

Cabinet

Monday, 09 November 2015

18:30

Council Chamber

Civic Offices

Councillors MARLAND, O'NEILL, CLIFTON, GIFFORD, LEGG, LONG, MIDDLETON,
and MILES

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CABINET PORTFOLIOS 2014/15

	Portfolio
Councillor Peter Marland (Leader)	
Councillor Hannah O'Neill (Deputy Leader)	Housing and Regeneration
Councillor Robert Middleton	Resources and Commercialism
Councillor Matt Clifton	Economic Growth and Inward Investment
Councillor Mick Legg	Public Realm
Councillor Liz Gifford	Community Services
Councillor Nigel Long	Health and Wellbeing
Councillor Norman Miles	Children and School Improvement

A G E N D A

- 1 **Apologies**
Details
- 2 **Cabinet Announcements**
To receive any announcements from the Leader and members of the Cabinet.
- 3 **Draft Minutes - 12 October 2015** 11 - 28
To approve, and the Chair to sign as a correct record, the Minutes of the meeting of the Cabinet held on 12 October 2015
- 4 **Disclosures of Interest**
Councillors to declare any disclosable pecuniary interests, or personal interests (including other pecuniary interests) they may have in the business to be transacted, and officers to declare any interests they may have in any contract to be considered.
- 5 **Deputations and Petitions**
No requests have been received for the Cabinet to receive a deputation at this meeting.

Any further petitions received will be reported at the meeting.
- 6 **Questions from Members of the Public**
To receive questions from residents and electors of the Borough.
- 7 **Councillors' Items**
None received.
- 8 **Councillors' Questions (15 Minutes)**
Councillors to ask questions of the Leader of the Council or a Cabinet Member on issues within their Portfolio.
- 9 **References from Other Bodies**
(a). The following petitions have been referred from the Council meeting of 21 October 2015:
 - (a) Bradville Petition - Membership of Regeneration Planning group
 - (b) Newport Pagnell Petition Mayor – Petition Demanding traffic Calming Measures along Green park Drive Newport Pagnell to enable Safe Passage across the road for all pedestrians, young and old.
 - (c) Buszy Petition

(b). The following referral has been received from the Children and Young People Select Committee held on 21 July 2015 29 - 38

(Annex: Report to Children and Young People Select Committee 21 July 2015)

That the Cabinet be recommended to:

(a) Publish, through the Local Economic Assessment and regularly update estimates of the anticipated professional and technical person power needs to 2035 based on current and prospective economic structures;

(b) Organise a biennial workshop involving industry, the public sector and educational providers, to review and integrate the growth development, consequent person power needs and the plans of education and other providers to meet those needs,

(c) Work with all relevant bodies who seek to attract and retain students, visitors and businesses to the city with a view to building on existing initiatives such as the European Capital of Culture, as well as stimulating coordinated investment in a more charismatic and exciting vision which takes into account the opportunities can be offered to students and newly qualified graduates;

(d) Urgently progress discussions with the University of Bedfordshire with a view to ascertaining the extent to which that University's long term commitment to Milton Keynes can be integrated with the city's future vision, having regard to how much larger Milton Keynes is going to become compared with Bedfordshire's other component campuses;

(e) Encourage the Milton Keynes Development Partnership to seek developer interest in student accommodation building to serve UCMK, College, and University Hospital trainees as well as OU residential students;

(f) Work with relevant public and private sector employers in areas of professional and technical staff shortage to explore the option of paying off a proportion of student debt, in exchange for a commitment to work in Milton Keynes for not less than five years in a qualifying position;

(g) Works with other relevant public and private sector employers, to negotiate with local developers to explore the option of reserving a proportion of starter homes for trained staff in areas of professional and technical shortage where it would lend the necessary deposit over a five year period and guarantee a mortgage for the same amount, in exchange for a commitment to work in Milton Keynes for not less than five years in a qualifying position; and

(f) Build on its relationships with Cranfield University and the OU, to seek to involve them as fully as possible in the city's economic development and the physical and human infrastructure that is required to support it.

(c). The following referral has been received from the Health and Adult Social Care Committee held on 6 October 2015

That the Cabinet, when considering its decision in relation to the redesigned Learning Disabilities Services Programme, takes note of the following:

(a) That there is a multiplicity of needs amongst Learning Disability Service users which should be acknowledged and that one size does not fit all;

(b) That the revised Learning Disability Services programme should be used to develop independence for both service users and their carers to whatever level the individual service users / carers are comfortable with;

(c) That the Cabinet interrogates the comparison document thoroughly to ensure that the proposed provision meets the needs of service users;

(d) That service users and their carers need to be involved in the redesign and development of services to ensure that their needs were being met;

(e) That the redesign of Learning Disability Services should be about service improvement for users and not just about saving money;

(f) That each family is different and requirements vary. The Committee recommends the development of Personal Care Plans for both service users and their carers which should be reviewed and updated on a regular basis;

(g) That although the Committee welcomed the use of new technologies to support service users this should not be seen as a replacement for regular face to face contact otherwise there was a danger of isolation and loneliness.

(d) Budget Scrutiny Committee - Autumn Report 39 - 62

To receive the Autumn report of the Budget Scrutiny Committee.

10	A Strategic Review of the Council's Community Asset Transfer Programme and Way Forward for the Future To consider Item 10	63 - 82
11	Adoption of Devolved Powers from the DVLA for the Removal of Untaxed Vehicles To consider Item 11	83 - 86
12	Draft Strategic Development Options Consultation To consider Item 12	87 - 186
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15	A Commercial Proposal for the Council To consider Item 15	241 - 248
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18	Revenue and Capital Budget Monitoring Report - to End of October 2015 To consider Item 18	307 - 316
19	Revisions to Capital Programme and Spend Approvals Report To consider Item 19	317 - 330

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Procurement and Commissioning

To receive the Minutes of the meeting of Procurement and Commissioning held on 1 September 2015

Copy of the Minutes are available at the following link:

[Link to Procurement & Commissioning Minutes 1 September 2015](#)

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c) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/343182/140812_Openness_Guide.pdf

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Minutes of the meeting of the CABINET held on MONDAY 12 OCTOBER 2015 at 6.30 pm

Present: Councillor Marland (Chair),
Councillors Clifton, E Gifford, Legg, Long, Middleton, Miles and O'Neill

Officers: T Hannam (Corporate Director Resources), D Sharkey (Corporate Director - Place), S Joyner (Strategic Director [Adult Social Care and Health Partnerships]), S Gerrard (Interim Service Director [Legal and Democratic Services]), J Reed (Service Director [Housing and Community]), L Ellen (Head of Housing), R Peck (Head of Customer Service), F Robinson (Senior Planning Officer), P Gibson (Housing Policy and Development Officer), M Smith (Housing Finance Manager) and S Muir (Committee Manager).

Also Present: Councillors Bald, Brackenbury, Dransfield, Exon, D Hopkins, Ganatra, Morris and Webb, C Macdonald (CEO of Milton Keynes Development Partnership) and circa 50 Members of the Public.

C50 CABINET ANNOUNCEMENTS

Councillor Marland announced that Councillor Betteley had decided to resign from the Cabinet with effect from 12 October 2015 due to a change in her family circumstances. Clarification of the Cabinet portfolios following this would be announced in due course. Councillor Marland indicated that Councillor Betteley would be resigning as Chair of the Joint Negotiating Committee (Employer's Side) and Councillor Middleton would be nominated as Chair of that Committee.

Councillor Middleton announced that, at the Institute of Revenues, Rating and Valuation (IRRV) Performance Awards 2015 held on 7 October 2015, the Council had won the Gold Award for "Excellence in Innovation" category for ConnectMK, the Council's Digital Engagement Service which was part of Revenues and Benefits Service. Following a successful funding bid to the Local Government Association, the team had developed a programme where 50 "Digital Champions" were trained for free via an online platform and they provide free training to MK citizens to get online.

Councillor O'Neill announced, with reference to RegenerationMK, that following the conclusion of the competitive dialogue procedure and the submission of the final tender, that the Council and Mears Group plc were jointly seeking to finalise the terms of the proposed partnership arrangement. This would enable both parties to make proposals for the Cabinet and Mears Group PLC to enter into a joint venture to deliver a range of activities in accordance with the tender opportunity.

C51

MINUTES

RESOLVED -

That the Minutes of the meeting of the Cabinet held on 12 September 2015, be approved and signed by the Chair as a correct record.

C52

DISCLOSURES OF INTEREST

None Disclosed

C53

QUESTIONS FROM MEMBERS OF THE PUBLIC

- (a) Question from Ms J Faul to Councillor Clifton (Cabinet Member for Growth and Inward Investment)

In response to a question from Miss Jo Faul who asked when would Milton Keynes Council downgrade the A5130 through Woburn Sands and introduce a 7.5 Tonne lorry ban in order to relieve the local community from the excessive noise, intense vibration from passing lorries, damage and environmental degradation, Councillor Clifton (Cabinet Member for Growth and Inward Investment) indicated that the Council had undertaken comprehensive surveys of HGV movements earlier this year, which had looked at the volumes and routing (origin and destination) of all vehicles crossing the railway line through Woburn Sands. The results, which had been presented to local residents illustrated that the volume of HGVs was not excessive, with the largest of HGVs being very low. This was also evident in the information submitted by Ms Faul which showed that HGVs had reduced over the 10 year period (total HGV 2.6% in 2000, 1.2% in 2013).

Councillor Clifton added that when considering re-routing HGVs, it was noted that the majority vehicles had a very local origin or destination, therefore a restriction (ban) based on 'access only' would not necessarily produce a significant reduction. Following the surveys and initial analysis, officer colleagues would interrogate the data in more detail to consider whether more appropriate time restrictions or targeted advisory signage may assist with reducing the impact. Councillor Clifton indicated that the Interim Head of Highways and Transportation was happy to meet with Ms Faul to discuss the helpful detailed secondary analysis she had provided.

Ms Faul asked a supplementary question in respect to a similar weight restriction currently in existence on the A5130 in Broughton village, and asked that the same criteria be applied to Woburn Sands, Councillor Clifton repeated his response and encouraged Ms Faul to meet with the Interim Head of Highways and Transportation to discuss the issues in more detail.

