convert the units into cubic meters - multiplying by 2.83

② Multiply the cubic meters by the Correction Factor 1.022640 (may vary per meter point)

③ Multiply this by the Calorific Value

④ Divide this by 3.6 to convert to kWh

Any concerns?

You can access details of our complaints handling procedure by visiting britishgas.co.uk/business/complaints

We'll do all we can to sort things out quickly for you. If your complaint is about the agreement between you and your broker, please contact them directly.

If you're based in England or Wales.
Citizens Advice Consumer Service provides free, unbiased advice on consumer issues at www.citizensadvice.org.uk/energy or call the helpline on 03454 04 05 06.

If you're based in Scotland.
Advice Direct Scotland provides free, unbiased advice on consumer issues at www.energyadvice.scot or call the helpline on 0808 196 8660.

NEW BRADWELL PARISH COUNCIL

Financial Risk Assessment

Updated 04.03.2026

FINANCIAL AND MANAGEMENT				
Subject	**Risks Identified**	**H/M/L**	**Management control of risks**	**Review/Assess/Revise**
Councillors	Losing Councillor membership or having more than 6 vacancies at any one time	L L	When a vacancy arises, there is a legal process to follow. If not an election year, then the co-option process can begin. The process begins with an advert, acceptance of applications, consideration of applicants and co-option vote at a Council meeting then appointment. If there are more than 6 vacancies the Council becomes inquorate and the legal process of Milton Keynes City (MKCC) Council appointing members takes place.	Existing procedures are adequate. Procedures of another body are accurate.
Precept	Adequacy of precept Requirement not submitted to MKCC on time Amount not received by NBPC	L L L	Regular budget reviewed by Full Council Precept should be considered by Council before the deadline The Clerk informs the council when monies are received	Existing procedure adequate
Financial Records	Inadequate Records Financial irregularities	L L	The Council has Financial Regulations which set out the requirements	Existing procedure is adequate. Review of Financial Regulations Annually.
Bank and Banking	Inadequate checks Bank Mistakes Loss Charges Loss of Signatories	L L L L L	The Council has Financial Regulations which set out the requirements for banking, cheques and reconciliation of accounts. The Clerk reconciles the bank account once a month when the statement arrives, any issues, irregularities are dealt with immediately by informing the bank and awaiting their correction. Monitor the bank statements monthly.	Existing procedure adequate

			As is required by Standing orders the clerk will access internet banking sites directly and not through a search engine. Any transactions to be carried out electronically must be agreed by Full council in advance.	
Cash/Loss	Loss through dishonesty or theft Cash/Cheques are banked within 7 working days. There is no petty cash or float. This is audited by the Internal auditor annually	L	The council has Financial Regulations which set out the requirements	Existing procedure adequate
Litigation	Potential risk of legal action being taken against the Council	M	Public liability insurance covers general personal injury where claims that the Parish Council is found to be at fault, but not spurious or frivolous claims -these cannot be insured against.	Insurance is adequate for our requirements but there is still risk of other claims.
Reporting and Auditing	Information Communication Compliance	L M	The agenda includes a Finances sect, which states - to note & approve by Full Council. includes bank reconciliation and a breakdown of receipts and payments balanced against the bank.	Existing procedure adequate
NBPC run activities	Risk of Financial loss	L	All our activities are financed by NBPC and therefore there is no financial risk	Existing procedure is adequate. Each activity needs to be assessed on an individual basis
Grants and support payable	Power to pay Authorisation of council to pay	L	All such expenditure goes through the required council process of approval, minuted and listed accordingly if a payment is made using the S137 power of expenditure. Grant application forms have been devised to keep up to date records of applications.	Existing procedure adequate Parish councilor's request S137 rules if required.
Best Value Accountability	Work awarded incorrectly Overspend on services	L M	Normal PC practice would be to seek, if possible, more than one quotation for any substantial work required to be undertaken or goods. For major contract services, formal competitive tenders would be sought. If a problem is encountered with a contract the Clerk would investigate the situation check the quotation/tender, research the problem and repot to council. This is covered in Financial Regulations	Existing procedures are adequate. Include when reviewing Financial Regulations annually.

Salaries and associated costs	Payment of salaries	L	The Council uses an outside salary accountancy. Any increase in salary is reported to them instantly.	Existing appointment adequate
Employees	Loss of clerk Fraud by the clerk Actions undertaken by the clerk Health and Safety	L L L L	Reference to a continuity plan should be made in case of loss of key personnel. The requirements of the insurance to be adhered to with regards to fraud. The Clerk should be provided with relevant training reference books, access to assistance and legal advice required to undertake the role. Health and Safety issues relating to the clerk are regarding lone working and driving to/from Council meetings. The clerk's own car insurance covers travel to and from a place of work.	We currently have no procedure in place for this. Membership of the SLCC Monitor working conditions, safety requirements and insurance regularly
Councillor Allowances	Councillors overpaid. Income tax deducted	Negative	No allowances are allocated to Parish councillors	No procedure required.
Election costs	Risk of an election cost	H	Risk is higher in an election year. When a scheduled election is due the Clerk will obtain an estimate of costs from MKCC. There are no measures which can be adopted to minimise the risk of having elections as this is a democratic process.	Council should consider saving each year to cover all costs.
VAT		L	The council has financial regulations which set out the requirements. VAT is claimed regularly	Existing procedures adequate
Employers annual return	Paying and accounting for NI and Tax of employees salaries	Negative	Outside payroll accountancy firm used	Existing procedures adequate
Audit – Internal	Audit. Completion within time limit	L	Internal auditor is appointed by the Council. Internal auditor is supplied with the relevant documents to audit and the form to complete and sign for the External auditor	Existing procedures adequate
	Completion/Submission within time limit	L	Annual Return is completed and signed by the Council, submitted to the internal auditor for completion and signing then checked and sent to the External auditor within the time limit	Existing procedures adequate
Legal powers	Illegal activity or payments	L	All activity and payments within the power of the PC to be resolved and minuted at full Parish council meetings including a reference to the power used, as per the Financial regulations	Existing procedures adequate

