



Wavendon Parish Council – Chairman's Report (November 2025)

New Towns Taskforce

The New Towns Taskforce report was published on 28 September. Milton Keynes was included in the list of 12 locations that the taskforce recommends the government should select its next generation of new towns from.

An online briefing (Contact Kay Pettit Kay.Pettit@milton-keynes.gov.uk for the link) has been organised on **Tuesday 25 November at 1pm** for Stakeholders to explain what we know so far about what this means for Milton Keynes and the expected next steps in this process. We would request that any questions are sent in prior to the briefing, if possible.

Please email questions to democracy@milton-keynes.gov.uk.

MK City Plan – MK2050

For your information, please see below an email I have, a few minutes ago sent to all Town and Parish Councils.

Email: As you will all know MK City Council strategic planers have been working on the draft MK 2050 City Plan, and they are now seeking input for a final time through the Regulation 19 Consultation which we have launched today which will **run until 5.30pm on Monday 22nd December**.

If you have not yet received the formal notification of the Regulation 19 Consultation from the team, this will be with you very soon and will explain how you as a Town or Parish Council can get involved at this stage.

MK City Council is also inviting communities and other stakeholders to have a final opportunity to comment on the plan, but this time seeking feedback on its legal

compliance and "soundness"—whether it is positively prepared, justified, effective and consistent with national policy, before it is submitted for examination by a Planning Inspector.

To support awareness and engagement within your communities, we have prepared a digital information pack containing:

- A poster featuring a QR code that links directly to the consultation webpage. (below)
- A flyer with key details about the consultation, including the start date, how to participate, and where to find further information.



Information can also be found on the MK city council website MK City Plan 2050 | Milton Keynes City Council <https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/mk-city-plan-2050/mk-city-plan-2050>

The city council has asked that we share these materials via our websites, newsletters, social media and notice boards to ensure all residents are informed and have the opportunity to contribute.



Have Your Say Community events. The Wavendon Parish Council will host another Thames Valley Police *Have Your Say* event at the Wavendon Hub off Dankworth Way early in the new year.

Residents at the October event raised issues regarding drug dealing, motor car cruising, shoplifting, issues connected with violent disorder, misuse of e-scooters and dangerous dogs.

Other local events are planned for the following dates. Dates for the next event in January at the Wavendon Hub have been offered to TVP.

- **Crime Prevention Stand**

2:30PM - 4:00PM, Wed **26 November 2025**

1A Bolebec Avenue, Eagle Farm South, Milton Keynes

- **Crime Prevention Stand**

10:00AM - 2:00PM, Sat **06 December 2025**

Woburn Sands Market, Woburn Sands

More local TVP information at <https://www.facebook.com/TVPMiltonKeynes>

and to contact your Parish Council go to Wavendon Parish Council Clerk

clerk@wavendonparishcouncil.gov.uk



H10 Extension (Bletcham Way)

See detailed drawings on the Wavendon PC website. MK City Council has agreed to fund work at Byrd Crescent etc. to enable the extension of Grid Road H10 (Bletcham Way) to proceed.

MK City Council Cabinet RESOLVED:

1.1. That funding of £14.5m (including £1.6m approved to date) for the delivery of the H10 extension, as shown on the annexed plans, be provided from the Tariff Programme.

1.2. That additional resource allocation and spend approval of £12.9m is approved in the capital programme.

1.3. That a contractor for the main works be procured through further competition utilising the Midlands Highway Alliance (MHA) MSF4 Construction Medium Schemes Framework.

1.4. That authority be delegated to the Director of Planning and Placemaking, in consultation with the Director of Finance and Resources, to finalise the arrangements for:

a) entering into a contract for the delivery of the main H10 extension works;

and

b) the completion of legal agreements as required with Milton Keynes Development Partnership (MKDP), Milton Keynes Community Foundation (MKCF) and Connolly, to allow for the works to be delivered.

(b) Reasons for decisions

- **Residents have raised questions about safety of the chosen solution and future proofing should the route eventually run through to J13 of the M1. Officers report ... Recommendations adopted for the reasons given in the report.**

'As you will see from the plans MKCC is installing a Pegasus crossing at the bridleway. attached another plan showing the detail of this.

There were a number of factors influencing the decision to go for this solution, but the principle issue we were trying to address was to get the road elevated over Byrd Crescent, but then get it back down to existing ground levels as quickly as possible before entering the Church Farm site.

To have kept the road at a sufficiently elevated level to provide a bridge over the bridleway would have meant a significant, and in our view unacceptable, level of visual and noise intrusion for properties adjacent to the existing Transport Corridor. It would have also created a significant challenge in getting the road back down to existing ground levels in order to meet the junctions serving the two Church Farm parcels.

Tunnelling under the new road to provide grade separation for the bridleway would also presented significant problems in that it may have compromised the drainage assets in the area as well as being a costly and disproportionate intervention which would also have compromised what we are trying to do in creating a form of 'parkland in the balance of the Transport Corridor not being used for the highway. I've attached a picture of an example of what it might have ended up looking like.



Bridleway Underpass

Overall, MKCC think the solution it is proposing is the better one for this location and it will keep everyone safe.



Trim Trail

Colleagues will recall this being raised at the October meeting by residents as part of the response to the news that the new paly park area north of the Stables was to be installed

The Parks Trust Responded as follows *It's certainly something we could consider accommodating if external funding becomes available. We already have a couple of parishes who have provided similar facilities with the land licensed to them, the most recent being Broughton and Milton Keynes, who have just installed a fitness hub with S106 funds. We nudged them towards calisthenics-style equipment rather than spin bikes etc as, like you, I suspect those are little used. I'll keep an eye on how the B&MK facility is used in the meantime.*

MK City Council offer this advice - *Do you think it would be reasonable to respond to people by proposing that we come back to this once we have the park and play provision in a more advanced stage of delivery.*

To start trying to make changes now would be likely to lead to a lengthy delay and I really just want to get someone appointed and get a programme for the works from them.