COUNCILLORS' ITEMS

At the request of Councillor Webb, the Cabinet considered the traffic issues at the Premier Academy, Saffron Street, Bletchley, which residents felt were out of control and would only be exacerbated if the school intake numbers increased. Councillor Webb asked whether the Cabinet member for Children and School Improvement, together with the Cabinet member for Public Realm, would look again at the impact of the school against pupil intake and also reassure residents with regard to the growing impact of more traffic and parking on local residents.

Three members of the public spoke in support of Councillor Webb's item.

Councillor Miles (Cabinet member for Children and School Improvement) indicated that The Premier Academy was responsible for its own admissions, not Milton Keynes Council. Councillor Miles summarised the recent history of the changes in 2009 from Eaton Mill Primary School to the Premier Academy, and clarified that there had been no formal agreement with the Local Authority to expand the school, and therefore the school did not qualify for Dedicated Schools Grant funding under the criteria agreed by the Schools Forum.

Councillor Miles added that in respect of the recent planning history of the site, the planning authority had actively sought to resist applications to expand the operations of the school due to concerns over the impact of the proposals on the residential amenity of the neighbouring properties, albeit that one such proposal in respect of the new access was allowed at appeal. Where applications had been allowed, these had not related to any attempt to expand the school and had been suitably controlled through condition.

Councillor Marland (Leader of the Council), indicated his disappointment that the relationship between the Academy and local residents had broken down and undertook that he and Councillor Webb would write to the School and the Chair of Governors outlining the concerns of local residents about the school size, and traffic and parking issues.

Councillor Marland also indicated that the Council's Communication Team be asked to assist in preparing an engagement strategy to resolve the relationship between the school and local residents; Councillor O'Neill would be asked to take forward the traffic and parking issues illustrated in the photographs submitted to the Cabinet, with SaferMK and Thames Valley Police, and Councillor Clifton would be asked to take forward the "Walk to School" campaign and road marking issues, with Councillor Webb being the point of contact for all issues.

COUNCILLOR'S QUESTIONS

- (a) Planning Application 15/01074/OUT (INTU)

The Cabinet received a written question from Councillor P Williams which expressed concerns that, amongst

other things, in granting the planning application by INTU for Outline planning permission with some matters reserved (appearance, landscaping and scale) for the partial demolition and redevelopment of the Boulevard and Oak Court to provide a range of retail, financial, professional and leisure uses together with public realm and highway works, the Council's Development Control Committee meeting on 3 September 2015 had gone against the Central Milton Keynes (CMK) Neighbourhood Plan, which not only had implications for the CMK Plan, but for all other Neighbourhood Plans.

Councillor Legg (Cabinet member for Public Realm) stated that the Council considered that, overall, Neighbourhood Plans formed a valuable addition to the Development Plan and would continue to support parishes and communities who chose to undertake neighbourhood planning. However, every planning application was considered on its own merits by the Development Control Committee which balanced policies against the planning applications. Councillor Legg offered to meet with representatives from CMK Town Council to discuss the INTU application should they so wish and undertook to provide a written response to Councillor P Williams.

Councillor Marland indicated that several planning applications had been received within the CMK Neighbourhood Plan area that had received no objections from the Town Council and in general the Neighbourhood Plan was working very well.

- (b) Councillor D Hopkins referring to the planned growth in Wavendon village by 3,500 dwellings and in Woburn Sands by over 500 dwellings to accommodate future MK levels of growth, and to a major infrastructure issue in relation to the East West rail crossing point in Woburn Sands; and a recent planning appeal decision at Wain Close which had increased the likelihood of a number of other 'smaller' sites coming forward in both communities under the site allocations process.

Councillor D Hopkins also referred to traffic management issues including that the local road infrastructure failed to be addressed and routes such as Walton Road in Wavendon and the Newport Road/Station Road/High Street (A5130) in Wavendon and Woburn Sands saw continued growth in the levels of traffic with the social, environmental and safety issues that resulted.

Councillor D Hopkins asked that Councillor Clifton (Cabinet member Economic Growth and Inward Investment) commissioned an independent, area wide

traffic management study (perhaps jointly with Central Bedfordshire Council) to report within three months, that looked at the current and future impacts of growth and the resulting increases in the levels of traffic, and that would bring forward a series of practical suggestions to address these issues.

Councillor Clifton indicated that an assessment of the impact of the proposed growth would be undertaken as part of the Local Transport Plan and Plan:MK next year. Before then, should planning applications be submitted, the applicants would need to demonstrate that the transport impacts of their proposals were properly assessed. If a number of applications were made in a location this could present the Council with an opportunity to consider the wider transport implications.

Councillor Clifton also indicated that a new post was being created in the Transport Team to build on the work undertaken on the A421 Pinchpoint scheme and to co-ordinate Highways, Transport and Planning considerations to ensure better joined-up decision making.

Councillor D Hopkins, as a supplementary question, indicated that the infrastructure had not changed for 20 or 30 years despite the increased growth in the area, without consideration of any future levels of growth.

Councillor Marland (Leader) indicated that he had discussed the issue of East / West Rail Link at Woburn Sands, including the ability to accommodate up to 11 trains or more an hour at the crossing point at Woburn Sands, how this would be funded and the impact on residents of Woburn Sands, with Lord Adonis (Chair of National Infrastructure Commission) at a recent meeting of the Local Government Association Resources Board and offered to write a joint letter with Councillor D Hopkins to Lord Adonis and invite him to look at the East /West Rail link and its impact on Milton Keynes.

- (c) Councillor Morris asked Councillor O'Neill, Cabinet member for Housing and Regeneration, when the Homes in Multiple Occupation report would be considered by the Cabinet.

Councillor O'Neill indicated that the draft report would be discussed at the next Housing cross party working meeting, before it was considered by the Cabinet.

Councillor Morris indicated that she was happy to work with the Cabinet on this but would need a deadline to work to.

C56

LAKES ESTATE NEIGHBOURHOOD PLAN 2015-26

The Cabinet considered recommending to Council that Council 'made' the Lakes Estate Neighbourhood Plan 2015-2026 following the referendum held on 17 September 2015.

It was reported that the referendum had returned a majority 'yes' to the question, "do you want Milton Keynes Council to use the neighbourhood plan for the Lakes Estate Area to help it decide planning applications in the neighbourhood area?" and given the 'yes' vote, the Council was now obliged to 'make' the plan.

Councillor Legg, responsible Cabinet member for Public Realm, referring to the substantial majority in favour of adopting the Plan, thanked Councillor Webb, Chair of the Steering group and all involved for their work in producing the Lakes Estate Neighbourhood Plan.

RESOLVED -

1. That the Cabinet recommends that the Council 'makes' the Lakes Estate Neighbourhood Plan 2015-2026 pursuant to the provisions of Section 38(A)(4) of the Planning and Compulsory Purchase Act 2004; and
2. That, subject to the Council's agreement to the making of the Neighbourhood Plan:
 - (a) the decision document (at Annex A to the report) and the Lakes Estate Neighbourhood Plan (at Annex B) be published on the Council's website and in other manners, to bring them to the attention of people who live, work or carry out business in the neighbourhood area; and
 - (b) that the decision document and details on how to view the plan be sent to the qualifying body (Bletchley and Fenny Stratford Town Council) and any person who asks to be notified of the decision; and,
3. That Bletchley and Fenny Stratford Town Council and the Lakes Estate Regeneration Steering Group are congratulated on the successful outcome of the referendum.

C57

DOMICILIARY CARE SERVICES HOME CARE PROVISION - OPTIONS FOR THE FUTURE

The Cabinet received an announcement from Councillor Long in respect of the item being deferred.

RESOLVED -

That consideration of the Domiciliary Care Services Home Care Provision – Options for the future be deferred to a later meeting of the Cabinet.

MILTON KEYNES DEVELOPMENT PARTNERSHIP QUARTERLY UPDATE

The Cabinet considered the Milton Keynes Development Partnership's October 2014 quarterly update which set out progress achieved on the Milton Keynes Development Partnership's Business Plan and the forecast revenue and capital position for 2015/16 to 2019/20.

The Cabinet noted that the Partnership had to date, exchanged on 8 transactions, had instructed lawyers, and was progressing contracts on a further 12 transactions and was actively negotiating an additional 9 land deals.

It was also reported that the Development Partnership's potential capital receipts from land transactions currently exchanged or where solicitors had been instructed, was over £20m and that the Partnership remained confident of achieving its financial targets for 2018/19.

Councillor Middleton, the responsible Cabinet member, indicated the key transactions that included:

- Granting of a long leasehold to Honda F1 Power; a scheme that would generate circa 65 jobs; and
- Exploring options to encourage the development of grade A office development in Central Milton Keynes (CMK) and seeking to establish a vision for some of the key strategic sites in the Partnership's portfolio including land around the shopping centre, B4, Station Square and the balance of land in Campbell Park.

Councillor Middleton added that strategic development advice continued to be provided to the Council on request, with negotiations concluding on key transactions including the Western Expansion Area, the YMCA and the Agora Shopping Centre.

Councillor Marland (Leader of the Council) indicated that in respect of a current issue about the Buszy, which was situated on land owned by the Partnership and leased to "Make a Difference" as a community facility, the lease arrangements were a matter for those two organisations. In the event that Make a Difference and the Partnership did not reach an agreement about the lease, then the Council was willing to consider transitional funding and help to find alternative accommodation for "Make a Difference" subject to Council protocols, procedures and available budget.

Councillor Marland also indicated that with reference to the development of sites in Milton Keynes, MKDP was a wholly owned subsidiary of the Council with an independent Board and Chair and the sites it chose to include in consultations or to promote were selected on a commercial basis and it was not for the Cabinet to decide.

The Cabinet heard from two members of the public during consideration of the recommendations.

RESOLVED -

1. That the progress against the Business Plan be noted.
2. That the forecast revenue and capital position from 2015/16 to 2019/20 be noted.
3. That Milton Keynes Development Partnership's intention to meet its interest and MK tariff risk share reserve requirements to 2018 and beyond be noted.

C59

UNIVERSAL CREDIT - DELIVERY PARTNERSHIP AGREEMENT

The Cabinet considered signing the Delivery Partnership Agreement for Universal Credit (UC) which outlined the main requirements that the Council was expected to deliver, namely:

- Supporting on-line access
- Personal Budgeting Support
- Support for the UC Service Centre for rent / housing costs queries.