Minutes/Agendas/ Notices/Statutory documents	Accuracy and legality Business conduct	L L	Minutes and agenda are produced in the prescribed method by the clerk and adhere to the legal requirements and best practice guidelines. Minutes are approved and signed at the following Council meeting. Minutes and agenda are displayed according to the legal requirements. Business conducted at council meetings should be managed by the Chair.	Existing procedures adequate Guidance/training to the chair should be given (if required). Members to adhere to Code of Conduct
Members interest	Conflict of Interest Register of Members interests	L M	Although not a requirement, the declaration of interests by members at a meeting should be an obvious process to remind councilor's of their duty and should remain on the agenda. Register of Members interest forms should be reviewed regularly by councilor's	Existing procedures adequate Members take responsibility to update their register
Insurance	Adequacy Cost Compliance	L L L	An annual review ie the time of renewal of all insurance arrangements in place. Employers and Employee liability insurance is a necessity and must be paid for. Ensure compliance measures are in place.	Existing procedures adequate Review insurance provision annually
Assets	Loss or damage Risk/damage to third party (ies) property	L L	An annual review of assets is undertaken for insurance provision, storage and maintenance provisions	Asset register to be updated annually
Maintenance	Poor performance if assets or amenities Risk to third parties	L L	All assets owned by the Parish council are regularly reviewed and maintained. All repairs and relevant expenditure for these repairs are actioned/authorised in accordance with the correct procedures of the Parish council. All assets are insured and reviewed annually.	Existing procedure adequate
Meeting location	Adequacy Health and Safety	L	The Parish council meetings are held in the Parish Office or New Bradwell Community Centre if required.	Existing location(s) adequate
Council Records – electronic	Loss through: Theft, fire, damage corruption of computer	L M	Council electronic records are stored on Clerks computer & OneDrive.	Need to have back up in place

Signed by: *Position:*

Reviewed 13.04.2026 Min ref: *Next review April 2026*

Microsoft

Billing Summary

Microsoft Limited
Microsoft Campus
Thames Valley Park
Reading Berkshire RG6 1WG
UK
VAT Reg. No. GB724594615

Sold To
New Bradwell Parish Council
Unit 10, New Bradwell Workspace
St James Street
Milton Keynes
BUCKINGHAMSHIRE
MK13 0BL
GB

Bill To
New Bradwell Parish Council
Unit 10 New Bradwell Workspace
St James St
Milton Keynes
MK13 0BJ
GB

Summary

Billing Profile	New Bradwell Parish Council
Billing Number	G148007465
Document Date	21/03/2026

Total Amount GBP 41.47
Due on 21/03/2026

Questions on your bill? Visit https://aka.ms/invoice-billing

Invoice for activity on 20/03/2026

This invoice is for any subscription purchases, renewals, and recurring charges on the date indicated. The service period you are paying for is listed with each subscription below. Find more details about your bill at https://admin.microsoft.com/Adminportal/Home#/billoverview/invoice-list/G148007465

Billing Summary

Charges	34.56
Subtotal	34.56
Tax	6.91
Total (including Tax)	GBP 41.47

Payment Instructions:

Your account has a credit card on file and there is no action for you to take. The card you have on file will be charged.

Microsoft

Invoice

Microsoft Limited
Microsoft Campus
Thames Valley Park
Reading Berkshire RG6 1WG
UK
VAT Reg. No. GB724594615

Billing Profile	New Bradwell Parish Council
Tax Invoice Number	GB-TI2601402072
Tax Invoice Date	21/03/2026

Sold To
New Bradwell Parish Council
Unit 10, New Bradwell Workspace
St James Street
Milton Keynes
BUCKINGHAMSHIRE
MK13 0BL
GB

Bill To
New Bradwell Parish Council
Unit 10 New Bradwell Workspace
St James St
Milton Keynes
MK13 0BJ
GB

Invoice for activity on 20/03/2026

Section Summary

Section Name	Charges (GBP)	Total (GBP)
New Bradwell Parish Council	34.56	**34.56**
Total (excluding Tax)		**34.56**
Tax Amount		**6.91**
Total (including Tax)		**41.47**

Billing Details By Product

New Bradwell Parish Council

Microsoft 365 Business Standard - One-Month commitment for monthly billing

Purchases Charge Start Date - Charge End Date	Unit Price (GBP)	Qty	Charges/ Credits (GBP)	Tax Rate	Total (excluding Tax) (GBP)	Tax Line Indicator
20/03/2026-19/04/2026	11.52	3	34.56	20.00%	**34.56**	A

Tax Description	Sub-Total Amount (GBP)	Tax Amount (GBP)	Total (including Tax) (GBP)	Tax Line Indicator
Tax 20.00%	**34.56**	**6.91**	**41.47**	**A**

Subtotal	34.56
Azure Credit	0

Tax	6.91
Total	GBP 41.47

Microsoft

Payment Instructions:

Your account has a credit card on file and there is no action for you to take. The card you have on file will be charged.