We can potentially come back to this, if a funding source was ever identified, but that would also involve changes to the planning permission so would not be a quick process.

You could try getting some sketches together to show how the trim trail could be done artistically, that might be an interesting community activity.



South East Milton

Keynes Stakeholder Group - I attended the meeting of the SEMK Stakeholders Group held at the Wavendon Hub on 12th November. There were updates from MKCC, an update from East West Rail, an update on Application 22/00524/OUTEIS from Urban & Civic and others (formally L&Q) and Update on Application 22/02528/OUT from O&H

The meeting was split into four basic sections.

Paul Van Geete provided an update on the H10 extension. The tender will go out in December and the winning contractor awarded in May 2026. Construction will start on site 1 August and will be completed by fourth quarter of 2027. In response to a question, he confirmed no local roads or alternative access points (such as Walton Road) would be used during the construction phase.

Programmed: Jan – Feb 2026

Bryd Crescent – Grass verge west side – Path closure – no road closures – Redway open to peds - mainly soft dig - normal hrs working

Service Diversions - Anglian Water and National Grid

Being Programmed Feb – March 2026

H10 site clearance – remove trees/hedgerow - subject to planning 'condition approval' expected 19th Dec 2025

Being programmed Feb – April

Gregories Drive – Anglian Water Sewer Diversion – some works under road closure during easter break (27 March – 14 April 2026) other works off road without road closure.

He also confirmed arrangements for the next stage of consultation on the local plan, Plan MK2050 – details contained elsewhere in this report.

East West Rail stated there was a limited amount they could say due to the Universal Impact although they promised there would be a limited update on some matters early in 2026. That would not include the future of level crossings.

They confirmed that they would be looking to make use of the new Infrastructure and Planning Bill/Act legislation to hasten the decision process by reducing the previously required formal consultation to a number of lower key local consultations.

There was confirmation that O&H and EWR remain in discussion over how much land the EWR project might require that had previously been submitted by O&H for housing. This related to Safeguarding Zones.

Expect the Development Consent Order (DCO) application in 2027.

Urban & Civic (previously L&Q) whose interest are on the western end of the SEMK area reminded the meeting that they had been granted permissions (outline) in November 2026. They were in negotiation with MKCC regarding s.106 contributions and also with EWR over the self-same Safeguarding Zone designations and Network Rail over its infrastructure requirements.

O&H confirmed much of what U&C had stated referring to the permission being granted 12 months ago and that they too were in negotiations over 106. Contributions.

On the land north of the railway, closest to Wavendon, there had been a pre-app submitted to MKCC, and a detailed and helpful response received. The access to the Newport Road proving to be a contentious item as well as issues connected with drainage, landscaping and visuals. A second round of pre apps had been slowed by the uncertainty over EWR and we would be well into 2026 before there was any movement on the second pre app.

O&H confirmed they were in discussion with MKCC over the fact that the SEMK development numbers had been included in the MK2050 plan

Other notable comment at the meeting came from MKCC who confirmed they were modelling the so called MRT (Mass Rapid Transit system) on the Glider system in Belfast. www.infrastructure-ni.gov.uk/articles/belfast-rapid-transit-glider-background

- **New play park north of the Stables.**

MK City Council is now out to tender with responses due in early November. The city council (working with Wavendon Parish Council) will assess and hopefully award as quickly as possible after that, but it is difficult (but not impossible) to see mobilisation and start on site before the end of the calendar year. That should occur early in 2026, but I will report further regarding the full programme when MK City Council has a contractor on board.



Temporary community building at Glebe Farm school

Still scheduled for early 2026.

Portakabin have now responded on some of MKCC's technical enquiries, and this will be shared with the school for their consideration

- **Development opposite Glebe Farm School for community use**



Landscaping works underway following rapid progress on the construction. Spoke to Richard Crosthwaite of Catesby on this at the SEMK Stakeholders Meeting on 12th November. MKCC will be meeting soon to consider options now that Local Centre is well progressed



The light-controlled crossing on Burney Drive serving St Marys School.

- Still on schedule for early 2026

Allotments update

Nothing new to report on the MK City Council side really. The city council has had some works done on both available sites to keep them in shape going into the winter but MK City Council is waiting to hear from the Parish on the next steps. We shall discuss at the meeting on 17 November.



Update on redway

connectivity in new parts of Wavendon.

- Work now scheduled far earlier than had been anticipated in last month's report thanks to the reporting and lobbying of Cllr Burgess.



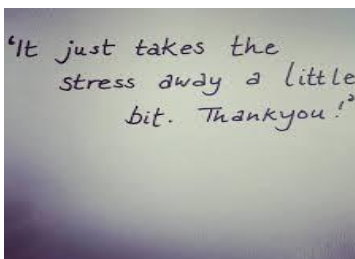
Updates on partnership working with Glebe Farm School

Foodbank

There are now three sessions per week.

Community Fridge

Operates on a Tuesday.



Kickback Kitchen

Kickback Kitchen at Glebe Farm School is a non-profit social enterprise that provides ready-to-reheat meals on a "pay what you can" basis, using surplus and leftover ingredients. It operates by transforming "lost" ingredients into nutritious meals and aims to create a more resilient community by tackling food poverty, reducing waste, and strengthening the local

social economy. The pilot has been self-funding and will continue even after the initial 12-month pilot is concluded.

The Parish Council is donating £670 towards an additional fridge and freezer to enable this successful initiative to expand and continue.

Community Building (Portakabin)

In addition to what is reported above we can report that the temporary building will be on an initial two-year hire, but the school is keen to extend that use to incorporate school nurse related community work. IFtL will be picking up the utility bills etc for the building.