It was noted that Universal Credit was the new Department for Work and Pensions (DWP) benefit for those of working age, which replaced six existing benefits. It was also noted that there was no statutory requirement for Milton Keynes Council to help support the delivery of UC but it was in its residents, and its own interests, to do so.

It was also noted that funding of £33,798 would be provided by the DWP (covering the period 16 November 2015 to 31 March 2016) to cover the resources required to provide the support outlined in the Agreement.

The Cabinet considered the alternative options of either doing nothing, which was not recommended as claimants for UC who needed support could suffer a loss in benefits, increased deprivation, greater potential for homelessness and indebtedness and the Council would be at risk of increased Rent and Council Tax arrears as payments would not be passed direct to landlords, but to the claimant.

The option to do the minimum was also not recommended as it would provide a disjointed and unplanned service with a fragmented response to residents which was anticipated would impact heavily on claimants and their families.

Councillor Middleton, Cabinet member for Resources and Commercialism, indicated that the option to agree and sign the Agreement would allow the Council to continue to build on the work undertaken from the cross cutting Universal Credit / Welfare Reform Project to prepare residents, stakeholders and staff for UC, and assist them in managing the impacts of the wider welfare reforms, whilst recognising that it was doing so within the confines of the existing budget pressures. Councillor Middleton also indicated that thought would need to be given as to how any comments and

feedback about UC would be reported back to Government, as there was currently no mechanism for this.

Councillor Middleton also commented that in Pilot schemes, there had been a significant drop in rent payment rates when tenants first migrated to direct payment. Payment rates then improved dramatically over time. There were also potential issues around the lack of financial and computer literacy of claimants which presented the Council and the voluntary and third party sector with a challenge to provide support for residents.

Councillor Long (Cabinet member for Health and Wellbeing) indicated that in addition to assistance with computer technology, advice would also need to be targeted at those with disabilities through organisations such as Mencap, Mind and Milton Keynes Centre for Integrated Living. Councillor Long also indicated that the voluntary sector would be key in assisting with independent advice and support to residents.

Councillor O'Neill (Cabinet member for Housing and Regeneration) reinforced Councillor Middleton's comments with reference to rent collection, and emphasized that the Housing Revenue Account (HRA) was heavily reliant on rent collection and residents needed support in understanding that payment of rent was a priority.

The Cabinet heard from Councillor Bald who, whilst indicating her support for the recommendations in the report, indicated that the Credit Union should also be included in the organisations to be involved and that the proposals should not be put at risk by future decisions such as providing Shared Services with other Councils, which could impact.

The Cabinet also heard from Councillor Morris who indicated her support for the recommendations.

Councillor Marland (Leader) summarised that the recommendations supported the Administration's overarching policy objective of delivering a Cooperative Council and how the delivery of the services with partners could be improved against a rapidly deteriorating financial position. Councillor Marland also recognised the issues with regard to the anticipated impact on collection of rents by both the Council and private landlords.

RESOLVED -

1. That the timescales for Universal Credit and the requirements of the Delivery Partnership Agreement be noted.
2. That it be agreed that the Council signed up to the terms of the Delivery Partnership Agreement and the authority to sign the Delivery Partnership Agreement be delegated to the Director of Strategy, both in terms of the current and future Delivery Partnership Agreements.
3. That the working arrangements of the Council's cross cutting Universal Credit Project, to support the safe landing of Universal Credit in Milton Keynes, be noted.

4. That the historical reduction in Government funding associated with the provision of Housing Benefit, and the funding pressure that this created, be noted.
5. That the risks associated with Universal Credit for the Council be noted.

C60

A COMMERCIAL PROPOSAL FOR MILTON KEYNES COUNCIL - SHARED SERVICES

The Cabinet considered a commercial proposal to share services with other councils as part of its requirement to make financial savings of £59m by 2019/20, which included reducing the cost of support services by around 40%, as set out in the Medium Term Financial Strategy.

It was reported that initial discussions with the Local Government Shared Service (LGSS), which was a Joint Committee arrangement between Northamptonshire County Council and Cambridgeshire County Council, had indicated there was likely to be both financial and service related benefits to Milton Keynes in joining LGSS.

In order to progress the possibility of sharing services, authority was required to develop an outline business case for becoming a partner in LGSS and thereby be able to influence the leadership, management and direction of travel for LGSS.

The Cabinet considered the alternative options which included doing nothing, but noted that the required financial savings would need to be achieved from remodelling services in house or through a contractual arrangement. This would potentially create greater risks to services and limit the options.

The option to contract out services would give less flexibility in respect of service delivery as the Council's requirements changed and would be determined by the terms of the contract.

It was reported that an alternative shared service model had been considered but it had not been possible to identify an alternative partner with the appetite to progress a model quickly; and setting up a new model would also take longer than integrating with an existing arrangement.

Councillor Middleton, Cabinet member for Resources and Commercialism, indicated that the Council was under significant pressure to protect and improve services, whilst receiving diminishing resources, and exploring an outline business case for a shared service option with neighbouring Local Authorities was one way of achieving this. Councillor Middleton considered it important to ensure that it had sufficient standing in the new arrangement to shape and develop proposals to achieve the expected benefits whilst safeguarding the quality of current services. The business case would seek the best outcome for Milton Keynes and authority was being sought for officer colleagues to develop this and bring back to Cabinet in January 2016 for further consideration.

Councillor Marland clarified that by Milton Keynes Council joining LGSS, it improved the offer of services that LGSS was trying to achieve to other Councils. However, this Council would have to be completely satisfied that the delivery of services locally would not be adversely affected and be reassured that guarantees around services would be met by LGSS before any further decisions were made.

The Cabinet heard from Councillor Brackenbury who supported the recommendations and requested that a GAP analysis between the services the Council currently offered and the services that would be part of the shared entity, identifying where the Council services exceeded those offered by the shared entity, be undertaken. Councillor Brackenbury also suggested that it was important to clarify whether, when services offered by the shared entity fell short of the level of service offered by the Council, whether the Council would be expected to go to the standard model. Councillor Brackenbury added that he would also like clarification of the influence the Council would have by being on the Board and what the exit strategy would include and asked that these points be included in the outline business case.

The Cabinet heard from Councillor Bald who also supported the recommendations, and the comments from Councillor Brackenbury, and also requested that it be an operational led initiative with finance support and listed some of the services that she would like to see included and safeguarded.

Councillor Morris also supported the recommendations, but sought assurance that Joint Negotiating Committee (JNC) would be made aware of the potential impact on staff and that the Unions had been made aware.

Councillor Marland clarified that all members of staff had the opportunity to attend briefing sessions from the Corporate Management Team and also that it was anticipated that employees of the lead Council in a shared service model would remain employed by that Council.

Councillor Middleton summarised that he had noted the comments from all of the political groups and very much wanted to work on a cross party approach and wished to ensure that all views and safeguards, including a GAP analysis, were included in developing the business case. Councillor Middleton also noted that it was important the JNC, all staff and Unions be up to date with progress.

Councillor Marland summarised that the Council had first-hand experience of different models of delivering services and recognised the importance of including reviews of progress and an exit strategy in the terms that were negotiated.

RESOLVED –

1. That the development of an outline business case for an equity partnership in LGSS (the Shared Service operated by

Northamptonshire and Cambridgeshire County Councils) be approved.

2. That the first step activities be authorised, namely devising an outline business case.
3. Councillor comments be noted and included as appropriate in the outline business case.

C61

REVENUE AND CAPITAL BUDGET MONITORING REPORT - TO END OF SEPTEMBER 2015

The Cabinet considered the Revenue and Capital Budget Monitoring Report to the end of September 2015 (Period 6).

It was reported that the forecast outturn position was an estimated overspend of £1.548m, after use of £3.656m of one off resources which was decrease in the overspend of £0.402m since Period 5. The Dedicated Schools Grant was reporting a forecast underspend of £0.133m and the Housing Revenue Account was reporting a £nil forecast position.

The Cabinet noted that there were spend approvals of £144.873m on the Capital Programme which was forecasting an outturn of £130.535m, an overall variation of (£14.338m) against the latest spend approval. The figure included forecast re-phasing of £14.934m which brought the position to a net overspend of £0.596m at the end of Period 6.

With regard to the treasury activity which was summarised in the report, the Cabinet considered a change to the Minimum Revenue Provision Policy, the effect of which would mean instead of adopting to 'repay the principal' for pre 2008 debt on a 4% reducing balance basis, provision would be on a 2% straight line method .

It was further reported that the total establishment at the end of September 2014 was 2,034.84 Full Time Equivalent posts (FTE), a decrease of 28.41 FTE since June 2015 which was largely due to a data cleansing exercise undertaken by HR over the last three months where duplicated posts and vacant posts had been deleted.

It was also reported that Milton Keynes Service Partnership (MKSP) had reported a nil position and Milton Keynes Service Partnership (MKDP) was reporting a forecast underspend of (£0.117m) at the end of Period 6.

Councillor Middleton, the responsible Cabinet member for Resources and Commercialism, reported that the he had informed the Chief Executive of his disappointment in the overspends. However, he recognised that the overspend in the Children's Social Care Budget was largely due to the increase in Unaccompanied Asylum Children for which the Council had a duty of care. Councillor Middleton added that work was being carried out to improve the budget position for Home to School Transport which was adversely affected by transport of vulnerable children in temporary accommodation out of area, and that Homelessness issues had also had a significant impact on the budget. Councillor Middleton also

recommended that the Audit Committee be asked to examine the overspend on the A421 Pinch Point project.

Councillor Long, whilst supporting the recommendations, referred to the potential redesign on Adult Social Care Services that included reducing the reliance on Agency staff to help address the budget pressures and also to improve services.

Councillor Miles, Cabinet member for Children and School Improvement, whilst supporting the recommendations, noted that the Budget Scrutiny Committee had considered the 'Home to School Transport Service' on 24 September 2015 and that the Committee's Planning Group was mandated to raise the Committee's concerns with the Cabinet about the costs of the Home to School Transport Service as part of the budget setting process.

Councillor Marland, whilst supporting the recommendations, commented that Transportation Services were due to be brought back in house in due course which would allow opportunities to address public transport budget issues.

Councillor Bald asked for a written explanation of the forecast overspend position of £1.548m, and of how much of the drawdown of reserves related to a recurring spend year on year. She also asked with reference to the Asbestos contract, for a written estimate of the loss of profit and the provision in the reserves to cover this.