Microsoft

Billing Summary

Microsoft Limited
Microsoft Campus
Thames Valley Park
Reading Berkshire RG6 1WG
UK
VAT Reg. No. GB724594615

Sold To
New Bradwell Parish Council
Unit 10, New Bradwell Workspace
St James Street
Milton Keynes
BUCKINGHAMSHIRE
MK13 0BL
GB

Bill To
New Bradwell Parish Council
Unit 10 New Bradwell Workspace
St James St
Milton Keynes
MK13 0BJ
GB

Summary

Billing Profile	New Bradwell Parish Council
Billing Number	G144597523
Document Date	07/03/2026

Total Amount GBP 27.38
Due on 07/03/2026

Questions on your bill? Visit https://aka.ms/invoice-billing

Invoice for activity on 06/03/2026

This invoice is for any subscription purchases, renewals, and recurring charges on the date indicated. The service period you are paying for is listed with each subscription below. Find more details about your bill at https://admin.microsoft.com/Adminportal/Home#/billoverview/invoice-list/G144597523

Billing Summary

Charges	22.82
Subtotal	22.82
Tax	4.56
Total (including Tax)	GBP 27.38

Payment Instructions:

Your account has a credit card on file and there is no action for you to take. The card you have on file will be charged.

Microsoft

Invoice

Microsoft Limited
Microsoft Campus
Thames Valley Park
Reading Berkshire RG6 1WG
UK
VAT Reg. No. GB724594615

Billing Profile	New Bradwell Parish Council
Tax Invoice Number	GB-TI2601117628
Tax Invoice Date	07/03/2026

Sold To
New Bradwell Parish Council
Unit 10, New Bradwell Workspace
St James Street
Milton Keynes
BUCKINGHAMSHIRE
MK13 0BL
GB

Bill To
New Bradwell Parish Council
Unit 10 New Bradwell Workspace
St James St
Milton Keynes
MK13 0BJ
GB

Invoice for activity on 06/03/2026

Section Summary

Section Name	Charges (GBP)	Total (GBP)
New Bradwell Parish Council	22.82	**22.82**
Total (excluding Tax)		**22.82**
Tax Amount		**4.56**
Total (including Tax)		**27.38**

Billing Details By Product

New Bradwell Parish Council

Exchange Online (Plan 1) - One-Year commitment for monthly/yearly billing

Purchases Charge Start Date - Charge End Date	Unit Price (GBP)	Qty	Charges/ Credits (GBP)	Tax Rate	Total (excluding Tax) (GBP)	Tax Line Indicator
06/03/2026-05/04/2026	3.26	7	22.82	20.00%	**22.82**	A

Tax Description	Sub-Total Amount (GBP)	Tax Amount (GBP)	Total (including Tax) (GBP)	Tax Line Indicator
Tax 20.00%	**22.82**	**4.56**	**27.38**	**A**

Subtotal	22.82
Azure Credit	0

Tax	4.56
Total	GBP 27.38

Microsoft

Payment Instructions:

Your account has a credit card on file and there is no action for you to take. The card you have on file will be charged.

NEW BRADWELL PARISH COUNCIL
RESERVES POLICY

1. Introduction

New Bradwell Parish Council (hereafter 'the Council') is required to maintain adequate financial reserves to meet the needs of the organisation and to manage financial risk effectively. This policy sets out the principles by which the Council will determine, maintain and review the level of its reserves.

Sections 32 and 43 of the Local Government Finance Act 1992 require local authorities to have regard to the level of reserves needed for meeting estimated future expenditure when calculating the budget requirement. There is no statutory minimum level prescribed; however, it is the responsibility of the Responsible Financial Officer (RFO) to advise the Council on the appropriate level of reserves and to ensure that proper procedures exist for their establishment, use and review.

This policy should be read alongside the Council's annual budget and Financial Regulations. The specific balances held within each reserve are recorded in the Reserves Schedule, which is maintained by the RFO and reported to the Council in accordance with Section 5 of this policy.

2. Types of Reserves

2.1 General Reserves

General Reserves are unrestricted funds held to:

- Provide a buffer against unexpected expenditure or income shortfalls during the financial year;
- Smooth the impact of uneven cash flows throughout the year; and
- Ensure the Council can meet its financial obligations without the need for an emergency precept.

At all times, the Council must retain a minimum balance in General Reserves sufficient to cover at least one month's committed expenditure, including staff salaries and National Insurance contributions. If the General Reserve falls below this floor, the RFO must report to the Council immediately with a plan to restore it.

2.2 Earmarked Reserves

Earmarked Reserves are funds set aside for a specific, identified purpose. They are not available for general use unless the Council formally resolves to repurpose them. Earmarked reserves must not be used to fund ongoing, recurring revenue expenditure.

If an earmarked reserve is drawn upon to bridge a short-term funding gap other than its stated purpose, it must be replenished in the following financial year. An earmarked reserve that has been fully applied to its intended purpose should be formally dissolved by Council resolution and does not require replenishment.

3. Level of General Reserves

The Council's target level for General Reserves is a minimum of six months' gross annual expenditure, equivalent to one half of the annual precept. This target — rather than the three-month minimum commonly cited for smaller, lower-risk councils — reflects the Council's current elevated risk profile, which arises principally from:

- The Council's position as tenant at will in respect of the community centre, under which either party may terminate the arrangement at relatively short notice;
- The ongoing and unresolved Community Asset Transfer negotiations with Milton Keynes City Council (MKCC) and the separate negotiations with St James Church regarding their 25% interest in the building, which have been in progress for approximately three years and involve complex Church governance and trust arrangements;
- The Grade II listed status of the community centre, which means any repair or improvement works may require listed building consent and are likely to carry a cost premium; and
- The Council's capital ambitions in relation to community centre acquisition, which require a stable and strong reserves position.

The Council may hold General Reserves above this target if the annual financial risk assessment identifies circumstances that justify a higher level. The RFO will advise the Council if the General Reserve falls below, or is forecast to fall below, the target and will present options for restoring the position.

If, in exceptional circumstances, General Reserves are exhausted, the Council may draw upon Earmarked Reserves to provide short-term resources, subject to a formal Council resolution and a commitment to replenish those reserves.