<https://www.bucksliutenancy.org/helping-you>

As Chairman on Wavendon PC, I attended the meeting of the Milton Keynes Association of Local Councils which was held on Wednesday 29th October 2025 at the Woughton Community Council Hub, Coffee Hall.

The lead presentation was from

- Francesca Skelton (DEPUTY LIEUTENANT for Buckinghamshire) who commented on her role of Chair of the Milton Keynes Honours Group and Deputy Lieutenant.

Francesca asked those present to increase the number of nominations being forwarded from parishes and towns for recognition via for recipients of honours such as

- National Honours
- King's Awards for Enterprise
- King's Awards for Voluntary Service
- Request attendance by the Lord-Lieutenant
- Attend a Garden Party



School Crossing Patrol Officer

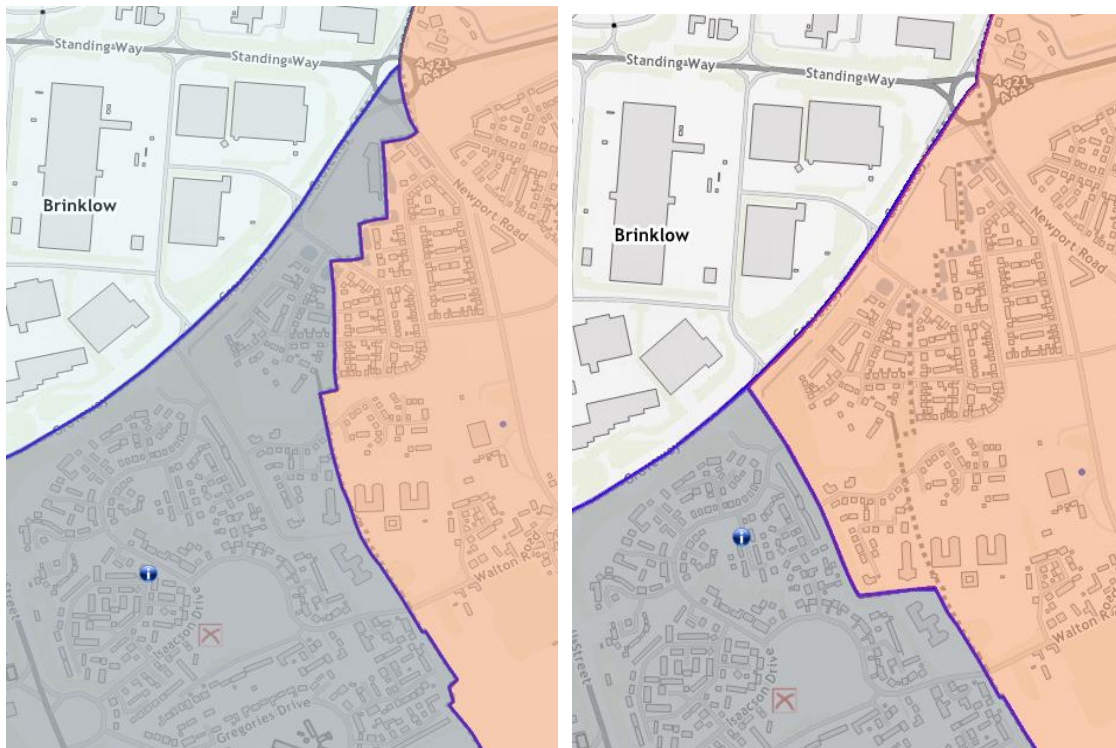
After some initial delays at the City Council and the monies (£5K) to cover the cost of a school crossing patrol officer have been released and recruitment process started. This

money for what is a much-needed road safety initiative for the safety of children attending the school was agreed by MK City Council following the intervention (question) by the Parish Council Chairman at a city council meeting.

MKCC can now confirm that officers report that they have been awaiting the transfer of funds from a different pot so they can do the payment to Glebe Farm. MKCC Highways spoke with MKCC Finance earlier so this should be sorted this week and that has been raised.

This was in addition to the original funding pot set aside for 8x grants in other school settings across MK.

Parish Boundary Changes – The changes to the parish (and ward) boundary changes between Wavendon Parish and Walton Parish will be in place from 1 April 2026) the maps below show a before and after situation.



Planning Appeal Decision

Construction of 5 detached dwellings, demolition of garage blocks serving existing dwellings, removal of tennis court, the erection of replacement garage blocks and a bin store, extension of access road and associated hard and soft landscaping
Wavendon Fields, Wavendon, Milton Keynes MK17 8AF

Decision

The appeal is dismissed.

Planning Appeal Decision

The expansion of existing parking facilities to provide 105 additional car parking spaces, with associated landscaping works at WAVENDON BUSINESS PARK, ORTENSIA DRIVE, WAVENDON GATE, MILTON KEYNES.

Decision

The appeal is allowed and planning permission is granted for “the expansion of existing parking facilities to provide 105 additional car parking spaces, with associated landscaping works”, at Wavendon Business Park, Ortensia Drive, Wavendon Gate, Milton Keynes MK17 8LX, in accordance with the terms of the application (reference PLN/2025/0177), subject to the conditions set out in the attached Schedule of Conditions.

Planning Appeal Decision

Outline application (matters of access to be considered, with matters of layout, scale, appearance and landscaping reserved) for the erection of up to 7 Self-Build/Custom Build dwellings including access, demolition and any necessary ground remodelling
2 Walton Road, Wavendon, Milton Keynes, MK17 8LL

Decision

The appeal is dismissed.



Litter Picking

Residents in the newer parts of the parish have requested litter picking kits so they can undertake community litter picks in their immediate neighbourhoods and the clerk has responded positively on our behalf.