The Cabinet also heard from Councillor Brackenbury, Chair of Budget Scrutiny Committee during consideration of the recommendations

RESOLVED -

1. That the forecast outturn position of £1.548m, and the management actions currently underway to mitigate this position, be noted.
2. That the forecast outturn for the 2015/16 Capital Programme, and the management actions underway to address the overspend on the A421 scheme, be noted.
3. That the change to the Minimum Revenue Provision Policy for pre-2008 debt as set out in Annex Ai and note the treasury activity in the first six months of the year (Annex A) be approved
4. That the amount written off during the first six months of the year be noted
5. That the historic write-off beyond statute of limitations be approved
6. That the overall debt position for the Council be noted.
7. That the forecast outturn position for the Milton Keynes Service Partnership and Milton Keynes Development Partnership be noted.
8. That the movement in the establishment in year be noted.

9. That the Audit Committee be asked to carry out an investigation on the A421 Pinch Point Project.

C62

REVISIONS TO CAPITAL PROGRAMME AND SPEND APPROVALS REPORT

The Cabinet considered the Revisions to the Capital Programme and Spend Approvals which requested spend approval for schemes in the 2015/16 Capital Programme and made amendments to existing schemes within the Programme.

It was reported that approval was being sought to amend the resource allocation and spend approval by realigning the Transport Programme to reduce resource allocation by £1.67m in 2015/16 to create a provision for the potential overspend on the A421 Pinch Point project.

Councillor Middleton indicated that the programme of the various schemes in the Capital Programme had been scrutinised closely with senior officer colleagues. Councillor Middleton also listed the new schemes in the programme which included improving accessibility at the Longrigg Outdoor Residential Centre for children and young people with learning difficulties and disabilities and upgrades to electrical street furniture. A suggestion to use reflective signage was also being considered and costed proposals would be brought to Cabinet in due course.

The Cabinet heard from Councillor Dransfield in connection with the amount allocated to the Shenley Leisure Centre New Sports Hall project that was scheduled to be considered by Procurement and Commissioning the following week.

Councillor Middleton, responsible Cabinet member for Resources and Commercialism, indicated in response to a request from Councillor Bald, that a written explanation to all Councillors in respect of a breakdown of the amount of £843k Smarter Choices Single Capital Pot Grant and how this would be re-phased would be provided.

The Cabinet also heard from a member of the public during consideration of this item.

RESOLVED -

1. That the additions to resource allocation and spend approvals for the 2015/16 Capital Programme be approved.
2. That the amended resource allocation and spend approvals for the 2015/16 Capital Programme be approved.
3. That the funding position for the 2015/16 Capital Programme be noted.
4. That the current position of the 2015/16 Tariff Programme be noted.

INCREASING THE SUPPLY OF PROPERTY FOR HOMELESS HOUSEHOLDS

The Cabinet considered increasing the supply of property for homeless households to meet the Council's statutory duty to provide accommodation to households that it accepted as statutory homeless and that had no immediate settled housing.

It was reported that homelessness in Milton Keynes was growing and a key feature of this was the lack of supply. The report included information on the schemes currently being investigated and sought endorsement to the idea of setting up a cross-party working group to share ideas and agree solutions that would potentially increase the supply of accommodation for homeless households.

It was also reported that failure to respond to the homelessness crisis would result in continued high spending on Bed and Breakfast accommodation, which increased pressures on Temporary Accommodation, Housing Benefit Subsidy, and Home to School Transport budgets. These pressures, together with savings anticipated from measures that had been implemented and were imminent, had been included in the Medium Term Financial Plan for 2016/17 to 2019/20.

Councillor O'Neill, Cabinet member for Housing and Regeneration summarised that homelessness was a problem nationally but the situation in Milton Keynes was exacerbated by the fast growing population. Councillor O'Neill also indicated that a range of solutions was required to be adopted to deal with the differing needs of the range of categories of homeless people, and the differing possibilities to help in different parts of the housing market.

The Cabinet considered that the option to do nothing was not viable as there was insufficient alternative permanent and temporary accommodation available locally, and the Council would have to continue to place homeless households in unsatisfactory and disruptive environments which were expensive and largely out of area, with an increasing cost to the General Fund.

The Cabinet recognised that an increase in the supply of property for homeless households and agree of shared solutions require political cross-party support. The Cabinet also recognised that not all schemes could or would come to fruition. Nevertheless, various schemes provided a good platform for increasing the supply of accommodation for homeless households.

The Cabinet heard from Councillors Brackenbury and Morris during consideration of the recommendations.

RESOLVED:

1. That a cross party approach be enabled to finding further solutions that will increase the supply of properties for homeless households;
2. That a cross-party working group be set up to establish and agree shared solutions.

C64

CHOICE BASED LETTINGS - NEXT STEPS

Further to Minute C40 of the meeting held on 14 September 2015, the Cabinet gave further consideration to the actions to the recommendations of the Housing Allocations Scheme Task and Finish Group in respect of the introduction of 'Choice Based Lettings'.

It was reported that the Task and Finish Group had considered the current arrangements for letting properties; identified key differences to Choice Based Lettings, and set out what was required to introduce a Choice Based Lettings Scheme and the timeframe for doing so.

Councillor O'Neill explained that Choice Based lettings allowed applicants to only bid or apply for any home to which they were matched (e.g. a single person would not be eligible for a three-bedroom house). The successful bidder was the one with the highest priority under the scheme. As part of the scheme, the local authority provided feedback that helped applicants to assess their chances of success in making 'bids'.

The Cabinet considered that the preferred option to carry out an evaluation of all schemes that included Choice Based Lettings should be progressed and a report on proposals for consultation and implementation be brought to the Cabinet meeting scheduled for December 2015.

RESOLVED:

1. That officers be requested to investigate a Choice Based Lettings system and the implications of its introduction
2. That a further report be brought to Cabinet in December 2015 to authorise consulting on proposals with a view to implementing a new scheme in March 2016.

C65

PROCUREMENT AND COMMISSIONING

RESOLVED -

That the Minutes of the meetings of Procurement and Commissioning held on 18 August 2015 be received.

C66

EXCLUSION OF THE PUBLIC AND PRESS

That the public and press be excluded from the meeting by virtue of Paragraph 3 (Information relating to the Financial or Business Affairs of the Authority) of Part I of Schedule 12A of the Local Government Act 1972, in order that the meeting may consider the following the Annex to the Investment Property Fund for Temporary Accommodation.

C67

INVESTMENT PROPERTY FUND FOR TEMPORARY ACCOMMODATION

The Cabinet considered recommending to Council that it invested in a property fund for temporary accommodation in order to assist the Council discharge its duty to provide temporary accommodation to households that it accepted as statutory homeless and that had no immediate settled housing.

It was reported that providing temporary accommodation had cost the Council £979k in the previous year, and due to an increase in demand was forecast to cost an estimated £1.6m in 2015/16. One of the options to try and address the homeless situation was to invest £5m in Real Lettings Property Fund which would be match funded by £5m from Big Society Capital to purchase a portfolio of up to 70 flats on the Milton Keynes open market. It was anticipated that the scheme would result in a net saving to the Council of up to £3m in bed and breakfast accommodation costs and the investment would provide a financial return to the Council which would largely offset the cost of borrowing.

The Cabinet considered the alternative options which included 'doing nothing', but this was disregarded as there was insufficient alternative temporary accommodation available locally and the Council would have to continue to place homeless households in expensive, unsatisfactory and disruptive environments which were largely out of area bed and breakfast accommodation with an increasing cost to the general fund and it would also ignore a low-risk investment opportunity to reduce bed and breakfast accommodation costs.

Another option, to purchase Properties for Temporary Accommodation on the Open Market, would require the Council to invest at least £10m for the purchase of up to 70 properties. Such a purchase programme would take time and the Council would bear the risk on its investment.

The recommended option to Invest in a Real Lettings Property Fund managed by Resonance UK, which was a social investment company, would provide a speedier delivery of up to 70 properties over 18 months to address the urgent need for temporary accommodation for homeless households, and reduce reliance on expensive bed and breakfast accommodation, and be a low-risk investment for the Council.

The Council's investment would be initially for 5 years after which Council would then have an option to extend its investment for 2 years, withdraw, or buy out the match funder. The Real Lettings Fund was open to other local authorities outside of London and the rate of return would be linked to the overall performance of the fund. The Council's equity would also be a proportion of the overall fund, not the assets which were in Milton Keynes

Councillor O'Neill, Cabinet member for Housing and Regeneration, indicated that in addition to supplying much needed accommodation, the option being considered with Resonance UK would, once a placement fee of £3000 was paid by the Council, provide a comprehensive support package to help each family set up and manage its tenancy and move onto permanent housing. The option would, in addition to proving temporary accommodation, assist in reducing the costs of Home to School Transport.

Councillor Marland indicated that the cause of homelessness was in part a lack of skills to get paid work, and the value added by this

proposal was that families would be supported into work. Councillor Marland added that this was one of many solutions to the homelessness problems which provided a sustainable outcome.

The Cabinet heard from Councillors Bald, Brackenbury and Ganatra during consideration of the item.

RESOLVED –

1. That the Council be recommended to:
 - (a) approve prudential borrowing of £5m to fund a £5m investment in the Real Lettings Property Fund,
 - (b) approve an addition to the 2015/16 Capital Programme Resource Allocation and Spend Approval of £5m; and
 - (c) amend the Treasury Management Strategy by inclusion of joint property investments within the class of permitted investments.
2. That, subject to the Council approving the additional expenditure, the Corporate Director of Place be authorised, in consultation with the Corporate Director of Resources, to agree the detailed terms of investment and complete the agreement with Resonance UK (the Real Lettings Property Fund Manager).

THE CHAIR CLOSED THE MEETING AT 9.21 PM

MILTON KEYNES COUNCIL
CHILDREN & YOUNG PEOPLE SELECT COMMITTEE
21 JULY 2015
POST -16 OPTIONS FOR CONTINUED LEARNING IN MILTON KEYNES
REPORT & RECOMMENDATIONS

Recommendations are in paragraph 22

INTRODUCTION

1 A meeting of the Select Committee was held on Tuesday 21 July 2015 to discuss the options available to young people in Milton Keynes who wished to continue their learning beyond the age of 16 through apprenticeships, or into professional areas related to teaching and medicine. Those present were joined by a representative of the Youth Cabinet for the discussion.