4. Earmarked Reserves

Any decision to create, adjust, repurpose or dissolve an earmarked reserve must be made by resolution of the full Council. Expenditure from any reserve may only be authorised by resolution of the full Council.

The Council currently maintains the following earmarked reserves. The specific balance held within each reserve is recorded in the Reserves Schedule maintained by the RFO.

Reserve Name	Purpose
Community Centre Acquisition Reserve	To fund the Council's contribution towards the acquisition of the community centre, comprising the MKCC 75% share (subject to Community Asset Transfer) and the St James Church 25%

	share (subject to ongoing negotiations). The building is Grade II listed and will require investment in refurbishment and modernisation upon transfer.
Legal Costs Reserve — CAT & Church Transfer	To meet legal and professional costs arising from the Community Asset Transfer negotiations with MKCC and the ongoing negotiations with St James Church. This reserve is specific to this project and will be dissolved by Council resolution once the transfers are concluded or formally abandoned.
Community Centre Repairs & Upgrades Reserve	To fund planned and reactive maintenance, repairs and improvements to the community centre. Given the Grade II listed status of the building, works may require listed building consent and carry a cost premium. This reserve allows the Council to plan and fund works without large unplanned budget variations.
Equipment & Asset Replacement Reserve	To fund the planned replacement of IT equipment and other assets in line with the Council's Asset Register, providing flexibility across all equipment categories.
Insurance / Risk Reserve	To meet insurance policy excesses or liabilities not covered by the Council's insurance arrangements.

5. Reserves Schedule and Reporting

The RFO will maintain a central Reserves Schedule recording, for each reserve:

- The name and stated purpose of the reserve;
- The opening balance at the start of the financial year;
- Any movements in year, with the authorising minute reference; and
- The closing balance at the end of the financial year.

The Reserves Schedule will be presented to the full Council at two points in each financial year: **at the mid-year point (ordinarily October or November)**, to allow the Council to review the reserve position and make any adjustments ahead of the budget-setting process; and **at year-end as part of the annual accounts.**

The specific balances and allocations within the Reserves Schedule will be agreed by the Council annually as part of the budget-setting process and are not reproduced within this policy, so that the policy remains a stable framework document that does not require amendment each time figures are updated.

6. Review of This Policy

This policy will be reviewed annually by the Council during the budget-setting process. The review will take into account:

- The Council's current and forecast financial position;
- The outcome of the annual financial risk assessment;
- Any material change in the community centre tenure or asset transfer negotiations; and

- Guidance issued by NALC, SLCC or the Buckinghamshire and Milton Keynes Association of Local Councils (BKALC).

The RFO is responsible for bringing this policy to the Council for review and for maintaining the Reserves Schedule throughout the year.

7. Adoption

This policy was adopted by New Bradwell Parish Council at a meeting of the full Council on 14 April 2025 (Minute Reference 5/25). It supersedes the Reserves Policy adopted on 3 March 2025 and all previous versions.

Document Control

Organisation	New Bradwell Parish Council
Title	Reserves Policy
Responsible Officer	Clerk / Responsible Financial Officer (RFO)
Distribution	Public
Owner	New Bradwell Parish Council
Subject	Finance
Review Frequency	Annually, during budget-setting
Supersedes	Reserves Policy adopted 3 March 2025

Document Review History

Review Date	Minute Reference	Chairperson Signature
14.04.2025	5/25	
13.04.2026		

Outlook

Parish Precept Payment Schedule 2026/27

From Corporate Finance <CorporateFinance@milton-keynes.gov.uk>
Date Thu 12/03/2026 11:04

1 attachment (24 KB)
Parish Precept Instalments 2026-27 - To Parishes.xlsx;

Dear All,

The first instalment of the 2026/27 Parish Precepts and Grant will be paid on **15 April 2026** with the second instalment being paid on **15 September 2026**.

Please find the Parish Payment Schedule attached.

Kind Regards
Jack

If one of our team has gone the extra mile to help you today, please click here to tell us about it.

Any personal data will be processed in line with the Data Protection legislation

This email and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in reliance of this email or attachments. If you have received this email in error, please delete it and notify us as soon as possible.

The anti-virus software used by Milton Keynes City Council is updated regularly in an effort to minimise the possibility of viruses infecting our systems. However, you should be aware that there is no absolute guarantee that any files attached to this email are virus free.