20 MPH Zones – Wavendon PC are actively following up the city council regarding the date for road adoption so that the necessary road safety improvements can then be implemented by the city council highways team.



St Marys CoE Primary School – a Community Library Box is to be located outside St Marys CoE primary School. This will be the second such box installed in the Parish, the first being outside the Community Centre on Walton Road. MKCC libraries have already undertaken to help supply the initial quantity of books to stock this children and adults focused local amenity.



CCTV on Bus Only access to Glebe Farm West off Dankworth Way
– The city council reports that MK City Council are getting the camera systems in place council wide and then will progress with getting the enforcement cameras up in this area.

However, the access is still in the ownership of Crest Nicholson. So, any change of the junction will need to come from them while it isn't adopted highway. They will have to make an application to planning and then seek approval under the existing section 38 agreement to make the change.

While its unlikely Highways Adoptions will have an issue with the change, we cannot force the developer to make the change unless they have some form of planning approval.



Outstanding Issues relating to Wavendon Hub –

We are still on schedule to have the final agreement signed with MKCC before the end of the year. Sarah Gonzales (Senior Director at MKCC) writes *...By way of an update, Michael has reviewed all the documents and is making some minor amends to the Transfer Deed, Overage Agreement and Pre-emption and Option Agreement and is aiming to have those documents with your solicitor by the end of November. Hopefully we can get this done by end of December.*

Thanks, Sarah



Walton Road Warning Sign(s)

Residents, concerned that the new sign was operating correctly, undertook a review of how it appeared to work (or not!) Since this audit was undertaken engineers have attended the scene and undertaken more updates to the system. Residents report ...

- The good news is that taken in isolation the vehicle warnings appear to be working. The trigger points are very close to the bend, at the first sharp corner from your direction and opposite the entrance to No. 70 (the old Wheatsheaf) in the other but when a car goes past one of these then the relevant sign in the opposing direction lights up. It gets turned off as expected once they pass the other end of the bend.
- The pedestrian sensor when walking from the West also appears to work correctly, triggering both warning signs which (usually but not always) get turned off once they pass the bend by Trevor's house, opposite No. 70.
- However, and this is probably the main issue, the pedestrian sensor to the West (the Church side) is almost totally ineffective. It seems to be set to monitor the Northern footpath when most people use the other side of the road. We saw pedestrians, including mothers with buggies, walk right through the bend from the East on the Phoebe Lane side of the road who didn't trigger the warning sign at all.
- When a pedestrian walks down the Northern side of the road from the East and crosses the road opposite the Wheatsheaf the sensor does get triggered, in one case when the pedestrian was in the middle of the road. But in that case the warning sign to the West remained lit up for almost 10 minutes afterwards, warning of pedestrians in the road when there were usually none. Worse still, as the pedestrian sign was lit it didn't alert when any vehicles passed through so cars might be in the middle of the road and no-one would know. During peak hours this behaviour means the sign is likely to be lit almost permanently, rendering the system ineffective as drivers will simply ignore it once they're used to getting false warnings.
- When anyone leaves a neighbour's house or the house opposite (No. 74) on foot the warning does not light up in either direction. I'm not sure about the Plough but I suspect that would be the same. It did work when someone left another neighbour's house (The Barn/No.79?) because that's in line of sight of the sensor that appears to be working correctly. We tested a car driving out of a resident's driveway and an alert was raised.
- There are a few other fairly strange responses. When there are both vehicles and pedestrians in the road, the car leaving the bend sometimes turns the lights off so there are still pedestrians in the road with no warning. But that happens anyway most of the time when people are walking from

the East so if that sensor was adjusted it might resolve this. What is alerted on the sign in this situation may depend on which one passes first but we'd need to run more tests to be sure.

- Another off one was that when multiple cars pass through the bend close together from one direction, when one leaves the sign can go off when there's another still in the bend. It's almost as if the sensors lose track of how many vehicles are left in the bend.

On 12th November the engineer visited the new sign on Walton Road and checked that the sign was working correctly. They are satisfied that this is working as it should and have produced a report for our Traffic team to confirm this.

The feedback from residents was shared with the Traffic team.

This information and more, was passed to MKCC Highways for review.

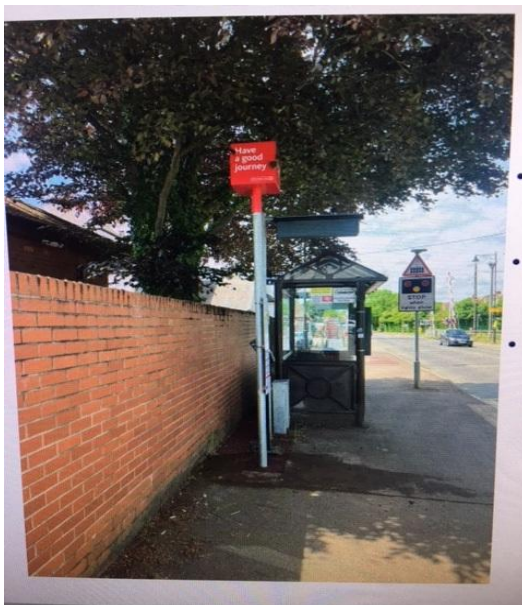


E-Bikes & Scooters – Cllr Penfound reports on the effects of the changed service area with regards to the Walton Road / Newport Road Junction. He can confirm that the new designated service area seems to have solved the problem. Cllr Penfound has not seen any more abandoned bikes and scooters in the past few days.

There was just one remaining e bike on the South side of the Newport Road near to the junction with Hillway that has been blocking the pavement for some days.

Roger thanked the bike operators for their assistance in helping us achieve this outcome and thanks also to Hayley at MKCC for coordinating the actions.