2 The Committee heard from Lindsey Styles, Director of the Chief Executive's Office at Milton Keynes College, Professor Mary Malcolm and Dr Paul Sant, Deputy Vice-Chancellor (Academic) and Associate Dean (UCMK) respectively of the University of Bedfordshire, and Mr Andy Squires Director of the Denbigh Teaching School Alliance. Representatives of the University Hospital Initiative were unable to attend but sent a presentation. The specific questions speakers were asked to address were as follows:

1. How can we best guide local pupil choices at age 16 so that they don't enter courses that might not be of real value - for example, are there higher level technician qualifications that may be a better career investment than a generalist university course?
2. How can we make Milton Keynes more attractive to people from elsewhere looking for courses of study?
3. What can we do to improve MK's acute shortage of teachers and medical practitioners (especially GPs) in the knowledge that locally trained people are more likely to seek their first training contracts / jobs in the area where they have trained?
4. What are your longer term development plans in Milton Keynes?
5. Is there anything that speakers feel the Council can do - or stop doing - that will help your current activities or forward planning?

MILTON KEYNES COLLEGE

3 Established in 1984, the College – based in Bletchley, Leadenhall and Central Milton Keynes - provides education to learners at all levels except postgraduate. The curriculum comprises courses for 14 to 16 year olds and a broad range of qualifications with over 3,000 16 to 18 year old full-time students studying A-Levels, vocational courses and apprenticeships. In the current year a further 20,000 students are attending further and higher education courses for professional and development training, or on offender learning courses. In addition to campus-based learning, there are Skills for Life qualifications and employability programmes providing for 3,000 students in local community learning centres. With more than 1,100 members of staff, the College is also one of the largest employers in Milton Keynes.

4 A level courses are offered in the following pathways: Legal, Social Sciences, Criminology. Business, and the Literary Professions. Alternative access courses to Higher Education are offered in Business Studies, Health Sciences, Social Sciences and Teacher Education. Apprenticeship programmes (*see also paragraph 6 below*) are available in Accounting, Barbering, Business & Administration, Trowel Occupations, Wood Occupations, Children & Young People, Customer Service, Electrical Installation, Engineering Industries, Health & Social Care, Hospitality & Catering, Logistics, Software Web & Telecoms, Teaching & Learning, Team Leading & Management, Vehicle Maintenance & Repair and Warehousing & Storage.

5 At the higher education level the College offers a foundation degree in Psychology & Criminal Behaviour which is validated by the University of Bedfordshire; HNDs in Computing & Systems Development, Electrical & Electronic Engineering, Graphic Design, Mechanical Engineering, Photography, Public Services and Sport; and HNCs in Computing & Systems Development, Electrical & Electronic Engineering, and Mechanical Engineering. A 2 year part-time course leading to a PGCE – also validated by Bedfordshire - provides core professional training in teaching for students who would like to work in the area of Life Long Learning.

6 The College was aware of the results from the 2014 Milton Keynes Business Survey which highlighted a number of skills shortages within the borough, as follows:

- 20% of firms reported difficulties filling vacancies in associate professional and technical occupations and 19% in skilled trades occupations.
- 32% reported that the main cause of hard to fill vacancies was the low number of applicants with the required specific skills.
- 21% pointed to a general lack of skills in the available workforce and 20% to the poor quality of applicants generally.
- 23% of all organisations have skills gaps in their existing workforce rising to 34% in the construction sector.

- While 75% of organisations were aware of the government sponsored apprenticeship programme only 12 % currently employed apprenticeships (rising to 39% among firms with over 50 employees) although 26 % would consider doing so
- 35% of those currently employing, or prepared to consider employing, apprentices saw it as an opportunity to train an individual to their firms' specific needs.
- conversely 21% of those not employing apprentices, and / or not prepared to consider doing so, believed that they would not have the necessary skills or could not find suitable candidates.

7 For reasons such as these the College's apprenticeship programmes are deliberately tailored to meet an individual employer's specific needs. This is to ensure that apprentices gain the right skills to meet the requirements of an organisation and to offer a solution to succession planning, company growth and future skills development. Connecting education and industry in this way is an essential part of the College's commitment to develop employability skills for all its students. It aims to engage with businesses much earlier, so they can meet future employees as soon as they start their studies and take a leading role in helping to provide them with the skills that they will need.

UNIVERSITY OF BEDFORDSHIRE (UCMK)

8 The University of Bedfordshire has over 24,000 students attending campuses in Bedford, Luton, Aylesbury and Milton Keynes (UCMK based in Saxon Court). It has a highly successful international recruitment programme and excellent graduate employment rates. 20,000 days per year of formal engagement are scheduled with local employers and organisations across its four campuses. Bedfordshire offers foundation, undergraduate and postgraduate degrees through full time, part time and distance learning. At UCMK in particular it offers foundation degrees in Business Management, Early Years Studies, Graphic Design and Sport Science. Undergraduate degrees are offered in Applied Early Years Studies, Applied Education Studies, Computer Systems Engineering, Data Science, Electronic Engineering, Telecommunications & Network Engineering and Psychology & Criminal Behaviour. Masters' degrees are available in Electronic Engineering, Embedded Systems Engineering, Logistics & Supply Chain Management and Telecommunications Management.

9 Bedfordshire also offers a number of routes into teaching including both conventional BA and PGCE courses, School Direct (with 8 secondary and 2 primary schools (but none in Milton Keynes) and an Assessment Only (AO) route providing a pathway for those who have considerable experience working in schools and/or educational settings, but who do not possess Qualified Teacher Status (QTS). Similarly the University offers pre-registration courses in Nursing and Midwifery and a number of post-registration healthcare courses.

10 Dr Paul Sant has been seconded from the University's Institute of Research into Applicable Computing to run UCMK on a day to day basis. There he is particularly concerned with MK:Smart, where he is the Activity Leader for Enterprise. Additionally UCMK hosts the MK Data Hub, the key component that will curate all data in MK:Smart.

11 The most recent graduate market statistics for England (January – March 2015) show that the employment rate for working age graduates (87.5%) is the highest since the last quarter of 2007. Non-graduate employment rates have also almost recovered to pre-recession rates. Conversely postgraduate employment rates – although improving – have recovered less well. Graduate earnings have decreased from *circa* 55% to 45% higher than non-graduate earnings between 2006 and 2015. The postgraduate earnings premium over graduate has remained stable over the same period at around 20%.

12 UCMK and Bedfordshire are particularly attuned to the balance between national graduate needs and individual graduate aspirations. As at 2010 (the most recent data) the percentage of graduates within occupations with the largest projected share of new jobs in the UK economy was – up to 2020:

- Managers and senior officials 46%
- Professional occupations 81%
- Associate professional and technical 54%
- Caring, leisure and other services 20%

DENBIGH TEACHING SCHOOL ALLIANCE

13 The Denbigh Teaching School Alliance was formed in 2011 as part of the first wave of National Teaching Schools. The Alliance provides high quality staff development and school support across all subject areas and at every level of experience, from support staff to Initial Teacher Training, through to Senior Leadership Level. In September 2014 the Enigma Maths Hub was launched to develop teaching and learning in maths across both Milton Keynes and the wider region. To improve teacher training provision within Milton Keynes, the Tommy Flowers SCITT (School-centred initial teacher training) has been developed and will accept its first cohort of trainees in September 2015.

14 Although the Government insists that there is not a teacher recruitment crisis the evidence suggests otherwise. Over the next 5 years we will need to teach an additional 500,000 students requiring an additional 25,000 teachers. But since 2011 undergraduate applications have dropped by over 14,000 and in the last year alone 50,000 teachers left the profession. Students finish their degrees in up to £60,000 of debt for a starting salary of just over £22,000.

15 There are well-evidenced difficulties in recruiting teachers in Milton Keynes both as NQTs and at more senior levels. Possible explanations include:

- the city's extremely rapid growth

- its reputation – the “Milton Keynes” factor
- house prices
- no credible university heritage
- piecemeal teacher training
- lack of student accommodation
- less than auspicious historic school and local authority reputations
- students from Milton Keynes who study elsewhere and stay there

16 The city and borough need both to retain their own students here, and to attract others from elsewhere who, having trained here, will stay put. Actual and potential selling points include:

- a vibrant lifestyle viz one of the largest shopping centres in Europe, Championship football, the Theatre, 4,500 acres of parkland, proximity to London
- financial incentives to train and teach in Milton Keynes including bursaries and/or “forgiveness” of student debt
- financial support for continued professional development including masters’ degrees
- reduced cost housing
- a borough-wide free travel and leisure card

MILTON KEYNES UNIVERSITY HOSPITAL

17 Milton Keynes Hospital, with the University of Buckingham, opened the United Kingdom’s first independent Medical University in January of this year offering MB and ChB degrees of 4.5 years’ duration following a University of Leicester curriculum. There are currently 68 students divided equally between the UK and overseas, all of whom have completed secondary education to an equivalent or better grade of entry to United Kingdom medical schools. The Hospital hopes to increase its undergraduate intake to 100 students by 2018. It will become the main training hospital, supported by GP practices, for Bedford, Stoke Mandeville and St Andrew’s Psychiatric Hospital in Northampton. All of the recruitment, curriculum & training and student welfare processes of the course are subject to the approval of the General Medical Council.

18 2,957 doctors were hired by the NHS from overseas in 2014 in a growing recruitment crisis. Milton Keynes is not immune – 21 recently recruited doctors at the Hospital include 6 from overseas. A report in April from The King’s Fund - *Workforce planning in the NHS* - argues that shortages and other critical pressures within the NHS could jeopardise plans to deliver new models of care. The report

analyses recent trends and pressures in three key areas of the NHS finding that each is under serious pressure:

- **primary care** – well-documented pressures on general practice have led to fewer training posts being filled and more GPs planning to retire early, resulting in a growing shortfall in the number of GPs
- **mental health** – the number of inpatient nurses has fallen sharply by 15 per cent over the past five years, resulting in a significant rise in the use of agency staff and a two-thirds increase in requests for temporary mental health nurses since the beginning of 2013/14
- **community nurses** – while the number of health visitors has increased by nearly a quarter over the past five years, the number of senior district nurses has fallen by 30 per cent and there are now 16 per cent fewer community matrons.