	Parish	Instalment Due 15 April 2026 Precept £	Instalment Due 15 April 2026 Grant £
BRA	ABBEY HILL	52,662.50	0.00
AST	ASTWOOD and HARDMEAD	4,725.50	0.00
FSW	BLETCHLEY & FENNY STRATFORD	712,703.42	19,582.39
BOW	BOW BRICKHILL	29,492.26	0.00
BRW	BRADWELL	115,897.00	1,392.39
BRO	BROUGHTON and MILTON KEYNES	218,572.48	0.00
CAL	CALVERTON	0.00	0.00
WOO	CAMPBELL PARK	491,901.00	6,560.39
CAS	CASTLETHORPE	22,829.00	0.00
CEN	CENTRAL MILTON KEYNES	66,590.17	0.00
CHI	CHICHELEY	500.00	0.00
CLI	CLIFTON REYNES and NEWTON BLOSSOMVILLE	8,648.00	0.00
COL	COLD BRAYFIELD	0.00	0.00
EMB	EMBERTON	10,397.50	0.00
FAI	FAIRFIELDS	78,430.00	0.00
GAY	GAYHURST	1,000.00	0.00
GRE	GREAT LINFORD	422,271.76	1,598.74
HAN	HANSLOPE	70,171.50	0.00
HAV	HAVERSHAM cum LITTLE LINFORD	16,708.00	0.00
KMB	KENTS HILL, MONKSTON & BRINKLOW	102,468.50	0.00
LAT	LATHBURY	500.00	0.00
LAV	LAVENDON	22,500.00	0.00
LIT	LITTLE BRICKHILL	11,180.00	0.00
LOU	LOUGHTON & GREAT HOLM	54,742.50	0.00
MOU	MOULSOE	6,737.00	0.00
NEW	NEW BRADWELL	40,197.68	1,967.98
NWP	NEWPORT PAGNELL	662,827.50	0.00
NOR	NORTH CRAWLEY	13,226.00	0.00
OLN	OLNEY	204,931.50	0.00
OUZ	OLD WOUGHTON	8,500.00	0.00
RAV	RAVENSTONE	5,750.00	0.00
SHB	SHENLEY BROOK END	570,491.00	0.00
SHC	SHENLEY CHURCH END	217,665.50	0.00
SHE	SHERINGTON	23,400.00	0.00
SIM	SIMPSON & ASHLAND	21,000.00	0.00
STA	STANTONBURY	263,795.72	2,984.78
STK	STOKE GOLDINGTON	14,000.00	0.00
STO	STONY STRATFORD	159,280.50	2,175.02
TYR	TYRINGHAM & FILGRAVE	930.00	0.00
WAL	WALTON	237,500.00	0.00
WAR	WARRINGTON	0.00	0.00
WAV	WAVENDON	133,075.00	0.00
WBL	WEST BLETCHLEY	677,354.00	4,096.88
WES	WESTON UNDERWOOD	6,180.00	0.00
WHI	WHITEHOUSE	117,415.50	0.00
WOB	WOBURN SANDS	100,500.00	0.00
WOL	WOLVERTON	483,987.35	6,964.71
WOU	WOUGHTON	488,659.36	52,676.72
	Total	**6,972,294.70**	**100,000.00**



Instalment Due 15 April 2026 Total £	Instalment Due 15 September 2026 Precept £	Instalment Due 15 September 2026 Grant £	Instalment Due 15 September 2026 Total £
52,662.50	52,662.50	0.00	52,662.50
4,725.50	4,725.50	0.00	4,725.50
732,285.81	712,703.42	19,582.39	732,285.81
29,492.26	29,492.26	0.00	29,492.26
117,289.39	115,897.00	1,392.39	117,289.39
218,572.48	218,572.49	0.00	218,572.49
0.00	0.00	0.00	0.00
498,461.39	491,901.00	6,560.39	498,461.39
22,829.00	22,829.00	0.00	22,829.00
66,590.17	66,590.17	0.00	66,590.17
500.00	500.00	0.00	500.00
8,648.00	8,648.00	0.00	8,648.00
0.00	0.00	0.00	0.00
10,397.50	10,397.50	0.00	10,397.50
78,430.00	78,430.00	0.00	78,430.00
1,000.00	1,000.00	0.00	1,000.00
423,870.50	422,271.76	1,598.74	423,870.50
70,171.50	70,171.50	0.00	70,171.50
16,708.00	16,708.00	0.00	16,708.00
102,468.50	102,468.50	0.00	102,468.50
500.00	500.00	0.00	500.00
22,500.00	22,500.00	0.00	22,500.00
11,180.00	11,180.00	0.00	11,180.00
54,742.50	54,742.50	0.00	54,742.50
6,737.00	6,737.00	0.00	6,737.00
42,165.66	40,197.69	1,967.97	42,165.66
662,827.50	662,827.50	0.00	662,827.50
13,226.00	13,226.00	0.00	13,226.00
204,931.50	204,931.50	0.00	204,931.50
8,500.00	8,500.00	0.00	8,500.00
5,750.00	5,750.00	0.00	5,750.00
570,491.00	570,491.00	0.00	570,491.00
217,665.50	217,665.50	0.00	217,665.50
23,400.00	23,400.00	0.00	23,400.00
21,000.00	21,000.00	0.00	21,000.00
266,780.50	263,795.72	2,984.78	266,780.50
14,000.00	14,000.00	0.00	14,000.00
161,455.52	159,280.50	2,175.02	161,455.52
930.00	930.00	0.00	930.00
237,500.00	237,500.00	0.00	237,500.00
0.00	0.00	0.00	0.00
133,075.00	133,075.00	0.00	133,075.00
681,450.88	677,354.00	4,096.87	681,450.87
6,180.00	6,180.00	0.00	6,180.00
117,415.50	117,415.50	0.00	117,415.50
100,500.00	100,500.00	0.00	100,500.00
490,952.06	483,987.36	6,964.72	490,952.08
541,336.08	488,659.36	52,676.73	541,336.09
7,072,294.70	**6,972,294.73**	**100,000.00**	**7,072,294.73**

[redacted]

SCOTTISHPOWER

R

v6.6_01212026

24 hour emergency

Electricity Call free: 105 (24hrs)

scottishpower.co.uk
0345 058 0002
9am - 5pm weekdays

New Bradwell Parish Council
Old School
Unit 10 St James Street
New Bradwell Workspace
MILTON KEYNES
MK13 0BL

Find us on

Account number
1614 0010 409

Date **12 March 2026**
Page 1 of 3
Invoice number: **629003846792**
VAT number: **GB 659 3720 08**

Supply Address: NEW BRADWE, CHURCH STREET, MILTON KEYNES, MK13 0DA

Your electricity invoice, actual use

Invoice period **07 February 2026-12 March 2026. VAT on this invoice £213.93**
You are on our **RENEWABLE FOR BUSINESS VJ1 NOV 2026** product

Business account

- We'll collect your balance of £1283.58, on 26th Mar 2026. If you pay earlier, we'll only collect what's outstanding.
- Thank you for your custom.