MK City Council is looking at positioning another docking station on Station Road in Woburn Sands at the location shown below.



Land off Burney Drive

Colleagues may recall the question of ownership and maintenance responsibility for the land shown below (close to Glebe Farm School) was raised at the October meeting. I met with Cllr Bryan Burgess on site and then raised the issues with estates at MKCC. They respond as follows;

According to HMLR this is still in the ownership of Gallaghers Estates (who are now L&Q) (see attached title document just downloaded) although with lead-times these days it's possible that the TP1 has been submitted for this by MKCC and L&Q but not yet showing.

Estates haven't been informed of a formal transfer yet by @Paul Van Geete who informs me whenever TP1s and TR1s are signed. You would assume if this land has been transferred and would be for MKCC to maintain then @Phillip Snell would be aware and it would already show on GIS. The landscape maintenance layer does not however suggest we are or will be maintaining the land. I note the land either side of Keightley Gate is adopted highway, so we do maintain that but not as owners, but as the Highway Authority. The land below adjacent the drain, the Redway is already adopted but the land is not showing on the maintenance layer or on our GIS ownership layer (but then it doesn't on HMLR either so that's correct.



All other land that was transferred was also put under a 999 year lease to MKPT. You would assume the same would apply here (although MKPT know nothing about this either) The land would be open space I assume so it can't just be 'used of other uses' there would be restrictive covenants on the land to stop this, and it would need planning permission. And if MKPT take the lease, it would not be for MKCC to make any decisions about it in any case.

Let's see what Paul says first, has this been transferred to MKCC, and if it was, was there an MKPT lease on top of that?

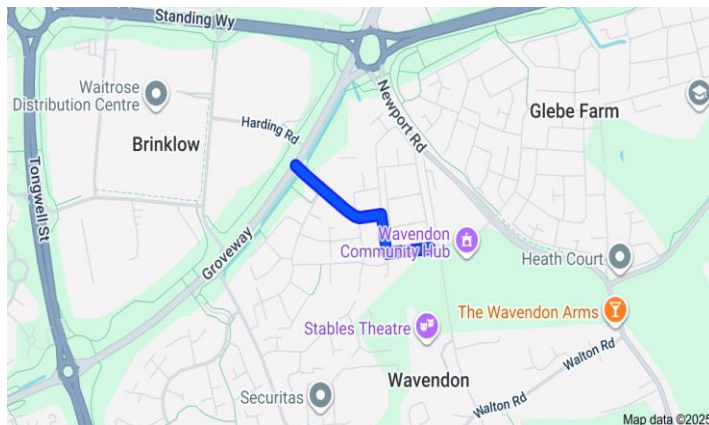
Paul Freeman - Asset Planning Manager



Other Issues

Cllr Burgess and I reviewed other issues which have subsequently been raised with MKCC including a Road sign that has been relocated high into a tree! and a much used but unofficial pathway used by

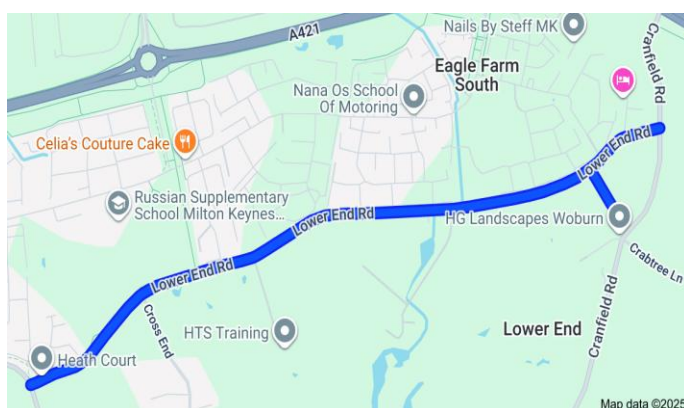
residents accessing their places of work at Eagle Farm North. We also looked at the allotments which appear to have been upgraded with additional topsoil.



Junction of Elmswell Road and

Groveway.

No plans to consider alterations until the Kingston Roundabout improvements are designed (scheduled for 2027)



Lower End Road & Redway connectivity

Only works likely to progress before March are the works to connect the Bloor and Taylor Wimpey parcels across the ditch. However, this is going to be developer delivered so MKCC does not have a precise date as yet. Highways at MKCC also comment ...*'After any programme surfacing works, we*

will visit the site and check that the surface and the lining are as instructed. If they are not, we will ask Ringway to rectify this. The senior engineer will visit this location to assess the works.

Both Newport Road and Cranfield Road are on the Priority 1 gritting network so will be salted if freezing road surface temperatures are forecast.

The localised flooding issues will require a separate larger scheme (see 27/10 email for more info on this)'.



St Marys School Road safety and car park safety issues –

MKCC report A safety audit was undertaken before the zebra crossing was installed and no requirement for a raised table crossing was noted in the vulnerable road user safety assessment.

This is a private road and ultimately needs to go to the developer David Wilson Homes to review. While highways adoptions won't force for a raised table ramp as this specific location, we would have no objection to one if the developer approached us with a design to install one.

The zebra crossing in glebe farm has raised table ramps, as it is within a 20mph school safety zone, the traffic calming is for the speed limit self-enforcing requirements not a requirement for a zebra crossing. The zebra crossing at eagle farm south is within a 30mph speed limit and raised traffic calming features to enforce 30mph speed limits isn't a requirement, therefore one wasn't required.



M1 and A421 Noise impacting residents of Eagle Farm South –

National Highways have responded to our local MP stating they are not proposing to address this issue. Highways at MKCC note that 'Any reference to potential noise from nearby A roads or motorways should have been covered at the planning application stage'.