19 Aware of these pressures the Hospital will be complementing its undergraduate course with postgraduate Surgical and Medical Schools starting in 2016. The Surgical School will be run in conjunction with the University of Buckingham and the Royal College of Surgeons of Edinburgh and comprise a 3 year course with (initially) 6 trainees. The Medical School will be set up with the University of Buckingham only and follow a curriculum mapped to the requirements of Membership of the Royal College of Physicians. A 2 year course – with 12 trainees – will lead to an MMed (Master of Medicine) degree. Together the undergraduate and postgraduate schools will support the future recruitment and retention of clinical staff and significantly increase the medical doctor presence in Milton Keynes. The Hospital will benefit from a £6 million state of the art academic facility with a non-NHS funding stream of £8 million for undergraduates and £1.5 million for postgraduates. The city will benefit from a growing corps of professional medical staff whom it is hoped – subject to government visa policy - will continue to work locally having trained here.

20 Longer term developments include the establishment with local industry of a medical science park in Buckingham and the introduction of courses for allied health professions including nursing and radiography.

POINTS RAISED IN DISCUSSION

21 The following points were made in the discussion that followed these presentations:

- 1 In the early years of Milton Keynes immediate access to a house at an affordable rent was a key incentive to come to the city.
- 2 Forgiveness of a proportion of student debt could play a similar role as is the case in – for example – the United States and Norway.
- 3 The presentations had suggested that there was a silo mentality among the participating institutions leading to a duplication of provision.
- 4 There was a concern about the standards at some institutions, and about their management.
- 5 While collaboration between education and industry appeared to be improving it was unclear why so many firms still pointed to skills shortages.
- 6 The issue of Milton Keynes uncertain reputation could not be side stepped – the forthcoming 50th anniversary celebrations and the concurrent European Capital of Culture bid would provide an opportunity for a national demonstration of resident pride in the city.
- 7 One week of work experience was too little – it needed to be longer, and better prepared.

RECOMMENDATIONS

22 The following recommendations (in bold type) are made, on which the participating institutions were consulted although it is emphasised that they bear no final responsibility for them. In agreeing them the Committee had regard to key findings from the Council's most recent refresh of its Local Economic Assessment (March 2013), that the future direction of the local economy needed to place an emphasis on knowledge based industries including high value manufacturing, and that an important task in coming years would be to sustain growth.

- 1 The Council is currently reviewing its Core Strategy and Local Plan up to 2033. These will include assumptions about the rate of future growth and the service and engineering infrastructure necessary to underpin the city's development. Future planning will have to take into account the implicit tension between providing more people for the current economy and a potential decline in workforce numbers in the light of SMART enabled future.

The Council – through the Local Economic Assessment – should publish, and regularly update, estimates of its anticipated professional and technical person power needs to 2035 based on current and prospective economic structures.

- 2 The Committee was struck by the institutionally based plans of contributors to its meeting, which might not necessarily be related to the city's need to

prepare for and to sustain future growth. Similarly many current employers are thought to have a short term approach which might not take into account the speed of technological development.

The Council should organise a biennial workshop involving industry, the public sector and educational providers to review and integrate its growth development, consequent person power needs and the plans of education and other providers to meet these needs.

- 3 The Amazing-*MK* brand has not been able to overcome a national perception, however unfair, of Milton Keynes' lack of a specific "offer" for potential new students and graduates. It assumes also people living here, whereas another option is for students and others to continue living in London while travelling 35 minutes by train to Milton Keynes.

The Council should work with all relevant bodies who seek to attract and retain students, visitors and businesses to the city with a view to building on existing initiatives such as the European Capital of Culture, as well as stimulating coordinated investment in a more charismatic and exciting vision of ourselves which takes into account the opportunities we can offer students and newly qualified graduates.

- 4 In many other cities such a vision is related to the local university e.g. Bristol, Leeds Sheffield *etc.* Milton Keynes has five universities working within it – Bedfordshire, Buckingham, Cranfield, Leicester and the OU – but none of its own. A key consideration is that any local university must have an established record of the highest quality.

The Council should urgently progress discussions with the University of Bedfordshire with a view to ascertaining the extent to which the University's long term commitment to Milton Keynes can be integrated with the city's future vision, having regard to how much larger Milton Keynes is going to become compared with Bedfordshire's other component campuses.

- 5 The Committee discussed incentives to attract students to Milton Keynes and to retain graduates once trained. Three were identified – purpose built student accommodation, forgiveness of student debt and easy access to first homes for young professionals and technicians.

(1) **The Council should encourage the Milton Keynes Development Board to seek developer interest in a student accommodation building to serve UCMK, College, and University Hospital trainees as well as OU residential students.**

- (2) **The Council should work with relevant public and private sector employers in areas of professional and technical staff shortage to explore the option of paying off a proportion of student debt, in exchange for a commitment to work in Milton Keynes for not less than five years in a qualifying position.**
- (3) **The Council, with other relevant public and private sector employers should negotiate with local developers to explore the option of reserving a proportion of starter homes for trained staff in areas of professional and technical shortage where it would lend the necessary deposit over a five year period and guarantee a mortgage for the same amount, in exchange for a commitment to work in Milton Keynes for not less than five years in a qualifying position.**

6 Neither Cranfield University nor the Open University were contributors to the meeting. But the Committee was aware of the long history both have in respect of Milton Keynes and their expertise in areas of interest to the city such as high precision engineering and knowledge-based industries.

The Council should built on its relationships with Cranfield and the OU and seek to involve them as fully as possible in the city's economic development and the physical and human infrastructure that is required to support it.

END



Budget Scrutiny Committee Report November 2015



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Introduction and Committee Membership

The Budget Scrutiny Committee [referred to as 'the Committee' throughout this report] was established in 2015 following a review of the Council's Overview and Scrutiny arrangements in 2014-15. The Committee provides a dedicated, cross-party consideration of the Council's annual budget and finances. The Committee's Terms of Reference may be found at Annex A. For the Council year 2015-16, the Committee is composed of Councillors Ric Brackenbury, Robin Bradburn, Margaret Burke, Peter Cannon, Maggie Geaney, Peter Geary, David Hosking, Mohammed Khan, David Lewis, Gladstone McKenzie and Gerald Small. Elizabeth Richardson serves as the Overview and Scrutiny Officer.



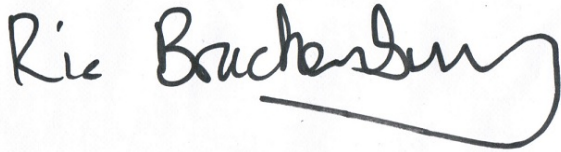
The purpose of this report is:

- (i) to outline the work the Committee has carried out to scrutinise 2016-17 budget pressures on Service Groups, the policy context, key changes and the proposed strategies for dealing with these pressures.
- (ii) to present the Committee's recommendations to Cabinet on 9 November 2015 so that they can be considered as part of the development of the 2016-17 budget and the Medium Term Financial Plan during November 2015.

During October 2015 the Committee held a series of focussed meetings where it met with and received presentations from Cabinet Members and the Council's senior budget holders to review, scrutinise, and form judgements on the financial environment as part of the development of the 2016-17 budget and the Medium Term Financial Plan.

This report is the result of the Committee's deliberations following its October draft budget scrutiny meetings. It also contains a detailed referral to cabinet relating to

Home to School Transport arising from its meeting on 24 September, which is relevant to the budget setting process due to the significant budget pressure in this area. On behalf of the Committee I commend it to Cabinet and the wider Council.

A handwritten signature in black ink that reads "Ric Brackenbury". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Councillor Ric Brackenbury
Chair, Budget Scrutiny Committee
November 2015

Committee Summary

In addition to its standard work programme, the Committee met four times in October 2015 and considered budget pressures on Service Areas as follows:

Date	Directorate
8 October 2015	Resources and Commercial Development
15 October 2015	Place: <ul style="list-style-type: none"> • Housing • Planning and Transport • Public Realm
20 October 2015	People: <ul style="list-style-type: none"> • Community Facilities • Adult Social Care • Children and Families
22 October 2015	<ul style="list-style-type: none"> • Corporate Core • Strategic Overview • Write Up

At the October meetings the Committee asked council officers and Cabinet Members to provide further information or clarification concerning various items which were discussed at the meetings. Details of the requests for additional information are included at Annex B.

The agenda, reports, presentations and minutes for each of the above meetings are available on the Council's website at: http://milton-keynes.cmis.uk.com/milton-keynes/Committees/tabid/62/ctl/ViewCMIS_CommitteeDetails/mid/572/id/1003/Default.aspx

Acknowledgements

The Committee would like to thank all Cabinet Members and officers who assisted with preparing documents and presentations, giving up their time to speak at the meetings and their assistance in supplying supplementary information when requested to do so.

In particular, the Committee is grateful for the diligence and patience of Elizabeth Richardson in managing the Committee through an intense workload, and for Tim Hannam (Corporate Director Resources), Nicole Jones (Service Director [Finance and Resources]), and James Smith (Head of Financial Planning) in producing relevant documentation for scrutiny both at the Challenge Meetings and regularly throughout the year.

The Chair would also like to thank Councillors Burke and Hosking for their vital input and support as Vice-chairs, and Councillors Brunning and McDonald for their input as substitute members of the Committee.

Executive Summary

This report is written in a climate of continuing financial constraint, with the Council having to find £24.3m of savings in the 2016-17 financial year. Although the headlines are dominated by funding reductions to councils, in Milton Keynes the greatest challenges are in demand pressures on services, due to the growth of the borough and extra demand for key statutory services. This will mean that the need to find savings and efficiencies across the Council will have to continue long beyond the funding reductions from Government, unless the demands on the Council reduce.

The upbeat tone of the Committee's evidence gathering meetings was therefore something of a surprise. The Committee heard from Cabinet Members who had mostly been in place for over a year, knew their portfolios well and were relishing tackling the longer-term issues strategically. There are areas pressing ahead with strategic plans, and others – notably temporary housing and commercialisation across the Council – where fine words and ideas have not yet resulted in the delivery the Council needs. Unsurprisingly after the General Election, the Committee found greater acceptance that funding reductions would continue, and that the onus was on the Council to react to this across the medium term.

The Committee once again took a strategic approach to the issues it reviewed, considering the most significant issues affecting each service area, both by value and also by public impact. It is clear that there are three areas where the demand pressures dwarf all others:

- Child Social Care;
- Adult Social Care;
- Homelessness.