Your account

Last invoice	£1,709.42 (in debit)
Payments For full details of payments see over ->	-£1,709.42
Opening balance	£0.00
Charges this period	
Energy charges	**£1,044.38**
Government support	**Not applicable**
Total climate change levy	**£25.27**
Sub total (before VAT)	**£1,069.65**
VAT at 20.00% On £1,069.65	**£213.93**
Invoice total	**£1,283.58**
Current balance	**£1,283.58**

- Why not use our online service? You can get a new or copy bill, update your meter readings or manage and view your payments. Just register at scottishpower.co.uk/smallbusiness.
- Our interactive phone service has the answers to the questions our business customers most often ask, such as CCL payments or VAT calculations. Just call us on 0345 058 0002.
- We can help you to keep your energy costs down. Simply go to **scottishpower.co.uk/small-business/saving-energy** for Energy Efficiency tips.

Important Contract Information

Fixed term period end date: 30th November 2026*

For Business tariffs include both fixed and variable cost elements within the standing charge and unit rates. You should keep in mind that the variable costs can rise or fall quarterly. If these variable costs change, your prices will be updated accordingly each quarter on the 1st January, 1st April, 1st July and 1st October. For information on the variable costs included in your prices, as well as details on the latest changes, please visit **scottishpower.co.uk/forbusiness**

*At ScottishPower we do not require customers to give us written notice of termination. For customers on a fixed term tariff, your contract will end on the day after your current contract end date unless you choose another contract with ScottishPower. If you do not choose another contract with ScottishPower or move supplier, we will move you to a default tariff.

S	04	0326	N13
	11	0001 5039	498

Energy charges this period

Electricity		
Evening & Weekend E7 :Day Charge	**Meter number 22M0016819**	
Start Reading End Reading	**16034 Actual** 06 Feb 26 **17933 Actual** 12 Mar 26	
Units used	**1899** = **1899 KWh (kilowatt-hrs) used**	
07/02/26 to 12/03/26 07/02/26 to 12/03/26	Consumption charge, **1899 kWh x 32.840p** = Standing charge, **34 days x 78.940p** =	£623.63 £26.84
Evening & Weekend E7 :Evening & Weekend Charge	**Meter number 22M0016819**	
Start Reading End Reading	**9291 Actual** 06 Feb 26 **10631 Actual** 12 Mar 26	
Units used	**1340** = **1340 KWh (kilowatt-hrs) used**	
07/02/26 to 12/03/26	Consumption charge, **1340 kWh x 28.970p** =	£388.20
Evening & Weekend E7 :Night Charge	**Meter number 22M0016819**	
Start Reading End Reading	**834 Actual** 06 Feb 26 **856 Actual** 12 Mar 26	
Units used	**22** = **22 KWh (kilowatt-hrs) used**	
07/02/26 to 12/03/26	Consumption charge, **22 kWh x 25.950p** =	£5.71
	Total electricity charges	**£1044.38**
	Total energy charges this period	**£1044.38**

Government support

Not applicable

Levies

Climate change levy

Units Used	Non-exempt %	Chargeable KWh	P per unit	
3261.00	100 %	3261.00	0.775	£25.27
			Total Levies	**£25.27**

Payments received

Payment	23 Feb 26	-£1709.42
	Total payments received	**-£1709.42**

VAT

Vat at 20.00% on £1069.65		£213.93
	Total VAT	**£213.93**

Important update to your payment method
Thanks for choosing to pay by Direct Debit. Please be aware that from now on, if we're unable to collect your payment on the date it's due, we may apply a £5 administration fee as per our terms and conditions.

Other important information

Complaints
We are confident we will resolve your query satisfactorily. If after contacting us you remain unhappy, please phone **0345 058 0002** and ask for our dedicated Customer Care Team. If your complaint is not resolved within 8 weeks, or you receive our Final Offer letter, you can take your complaint to the Energy Ombudsman. They are an independent service specialising in resolving customer complaints in an impartial way. You can contact them on 0330 440 1624 or enquiries@os-energy.org

Your supply
Your Electricity is delivered by **Western Power Distribution - East Midlands**. If there's a problem with **Western Power Distribution - East Midlands** equipment, call free on **105** (24 hours) or write to **Western Power Distribution - East Midlands, Information Centre, Western Power Distribution, Avonbank, Feeder Road, Bristol, BS2 0TB**.

Special Needs
If you have special needs, register with us. Call 0800 027 1122. For example we can provide bills in large print, Braille or on audio tape.

Citizens Advice and Advice Direct Scotland
If you are struggling to pay your energy bill or have a problem with your account, Citizens Advice can offer independent help and support. For free and impartial advice, you can visit their website at **citizensadvice.org.uk/energy**. In England and Wales, you can contact Citizens Advice via their consumer helpline on **0808 223 1133**. For the Welsh speaking line, the number is **0808 223 1144**. In Scotland, you can contact Advice Direct Scotland on **0808 196 8660** or at **energyadvice.scot**

Energy Efficiency
We're committed to helping your business become more energy efficient - to help lower your costs and protect the planet. For energy saving tips for your business including advice tailored to your industry visit **scottishpower.co.uk/small-business/saving-energy**

Moving premises?
If you're moving premises, please contact us on **0345 058 0002** within 28 days of your move with the following information:

- Your move date
- Your future contact details
- Your final meter read
- Name and contact details for the future owner / occupier

You can also complete your move online by speaking to one of our agents online at **scottishpower.co.uk/getintouch-sme**

Explanation of VAT and Climate Change Levy .
ScottishPower collect Climate Change Levy or CCL together with VAT from businesses on behalf of the Government. Climate Change Levy or VAT is charged depending on your average daily consumption.
If you are an electricity customer and you consume more than 33 units per day then you will be charged CCL or VAT at the full rate.
If your average daily consumption is below 33 units per day then CCL will not be charged in this period, however, VAT will be charged but at the lower rate.
Remember - Although CCL is charged on the basis of kWh consumed per day, this is averaged over the period of the bill. A business can be charged CCL for one bill and not for the next, should your consumption change etc.