New Road safety Officer for MKCC Highways – MK City Council Highways report ... 'we did have someone who started in the role but sadly they did not stay so the role is now vacant again. We will need to go through the recruitment process again now'



Trees for Wavendon Heights – The

clerk, Cllr Hill and I are meeting with Jo Roberts on 17 November and a verbal report of the outcome of that meeting will be provided at the meeting. Full details of a proposed community plant day in the new year will be published in *Wafas & Wallas*.

Working with Community Action MK

Join us for Festive Crafts and Activities

Saturday 13th December between 11am - 1pm

St Mary's Wavendon CofE Primary School

Family friendly activities, come and meet your neighbours and join us for some festive fun

Youth Club – We have received the data from

Glebe Farm School students which is a subject of a separate paper. Many thanks to the head teacher at Glebe Farm school for his assistance in this matter. The Hazard Alley run club has now paused and the Safety Centre is reviewing its options for future provision.



Arts Project Fiona Boundy Reports as follows *'I have a start up meeting with the appointed team on the 19th of November. We are just getting them into contract. I can arrange a meeting for after this in late Nov'.*



Elmswell Gate Park and Play Area, East of Tower Gate, Wavendon.

- Play Park north of Stables

Tender exercise ongoing, will hopefully have more news on a contractor for your next update



- **East West Rail (11 November) - *Why the brakes have been put on East West Rail statutory consultation (from Cambridge Independent Newspaper 11 November 2025)***

A statutory consultation on the Cambridge section of East West Rail is “no longer being progressed” as the government’s Planning and Infrastructure Bill goes through Parliament.

Under the Bill, a requirement for communities to be consulted on major infrastructure projects before planning applications are submitted will be scrapped.

Earlier this year, the government said the removal of “burdensome statutory consultation requirements” for roads, railways and wind farms will halve the current average two-year consultation period and bring major projects in line with requirements for housing developments.

Members of the House of Lords concluded their further examination of the Bill in report stage on Monday, 3 November. A third reading of the Bill in the House of Lords took place on Monday, 10 November and amendments are now being considered.

East West Rail aims to connect Oxford and Cambridge by rail via new stations at Tempsford in Bedfordshire and Cambourne.

Currently, the Planning Act 2008 includes a statutory requirement to consult on the likely impact of a proposed nationally significant infrastructure project (NSIP) during the pre-application stage. The process includes engagement with communities affected, statutory consultees and local authorities aimed at refining an application.

Housing minister Matthew Pennycook said previously: “The government has concluded that these statutory requirements, absent from other planning regimes, including those used to determine applications for new housing, now serve to slow down projects and deter improvements to them – wholly contrary to their nominal purpose of producing better outcomes.”

But critics will fear it could leave communities sidelined. East West Rail Company (EWR Co) had been due to hold its statutory consultation in the first half of 2024, but that process was delayed until 2026.

An EWR spokesperson said: “As the Planning and Infrastructure Bill is currently passing through Parliament, our plan for a statutory consultation is no longer being progressed whilst we review our approach. We are currently working closely with government to understand the implications of the Bill and how proposed changes to legislation may affect the delivery of infrastructure projects like East West Rail.

“The Planning and Infrastructure Bill, if passed, could enable earlier benefits to be delivered to communities and also allow a more tailored approach to engagement with local communities and stakeholders.

“Once we have this clarity on the Planning and Infrastructure Bill, we will aim to deliver a programme of engagement in early 2026 and we will provide updates about this process as soon as we are able to do so.”

- **Henry Hoare Drive** – Colleagues will recall the issues raised relating to Henry Hoare Drive at the October meeting, HGV parking in particular. The street is currently unadopted and has a pending future Section 38 agreement in place.

For any info on parish council boundary change updates, please contact kay.pettit@milton-keynes.gov.uk who will be able to advise.

On the 'No Overnight Parking' sign request, technically there is no parking restriction in place, so any motorist has the right to park there at any time. If a sign goes up without any regulation in place, then legally no enforcement can take place.

A new restriction could be added to laybys following a legal process to create the Order and then we would be able to add any required signage or, if needed, road markings.

This would mean that we can take enforcement action but could also have the effect of moving vehicles to other nearby areas or laybys. Another option we've looked at for defunct laybys is to place concrete blocks there to prevent vehicles parking but apart from the cost, they don't look great, and vehicles tend to simply go to the next available layby.

If the vehicle parking here is a significant and persistent issue, we could look at starting the Order process but will need some evidence to start this off.



Draft Local Transport Policy – Consultation

Consultation was due to start in October and will run for 12 weeks on the MKCC Draft Local Transport Plan. However, it has yet to commence, and I suggest we have this as an agenda item in November to agree a response.

New Clerk appointed at neighbouring Woburn Sands TC.

Delighted to report that Joanne Farrant is now well established as the new town clerk in Woburn Sands.

The Wavendon PC clerk has met with Jo to discuss issues of common interest to both communities.

- **The opening of the East West Rail (EWR) Oxford to Milton Keynes link is delayed**, and it appears to be partly due to the ongoing union disputes over the operational model, specifically the use of "driver-only" trains. While Chiltern Railways has not officially commented on the opening date, a source suggests the delay is tied to getting an agreement with unions about how the services will operate.



Union Dispute: The primary cause of the delay seems to be a dispute between Chiltern Railways and unions over the introduction of driver-only operated trains, which unions have opposed on safety grounds.

Other Delays: The opening has been pushed back from earlier expectations, and while some sources blame the union dispute for the final delay, others suggest the entire project has been subject to delays.

Awaiting Opening Date: An official opening date has not yet been announced, and while testing is underway, passengers are not yet able to travel on the line.

Project Status: The track work was completed earlier in 2024, and freight services have already begun using the route. The plan is for passenger services to begin in December 2025 now seems to be in serious doubt.