The Committee has considered these areas in detail during its deliberations, and makes recommendations where it believes certain issues would benefit from a greater focus. Managing the pressures in these three service areas will be crucial to setting and delivering budgets for the next few years, not just 2016-17.

This report is split into three sections, firstly commenting on the overall strategic approach to the budget which has been presented. Secondly, the Committee's response to the individual Cabinet Member presentations within each Service Area is covered, and finally specific Individual Pressures are noted where the Committee feels it can add value.

The Committee has made a series of recommendations where it has found a lack of clarity or priority in certain areas, or where risks have been identified in making changes. The Committee believes a draft budget accepting these recommendations will be a stronger and bolder budget for Milton Keynes, and asks the Administration to incorporate them when presenting their draft 2016/17 budget proposals at Cabinet in December.

Recommendations

All recommendations (except number 7 which is directed to the Scrutiny Management Committee) are offered to the Cabinet in the hope that they will prove useful in developing the 2016-17 budget, to the Council and residents of Milton Keynes so that the wider issues raised may be properly considered and for greater understanding of the financial environment the Council finds itself in. The context for each recommendation is covered in more detail in the following sections.

- 1) That the Cabinet ensures that 'Different' is clearly understood and not used to justify inappropriate and high risk experiments.
- 2) That plans to assign each saving to one of the three strategic principles be abandoned.
- 3) That sponsoring officers review the descriptions of the budget pressures in their area, considering both the level of clarification asked for by the Committee and how clear the text is to a member of the public reading them in a consultation paper, adding additional detail where appropriate.
- 4) That the recruitment of additional foster carers in Milton Keynes be made a political priority for next year.
- 5) That further action be taken [on specific issues] associated with the costs of providing the Home to School Transport Service.
- 6) That a review of options for additional capacity at the Residual Waste Treatment Facility be commissioned and linked to the new Waste Strategy.
- 7) That the Scrutiny Management Committee be requested to establish a Task and Finish Group to scrutinise the preparation of the Council's new Waste Strategy.
- 8) That gross figures for the cost and anticipated saving for each included proposal to deal with the housing pressures be provided within the draft budget.
- 9) That business cases should be provided for each proposal to mitigate the housing pressures.
- 10) That if proceeding with these proposals an implementation plan for the transition be formed.
- 11) That consideration be given to offering a chargeable service to take away business waste at commercial rates in addition to the the current domestic service.
- 12) That pressure **P36** should not be included in the draft budget proposals.
- 13) That the Council's commitment to the International Festival be shown by converting pressure **OP17** to base budget spend.
- 14) That the Community Asset Transfer Programme Strategy be refreshed.
- 15) Consider what level of savings could be generated without the spend on **OP5**, or at a lower level, to obtain assurance that this investment represents value for money for the Council.

Overall Strategy

The Committee has seen far more evidence of a strategic approach to the 2016-17 budget than was apparent at this stage in the previous year. Cabinet Members overall have a greater knowledge of their portfolios and the strategic direction and constraints that they are operating in. This may be no surprise in the second year of an administration, but it is welcome nevertheless, and led to more informed discussions across a range of areas in the evidence-gathering meetings.

The Cabinet has agreed 3 financial principles to guide the budget-setting process:

- **Smarter** – Being more efficient, reducing costs, improving customer service / strategic commissioning to deliver better outcomes;
- **Sustainable** – Transforming services to make them sustainable, enabling communities, working with partners, managing demand / growth;
- **Different** – Being more commercial, generating income, taking advantage of new opportunities.

These are more helpful than the loose “co-operative council” strategy of the previous year, give a clear direction to council officers and outside organisations, and allow Scrutiny to judge not just whether individual proposals are robust and supported, but also the extent to which the Administration’s strategy is being met.

Recommendation 1:

That the Cabinet ensures that ‘Different’ is clearly understood and not used to justify inappropriate and high risk experiments

While the Committee endorses the principles of Smarter and Sustainable, it is less convinced by Different. Sometimes there are good reasons why particular schemes or approaches to issues have not been trialled by others. Equally, the Council should not be put off adopting ideas that have proved successful elsewhere, even if it would mean copying others. Where this refers to the commercialisation agenda (and income generation more widely) then it is ‘Different’ compared to what the Council has previously done, but not necessarily from other authorities (and businesses) around the country.

The Committee is also concerned that the drive to be ‘Different’ may also encourage excessive risk and downplaying the costs of change. All proposals involving significant change for the Council should be effectively risk-assessed and proceeded with only when a robust business case is in place where risk levels can be acceptably managed. Although the Committee does not recommend that the word ‘Different’ is changed, it recommends that the Cabinet clarify the accompanying description to avoid any doubt, incorporating risk management and business cases.

These three principles should guide the savings that are brought forward. However, the Committee has noted that each savings proposal will be assigned one of these three categories. The Committee does not support this approach; the three principles have to be taken together, and some proposals will inevitably meet more than one, and others none. In fact, these principles provide a useful way to judge the extent that proposals align with the strategy.

In particular, the Committee sees a risk that where proposals are neither smarter nor different, they will simply be marked as sustainable by default. Sustainable should not just be a shorthand for 'we can't afford to do this' – instead it should be a more strategic approach to saying what will the service look like going forward in a way that can be stable and successful.

Recommendation 2:

That plans to assign each saving to one of the three strategic principles be abandoned

The Committee welcomed the establishment of the Commercial Development Board and Commercial Operations Board to manage smaller commercial proposals and larger strategic proposals respectively. Ideas such as borrowing for renewable energy generation on council facilities are welcome, and the Committee hopes to see these implemented swiftly. These build on recommendations that the Budget Review Group made last year, and it appears the enormity of the task to take commercial ideas and make the viable ones happen has been recognised. Although there is progress, the proof will be in the delivery. The Committee hopes to see the first fruits of this approach in the draft budget, and that these two boards will soon be able to demonstrate their effectiveness by the schemes they have put into practice.

The Committee generally found the format of the budget papers clear and helpful, however there were examples where the description of individual pressures was vague and needed clarifying during the evidence-gathering meetings. The Committee was mindful that these papers would likely form part of a public consultation later in the year, and that members of the public would not have the same level of opportunities the Committee had in obtaining clarity on what some of the proposals were actually about.

Recommendation 3:

That sponsoring officers review the descriptions of the budget pressures in their area, considering both the level of clarification asked for by the Committee and how clear the text is to a member of the public reading them in a consultation paper, adding additional detail where appropriate

Individual Service Areas

The Committee offers the following comments on each of the Service Areas that gave evidence. To reflect the Committee's approach within this report, they are ordered by the total amount of ongoing pressures anticipated within the service area in 2016-17, rather than the order in which the Committee interviewed the Cabinet Members.

This report does not list all the pressures for each one (the next section details where the Committee wishes to comment or challenge individual pressures) but instead outlines the Committee's understanding of the service and the financial environment in which it operates. In all cases the report is by exception; where there is no comment the Committee did not feel there was any way it could add value to the Service Area's strategy and proposals.

A. Children and Families

Demand pressures are extremely high, and there seems to be no prospect of them reducing in future years, due to population growth and demands on child social care. Milton Keynes is keen on growth; however this is an area where the Council has to face the costs and consequences as a result. The Committee also recognises that the Council has very limited room to manoeuvre given the precise legislative requirements of these services.

Innovation such as in family drug and alcohol courts is welcome, as are plans to extend to other areas / services. However this is a small part of the budget and unlikely to generate significant savings in the overall budget – but it may make a significant difference to the lives of those using it.

One area where political focus would make a difference is in recruiting extra foster carers. The Committee heard that each new foster carer could save £20k in external placements (and more for special needs cases) as well as adding a social value that cannot be expressed in pounds and pence.

This summer, following the media coverage about the refugee crisis, groups have formed in Milton Keynes of people willing to offer places to refugees. The Committee believes that this shows, albeit in a very different context, that when the need is made clear, there are people with a generosity of spirit and the willingness to respond.

Recommendation 4:

That the recruitment of additional foster carers in Milton Keynes be made a political priority for next year

Engage with groups such as parishes, churches (and other faith groups) local charities, and MK Refugee Resettlement Group, making clear how acute the need is for new foster carers in Milton Keynes.

The Committee also heard at the meeting held on 24 September about overspends on home to school transport. The Committee was particularly concerned that this budget was the result of ramifications from policy decisions (and failures) elsewhere, such as having to house families outside the borough

and school places too far from areas of demand, as well as decisions by individual schools to change their hours, with an impact on the costs of transporting children at these new times.

However, actions were being taken. These included a review of which schools students attended, reviewing historic eligibility decisions, and trying to make routes more efficient. The Committee was not satisfied that the actions taken would fully address the issues and felt that further options should be considered.

Recommendation 5:

That further action be taken on the following issues associated with the costs of providing the Home to School Transport Service:

1. Look critically at the number of providers. Would a smaller number of contracts deliver efficiencies through a different approach? Or would engaging more individual drivers be smarter?
2. Could the Council share journeys with other local authorities where we take to / collect from out of the borough?
3. Are there situations where improving redways and rural cycle paths (or simply the promotion of the existing networks) would enable bicycles or other motorised transport to meet the need, through providing safer routes to schools?
4. Could the Community Transport service be integrated to provide a single joined up service?
5. Partnership working with schools to put forward proposals to change their hours slightly where this would provide significant savings. Being more robust with schools that make changes which worsen the travel costs, and ensuring that any agreements made benefit both parties.
6. Look for opportunities to take fee-paying students where there is already a coach / car making a journey, to meet some of the cost.
7. Consider whether an independent expert opinion would be useful, such as a peer review or audit, so that an informed vision can be taken of how effective the management strategies are.

B. Adult Social Care and Health

Although the demand pressures are again significant and certain to continue, there is far more choice and flexibility in how services are delivered, compared to children's services. Indeed there were welcome signs of innovative approaches being considered, such as invest to save initiatives. Suzanne Joyner will be much missed when she moves on and the Committee wishes her well.

Given the quick returns on investments, the Committee has no problem with the principle of invest to save proposals within this Service Area. However the Committee is unable to pass comment on the specific pressures highlighted as it was given no clarity over the proposed savings to accompany them – either operational or financial – and it was frustrating not to see the whole picture. In

addition, it became clear that the labels attached to some of the pressures bore little connection to what officers understood these pressures were funding.