For further details, why not ask your Accountant for more information.

Making the most of your smart meter data
Your smart meter sends us automated meter readings, improving accuracy and saving time.

To help you make the most of your smart meter data, we provide you with your energy consumption information in your online account. To access your energy consumption data, visit your online account or the ScottishPower app.

With this information, you can monitor your energy usage, which may help you consider how to reduce or optimise your energy consumption.

The more often we receive automated readings from your smart meter, the more detail we can provide on your energy usage. Half-hourly readings are the most regular frequency. If you have yet to opt in to half-hourly readings, you can do so from your online account.

Invoice

INVOICE NO: 515996

TOILETS+
Portable Toilet Hire Specialists

INVOICE ADDRESS

NEW BRADWELL PARISH COUNCIL
UNIT 10, NEW BRADWELL WORK SPACE
ST JAMES STREET
NEW BRADWELL
MILTON KEYNES
MK13 0BJ

HEAD OFFICE

Toilets+ Ltd
32 London Road
Wymondham
Norfolk
NR18 9JD

Tel: 01953 601345

E-Mail: info@toilets.co.uk

INVOICE DETAILS

Date of Invoice:	16-Mar-26
Contract No:	110938
Contract Status:	Continuing
Account Ref:	NEWB01
Customer Order No:	.
Last Invoice No:	510428
Last Invoice Date:	16-Feb-26

SITE ADDRESS

DRILL HALL ALLOTMENTS
OFF NEWPORT RD, NEW BRADWELL, MK
LAST SVC TUES. #A028
KEY IN BOOK, COMBI LOCK C2349
MK13 0DY

Contact: JERMAINE - 01908 313602

QTY	CODE	DESCRIPTION	FROM	TO	RATE	PER	M/W/D	VAT	VALUE
		TOILET(S) ON HIRE UNTIL TERMINATED BY PHONE CALL							
1	1000	8759 - STANDARD CHEMICAL PORTABLE TOILET WITH HAND SANITISER & TOILET ROLLS, INCLUDES WEEKLY SERVICE. MINIMUM HIRE CHARGES APPLY.	16-Feb-26	15-Mar-26	£24.70	WK	0/4/0	STD	£98.80

E.W.C. 20.03.99 Toilets+ S.I.C. 84.12 DUTY OF CARE CONTROLLED WASTE TRANSFER

Section(A) Description of waste: Effluent in tanker up to 250lts per unit. Carrier: Toilets+ Ltd. Registered waste carrier Reg No. CBDU125753 issued by Environment Agency,

Section(B) Current holder of waste: as delivery address below, producer of waste exempt from requirement to register as waste carrier.

Section(C) Details of transfer: weekly transfer of effluent as described from contractors/customers address from contract commencement date

We declare the waste hierarchy has been adhered to.

To see our full updated Terms and Conditions visit www.toilets.co.uk

ANY OBJECTIONS TO THIS INVOICE OR ITS TERMS MUST BE REPORTED WITHIN 10 DAYS OF RECEIPT, OTHERWISE IT SHALL BE DEEMED TO BE ACCEPTED BY YOU

VAT ANALYSIS		V.A.T. No: 571 5719 25	
CODE	RATE %	TAXABLE	AMOUNT
STD	20	£98.80	£19.76

PAYMENT TERMS

STRICTLY NET BY

13-Apr-2026

GOODS VALUE	**£98.80**
TOTAL VAT	**£19.76**
INVOICE TOTAL	**£118.56**

Please E mail your Remittance Advice to: **accounts@toilets.co.uk**

BAC'S Payment Details SORT CODE **60-24-52** A/C: **15178684** Please Quote Your Account Ref.

Outlook

Your Xero Invoice for Germaine Newnham

From subscription.notifications@post.xero.com <subscription.notifications@post.xero.com>
Date Tue 10/03/2026 04:51
To Germaine Newnham <clerk@newbradwell-pc.gov.uk>

Hi Germaine Newnham

Here's your latest Xero subscription invoice. The amount will be debited from your account on or after 10 Mar 2026

View your online invoice here

The amount to be debited is £45.60

The payment details we have are follows
Bank account number: 230580******0364
Reference: mandate_1QuqaYLzMRiEwG7aNlRzCEqy

The charge will show on your bank statement as Xero (UK) Ltd. You can view the Direct Debit Guarantee here

If you have any queries about your invoice amount, please see the support article at Xero Central.

Regards,
The Xero Billing Team

Note: we have recently seen fake Xero subscription invoice emails being sent out by scammers. A genuine Xero subscription invoice email:

- Will be addressed to your billing contact name, not to “Dear Client” or another generic greeting.
- Will be sent from subscription.notifications@post.xero.com.
- Will only link you to pages on xero.com (in.xero.com, help.xero.com etc).

NEW BRADWELL PARISH COUNCIL
RESERVES POLICY

1. Introduction

New Bradwell Parish Council (hereafter 'the Council') is required to maintain adequate financial reserves to meet the needs of the organisation and to manage financial risk effectively. This policy sets out the principles by which the Council will determine, maintain and review the level of its reserves.

Sections 32 and 43 of the Local Government Finance Act 1992 require local authorities to have regard to the level of reserves needed for meeting estimated future expenditure when calculating the budget requirement. There is no statutory minimum level prescribed; however, it is the responsibility of the Responsible Financial Officer (RFO) to advise the Council on the appropriate level of reserves and to ensure that proper procedures exist for their establishment, use and review.