Arriva's Loop service reaches 100,000 journeys as Milton Keynes' newest bus route continues to grow. (MK Citizen 3rd Nov 2025)

Loop, the Arriva bus service connecting communities in the southern part of Milton Keynes including through Wavendon, has now carried more than 100,000 passenger journeys since launching in January.

The milestone marks a major success for the route, which was introduced to improve access to key destinations across the city including healthcare, education and shopping.

Loop has been particularly welcomed by residents in areas that previously had no direct, fixed-line bus services, providing a reliable and sustainable alternative to driving.

Loop, which began in January this year, operates up to every hour, Monday to Saturdays. It links major destinations including Bletchley, Kingston, Westcroft and Woburn Sands, providing convenient connections into the city centre and the wider Milton Keynes bus network.

Matt King, network manager at Arriva, said: "We're incredibly proud of what Loop has achieved in such a short space of time. "Hitting 100,000 journeys in under a year shows the real appetite for better public transport connections in Milton Keynes.

"The feedback from customers has been fantastic. Loop is helping people get to work, school, hospital appointments and shops more easily and we're excited to keep building on that success.

"Whether you're commuting, shopping or getting around locally, Loop is also about supporting a shift in how people travel: choosing the bus over the car to cut congestion and emissions in the city."

The service's strong performance has also been recognised nationally.

Loop was recently nominated at the National Transport Awards and has been shortlisted at this year's UK Bus Awards in the Marketing for Growth category.

Loop is operated by Arriva, working in partnership with Milton Keynes City Council and ITP, as part of ongoing efforts to improve sustainable travel and strengthen public transport across the city.



Junction of Burney Drive and Keightley Gate

Colleagues will recall the issue of signage at this junction was raised at the October meeting. I met with Cllr Bryan Burgess on site and reported the issues on to MKCC. MKCC report that because there are at least two streets to the east of the junction which are still part of Glebe Farm placing a sign showing Eagle farm South to the east and Glebe Farm to the west would be confusing. MKCC made no comment on the fact there is also no sign indicating that this is Burney Drive for drivers approaching from Keightley Gate.

The actual response being*'Our officers have considered the sign request at the location with Burney Drive/Keightley Gate.*

A sign here is not a required sign as we don't have estate signs between other estates e.g., Monkston and Middleton link under the V10. We only sign them on grid roads and this is our design choice so would not deviate from this.

The grid road signage on the A421 at Glebe Farm and Eagle Farm is clear for drivers too.

There is potential for confusion if a sign indicated Eagle Farm South to the left. It would isolate the residents of Bel Air Grove / Fontains Road development too as they are addressed as Glebe Farm'.

COMMUNITY ACTION: MK

• Charity Governance Code Launch

Annette Parmar annettep@communityactionmk.org has been in conversation with Wavendon PC regarding the sharing of information about volunteering in the coming months.

She intends spending time in the community - ideally in person - to connect with people and talk about how volunteering can improve wellbeing, build confidence, and foster a sense of belonging. This could take the form of:

- Giving short talks at local coffee mornings or community events
- Hosting informal drop-in sessions for residents to chat about volunteering
- Attending any existing gatherings where she could meet people and share information

Volunteering is increasingly recognised as a public health intervention. A study published in BMC Public Health found that volunteers consistently report better mental health, higher life satisfaction, and stronger social support networks. These benefits are especially pronounced among regular volunteers and can help reduce the need for NHS services related to mental health and wellbeing.

Residents can also find opportunities online via our Volunteering Hub at <https://volunteeringhub.communityactionmk.org/volunteers/search> which lists a wide range of roles across Milton Keynes. We will be publicising this in your newsletter, it is much appreciated.

On Friday 31st October an updated version of the Charity Governance Code was published. The Code sets out eight universal principles of governance for charities to consider and helps to shape a common view of what good looks like.

Each of the principles describes what you'd expect to see in your charity (with 41 outcomes in total) to show your governance is working well.

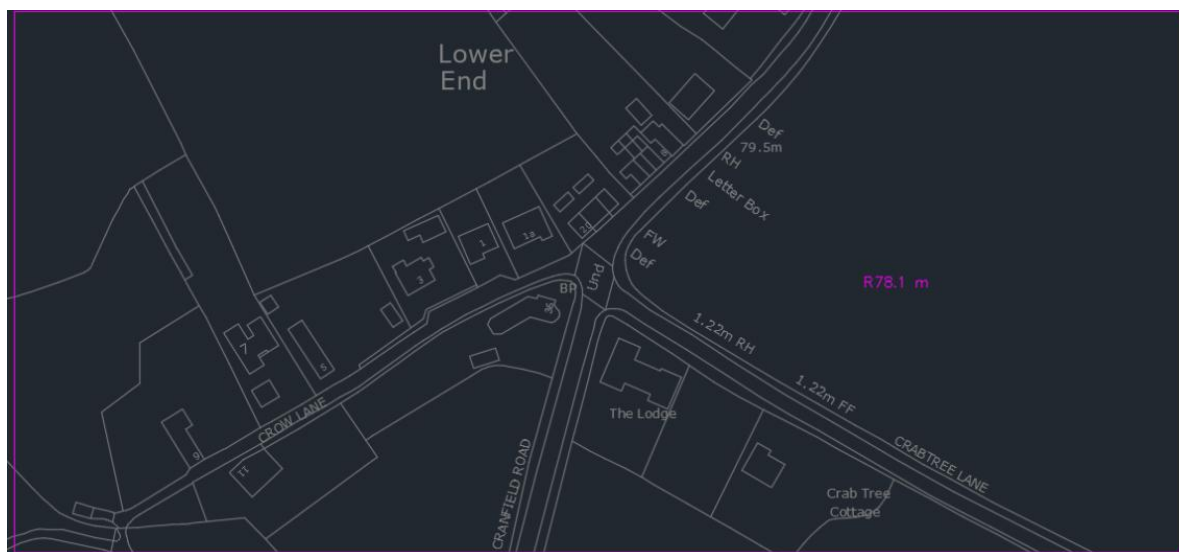
Within the updated version of the code, you will find behaviours, policies, processes and practises and evidence of good governance for each of the principles enabling you to understand how to achieve these.