This policy should be read alongside the Council's annual budget and Financial Regulations. The specific balances held within each reserve are recorded in the Reserves Schedule, which is maintained by the RFO and reported to the Council in accordance with Section 5 of this policy.

2. Types of Reserves

2.1 General Reserves

General Reserves are unrestricted funds held to:

- Provide a buffer against unexpected expenditure or income shortfalls during the financial year;
- Smooth the impact of uneven cash flows throughout the year; and
- Ensure the Council can meet its financial obligations without the need for an emergency precept.

At all times, the Council must retain a minimum balance in General Reserves sufficient to cover at least one month's committed expenditure, including staff salaries and National Insurance contributions. If the General Reserve falls below this floor, the RFO must report to the Council immediately with a plan to restore it.

2.2 Earmarked Reserves

Earmarked Reserves are funds set aside for a specific, identified purpose. They are not available for general use unless the Council formally resolves to repurpose them. Earmarked reserves must not be used to fund ongoing, recurring revenue expenditure.

If an earmarked reserve is drawn upon to bridge a short-term funding gap other than its stated purpose, it must be replenished in the following financial year. An earmarked reserve that has been fully applied to its intended purpose should be formally dissolved by Council resolution and does not require replenishment.

3. Level of General Reserves

The Council's target level for General Reserves is a minimum of six months' gross annual expenditure, equivalent to one half of the annual precept. This target — rather than the three-month minimum commonly cited for smaller, lower-risk councils — reflects the Council's current elevated risk profile, which arises principally from:

- The Council's position as tenant at will in respect of the community centre, under which either party may terminate the arrangement at relatively short notice;
- The ongoing and unresolved Community Asset Transfer negotiations with Milton Keynes City Council (MKCC) and the separate negotiations with St James Church regarding their 25% interest in the building, which have been in progress for approximately three years and involve complex Church governance and trust arrangements;
- The Grade II listed status of the community centre, which means any repair or improvement works may require listed building consent and are likely to carry a cost premium; and
- The Council's capital ambitions in relation to community centre acquisition, which require a stable and strong reserves position.

The Council may hold General Reserves above this target if the annual financial risk assessment identifies circumstances that justify a higher level. The RFO will advise the Council if the General Reserve falls below, or is forecast to fall below, the target and will present options for restoring the position.

If, in exceptional circumstances, General Reserves are exhausted, the Council may draw upon Earmarked Reserves to provide short-term resources, subject to a formal Council resolution and a commitment to replenish those reserves.

4. Earmarked Reserves

Any decision to create, adjust, repurpose or dissolve an earmarked reserve must be made by resolution of the full Council. Expenditure from any reserve may only be authorised by resolution of the full Council.

The Council currently maintains the following earmarked reserves. The specific balance held within each reserve is recorded in the Reserves Schedule maintained by the RFO.

Reserve Name	Purpose
Community Centre Acquisition Reserve	To fund the Council's contribution towards the acquisition of the community centre, comprising the MKCC 75% share (subject to Community Asset Transfer) and the St James Church 25%

	share (subject to ongoing negotiations). The building is Grade II listed and will require investment in refurbishment and modernisation upon transfer.
Legal Costs Reserve — CAT & Church Transfer	To meet legal and professional costs arising from the Community Asset Transfer negotiations with MKCC and the ongoing negotiations with St James Church. This reserve is specific to this project and will be dissolved by Council resolution once the transfers are concluded or formally abandoned.
Community Centre Repairs & Upgrades Reserve	To fund planned and reactive maintenance, repairs and improvements to the community centre. Given the Grade II listed status of the building, works may require listed building consent and carry a cost premium. This reserve allows the Council to plan and fund works without large unplanned budget variations.
Equipment & Asset Replacement Reserve	To fund the planned replacement of IT equipment and other assets in line with the Council's Asset Register, providing flexibility across all equipment categories.
Insurance / Risk Reserve	To meet insurance policy excesses or liabilities not covered by the Council's insurance arrangements.

5. Reserves Schedule and Reporting

The RFO will maintain a central Reserves Schedule recording, for each reserve:

- The name and stated purpose of the reserve;
- The opening balance at the start of the financial year;
- Any movements in year, with the authorising minute reference; and
- The closing balance at the end of the financial year.

The Reserves Schedule will be presented to the full Council at two points in each financial year: **at the mid-year point (ordinarily October or November)**, to allow the Council to review the reserve position and make any adjustments ahead of the budget-setting process; and **at year-end as part of the annual accounts.**

The specific balances and allocations within the Reserves Schedule will be agreed by the Council annually as part of the budget-setting process and are not reproduced within this policy, so that the policy remains a stable framework document that does not require amendment each time figures are updated.

6. Review of This Policy

This policy will be reviewed annually by the Council during the budget-setting process. The review will take into account:

- The Council's current and forecast financial position;
- The outcome of the annual financial risk assessment;
- Any material change in the community centre tenure or asset transfer negotiations; and

- Guidance issued by NALC, SLCC or the Buckinghamshire and Milton Keynes Association of Local Councils (BKALC).

The RFO is responsible for bringing this policy to the Council for review and for maintaining the Reserves Schedule throughout the year.

7. Adoption

This policy was adopted by New Bradwell Parish Council at a meeting of the full Council on 14 April 2025 (Minute Reference 5/25). It supersedes the Reserves Policy adopted on 3 March 2025 and all previous versions.

Document Control

Organisation	New Bradwell Parish Council
Title	Reserves Policy
Responsible Officer	Clerk / Responsible Financial Officer (RFO)
Distribution	Public
Owner	New Bradwell Parish Council
Subject	Finance
Review Frequency	Annually, during budget-setting
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Document Review History

Review Date	Minute Reference	Chairperson Signature
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