The code will be available on their website and to download now.

https://www.charitygovernancecode.org/#msdynmkt_trackingcontext=a99704aa-b234-4756-bc26-e36f14dc0100

- **Lower End Road**

Colleagues will recall at the October meeting a resident raised issues of concern relating to Lower End highways matters. For info, MKCC Highways checked for collision data for the last 15 years and there are no reports of any collisions at this location:



- **The resident also raised issues with Central Beds Council who maintain Crabtree Lane at Lower End.** This was regarding the Missing 40MPH Road Signs

Cranfield Road/Crabtree Lane Speed Limit - A00480

Central Beds Council respond as follows ... 'We are currently assessing the matter and further information is currently being collated to assist us. If anything further is required from yourself as the person reporting the issue, one of our engineers will update the report requesting further detail.

Many thanks - Central Bedfordshire Council Highways'

- **Stockwell Lane** was closed for one day for road repairs (31 October) which have been completed. Further repairs scheduled for 20 November.



Cllr David Hopkins

Chairman – Wavendon Parish Council – November 2025

David.hopkins@milton-keynes.gov.uk or via the

Wavendon Parish Council Clerk

clerk@wavendonparishcouncil.gov.uk

Appendix 1 – At a glance Highways responses

Question	Response
Walton Road	Confirmation that the motion detector signs are now working correctly and a date for when the formal consultation will commence on the on the options for this road. An engineer has visited the sign and made some adjustments. MKCC will monitor and review the impact of this sign for a certain period before planning any future consultation. Any public consultation will be publicised to the ward councillors, the parish and to the public.
Menday Gardens	MKCC will do a speed count on this road over the next few weeks to look at existing vehicle travelling speeds. Once this is done, the city council will review whether a speed limit change is required.
Newport Road	Last update from MKCC - We are waiting for the scheduled works date from our contractor Ringway to cover over the 40mph roundel on the road surface. Waiting for a start date for the works to cover over the roundels from Ringway, there have been other permits for this area over the last few weeks and MKCC will have to ensure that any approved permit will not clash with any on an adjacent road
Bus only access to Glebe Farm from Dankworth Way (CCTV)	Highways are getting the camera systems in place council wide and then will progress with getting the enforcement cameras up in this area We are waiting to get our Moving Traffic Offence powers from the Department for Transport which we anticipate will be by the end of this month. Once this is confirmed, we can start looking at site where we can carry out enforcement and install cameras.
Burney Drive speed limit (20 MPH extended) MKCC is waiting to get its Moving Traffic Offence powers from DfT which it anticipates it will receive by the end of this month.	Advised this will only be implemented when the road is fully adopted. We will only implement when the road is fully adopted, and this includes the section up to Eagle Farm Roundabout to Newport Road. Roads are only adopted after the legal process has been completed which can take several years if there are any maintenance or construction issues with the road assets.
Crabtree Lane (Lower End) The resident will need to go to CBC to request that the review the signage here, as the highways authority for that road it is up to them to determine what signage is needed as per the current legislation which is covered under	This was a joint consultation with MKCC & CBC. MKCC completed their work, and CBC changed the national speed restriction sign on Cranfield Road facing Woburn Sands from Salford to 40mph however they have not installed the 40 mph signs facing Cranfield Road along Crabtree Lane. Consequently, any vehicle exiting

<p>Traffic Signs Regulations and General Directions 2016.</p> <p>All highways' authorities follow the regulations as per the TSRGD so CBC will have to do the same in their area.</p>	<p>Crabtree Lane can legally travel at the national speed limit along Cranfield Road and Lower End Road when the limit should be 40 mph</p> <p>There are no reports of collisions at this location.</p>
<p>Lower End Road / Ambridge Lane</p>	<p>Residents have raised safety concerns and issues with landscaping. Clerk confirmed that he has asked MKCC (Highways) for a safety audit to be completed and has reported the landscaping issues with MKCC. A road safety assessment has been done. We will review any findings, and should there be any measures required, these will be done in a road safety scheme in the next financial year. Schemes will be published in spring 2026 on the MKCC website</p>
<p>Burney Drive junction with Wafandun Lane and Light controlled crossing</p>	<p>Residents have asked if a raised table could form part of the planned light-controlled crossing to be installed on Burney Drive (Eagle Farm South) close to the junction with Wafandun Lane close to St Marys CoE Primary School. They cite the example on Burney Drive close to Glebe Farm School. The Zebra crossing at Glebe Farm school was constructed following a road safety assessment and vulnerable road user assessment.</p> <p>In these assessments there was no requirement for a raised table so one will not be added. The developer will need to connect the power supply to finish the works on the Zebra crossing.</p>
<p>Road Safety Officer role</p>	<p>Following the resignation of the new RSO last month, we are aiming to advertise the post again shortly. Please note that this role is primarily to educate and engage with schools/parishes/other road safety stakeholders. If there are concerns about speeding, road layouts or other road safety concerns, these should be reported to MKCC so the Traffic and Transport team can review.</p>
<p>Elmswell Road (Lorry parking in lay byes)</p>	<p>Desperate need for formalised HGV parking in the city and as such the MK2050 plans are available to view on the MKCC website and does not contain proposals for a lorry park.</p>
<p>Will Balderstone Road be joined through as a through Road</p>	<p>This is with the developers, and MKCC has no updates on this.</p>