This means the Committee is unable to advise on whether various pressures (**P5**, **P6**, **OP7**, and **OP8**) are appropriate and will need to return to these in January if confirmed in the draft budget. As a result, the Committee is unable to make reasoned recommendations at this stage.

The Committee was unconvinced that adult social care services are appropriate services to involve parishes in management (e.g. of day centres). Universal services within the Place directorate (such as landscaping which is already happening in some areas) seem more likely to bear fruit and there is a risk that smaller parishes will either be left behind or lose their identity if forced to join with other local parishes.

The Committee looks forward to the trailed proposal at November Cabinet about reducing costs by forming an arms-length company for homecare services, although the Committee has not scrutinised it in detail. If the cost reductions are as suggested, the Committee is surprised that this has not been done before. The Committee suggests that efficiency of service should be a key driver in considering and implementing this proposal.

C. Cross-Council

All the pressures discussed reflect legislative changes or the impact of past decisions. However, the Committee believes there are greater opportunities coming from the Residual Waste Treatment Facility, scheduled to be operational in 2016, than have currently been allowed for. The Committee also believes that there is nothing 'selfish' about seeking to maximise the use of this facility and the income generated, given the risk and borrowing costs that the Council has exposed itself to on this project.

Although a contract has been agreed to sell excess capacity to a neighbouring authority, generating £1.5m income a year, there is an opportunity to consider how capacity can be extended, or what incentive we now have to reduce waste levels in Milton Keynes (as any reduction can then be sold in terms of spare capacity.)

The Committee was concerned that these figures were not to hand, and had to ask for them to be supplied. They indicate that a 1% reduction in black sack output would provide spare capacity of around 500 tonnes that could be sold – this could present a substantial saving if achieved. This is an example of how significant an asset this is to the Council and these considerations should not be delayed.

Recommendation 6:

That a review of options for additional capacity at the Residual Waste Treatment Facility be commissioned and linked to the new Waste Strategy

Consideration should be given to expanding the site capacity and decreasing the black sack volume per household. Urgent investment in increasing recycling and

decreasing black sack waste should also be considered if this can be justified by the additional income the spare capacity would generate.

Recommendation 7:

That the Scrutiny Management Committee be requested to establish a Task and Finish Group to scrutinise the preparation of the Council's new Waste Strategy

The decisions made within this strategy will have a significant bearing on the income-generating capacity of the Council for the medium term and it is vital that good decisions are made with cross-party buy-in to the vision.

D. Housing and Community

Although only one pressure was presented to the Committee (for increased use of temporary accommodation to prevent homelessness) there seemed little denial that this budget area was out of control.

The Cabinet Member outlined a number of strategies which were being considered, including leasing temporary accommodation, becoming a private sector letting agent, looking to convert offices into residential properties, and investing in a property fund (which has since been approved by Full Council.)

While it was pleasing to see supply-side solutions being brought forward, rather than just attempts to restrict demand, the Committee was not convinced that ideas were enough by themselves. Given the scale and the urgency of the issue, the Committee would have been more reassured by a clear strategy for mitigating the pressure, rather than a series of ideas which may or may not have been deliverable, or made a significant dent in the housing shortage. In addition, a single pressure figure gives little insight into the relative merits of each of the proposed schemes.

Should the Council prove successful at reducing temporary placements outside the borough, there will be far wider savings, such as reduced transport costs, from increasing our accommodation stock, which may present a saving in its own right (as well as providing a far better service from the tenants' perspective)

In the absence of a Housing Committee, which would have been ideally placed to review the various ideas, the Committee undertakes to focus on the various proposals within the draft budget to mitigate the housing pressure in January, if recommendations 8 and 9 are agreed.

Recommendation 8:

That gross figures for the cost and anticipated saving for each included proposal to deal with the housing pressures be provided within the draft budget

It should be made clear (through an additional annex as needed) what level of saving is anticipated through which proposal, as well as the overall effect.

Recommendation 9:

That business cases should be provided for each proposal to mitigate the housing pressures

These may need to be shared with the Committee on an exempt basis if justified.

E. Public Realm and Planning

The Committee would like to congratulate Councillor Legg for being the only Cabinet Member who fully took up the opportunity to discuss the strategic options he was considering in his portfolio area and for taking the opportunity of the evidence gathering sessions to obtain some feedback himself. This was true to the spirit of what the Committee was hoping for this year, and a model for other Cabinet Members to follow in future.

Much of the discussion was around the current Waste Strategy which was coming to an end, and the opportunities for rethinking waste and recycling. In particular, the Committee was asked for views on replacing pink sacks with either wheelie bins or re-usable sacks. Overall, the Committee felt that higher recycling rates were the ultimate aim, to be achieved through making recycling as easy and convenient as possible. Pink sacks were not in themselves the goal. The Committee understood the argument that providing pink sacks every year was neither Sustainable nor Smarter, and also recognised that since the removal of the black sack supply, and the 5p charge for plastic bags from large shops, there was a risk that pink sacks would be used other than for recycling.

The Committee had concerns over the additional time needed for collection if bags/bins had to be returned to individual properties, which might negate the saving; the Council's Head of Environment and Waste highlighted this at a previous meeting, discussing options around whether to collect waste and recycling from wheelie bins. The Committee also noted issues and risks inherent in changing how recycling was collected: would there be a transition period while stocks of pink sacks ran down? How would the Council ensure the change was fully publicised? Could the rates of recycling dip while the change was bedding in? Would householders be penalised for using the bags incorrectly from the start?

The Committee briefly considered whether a premium service could be offered, where a charge was made to cover the costs of issuing pink sacks, but was concerned that this would give the impression that the Council was charging for recycling and this would need very careful presentation.

The Committee felt that, given the potential savings, alternative approaches should at least be trialled, although it was hesitant about the use of wheelie bins.

Recommendation 10:

That if proceeding with these proposals an implementation plan for the transition be formed

This would need to include communication, how to manage existing stocks of pink sacks, whether to phase implementation and careful monitoring of recycling rates.

Recommendation 11:

That consideration be given to offering a chargeable service to take away business waste at commercial rates in addition to the the current domestic service

The Committee considered that there were income generation possibilities here and that time was currently wasted fielding enquiries from non-domestic clients before turning these away.

The Committee also noted that green waste is currently taken to Cambridge for processing. Given the Council's success in constructing its own Residual Waste Treatment Facility, this process should be reviewed as to whether it is still the optimal solution or whether the Council could manage its own digester.

While the presentation from the Service Director for Planning and Transport was very interesting, no financial pressures were identified and there is little the Committee can usefully report back to Cabinet here.

F. Resources

As with the cross-council issues, the ongoing pressures here generally reflect legislative and other external changes over which the Council has no influence. However, the Committee has concerns over the one-off pressure to top up the insurance reserve (**OP3**) together with the ongoing pressure (**P36**) for increased highways insurance liabilities. These seem compatible neither with each other, nor with the assurances from officers that these pressures are merely a 'tail' from past claims, which are disappearing due to the £50m investment programme in highways.

Additional information relating to claims has been supplied since the evidence gathering meeting. This shows the main change being the proportion of insurance claims which are repudiated (from around 64% to 85% in 3 years). Even taking into account that some claims relate to housing issues, the additional information does not support the need for additional base budget funding and the officer defence of **P36** as a base budget item was notably unconvincing.

Recommendation 12:

That pressure P36 should not be included in the draft budget proposals

Inclusion of **P36** in the draft budget is not supported by the information provided to the Committee, and is a poor fit with the Administration's financial priorities. The Committee suggests that if this funding is available it should be spent on further highway improvements instead.

G. Corporate Core

These pressures were all one-off expenditures to meet specific priorities and the Committee recognises that there can be a fine line between whether an item of spending is exceptional or should be considered the norm. The argument for the spend on the International Festival in particular (**OP17**) being a one-off was weak; the description even describes it as annual spend! The Committee was told that it

is a conscious choice by Cabinet to recommend this funding; however this could apply to almost any spend of the Council.

The International Festival is now well-established in Milton Keynes and enjoys sufficient cross-party support that it would seem more accurate for the Council's contribution to be put into base budget. Indeed, the continuing use of one-off funding for this item could be seen as an accounting trick to avoid having to find savings to fund it and be in breach of the Council's financial rules that one-off funding will be used for one-off expenditure and ongoing funding for continuing spend.

Recommendation 13:

That the Council's commitment to the International Festival be shown by converting pressure OP17 to base budget spend

Recommendation 12 could be used to provide funding for this.

H. Community Facilities

The Committee recognises the need to sell the benefits of proposals to fund activities such as the 50th anniversary celebrations and City Club at a time of finding so many savings. The Committee endorses the suggested principle of low spend – high value in this service area.

The proposed one-off funding for the Community Asset Transfer process may well address the issues raised in the July Full Council motion, and the Committee hopes that this will lead to increased savings through more assets being transferred, and fewer deals falling through. However, it does not address the long term vision for the Community Asset Transfer; does the Cabinet see this going on for several more years, or will the assets which it is feasible to transfer run out? If the former, a base budget addition for these costs may be more appropriate.

Recommendation 14:

That the Community Asset Transfer Programme Strategy be refreshed

Focus on how the proposed funding in **OP15** will generate savings, and the medium-term future of the programme.

Specific Pressures

This section highlights the specific costs that the Council will incur, just to provide the same level of service next year as in 2015-16. All references here relate to the numbers supplied on the attachments considered in the Budget Scrutiny Committee meetings, and are taken in the order of ongoing pressures (beginning with P) and one-off pressures (beginning with OP – not the clearest labelling convention!) Pressures are only referred to where the Committee has points to raise not covered above. The Committee has generally focussed on larger items (over £50k) due to their greater significance in the budget setting process.

P1 (£235k reduction in the benefits administration grant due to the introduction of Universal Credit)

The Committee shares the Cabinet's scepticism that the implementation of Universal Credit will lead to a reduced workload – a well-informed member of the Committee described it as an 'appalling system.' In particular, moving to 4 week cycles and direct payments is likely to cause cash flow issues and the inevitable further demand on council services. There is little the Committee can recommend; this is happening regardless of the views of either the Committee or Council, but this pressure may well be the least of the problems in benefits administration over the coming year.

P25 (£250k to fund increase of unaccompanied asylum seeking children)

The volume of unaccompanied asylum seeking children is obviously higher than anticipated across many councils and Milton Keynes is impacted due to the location of the Newport Pagnell M1 service station in the borough. The Committee supports the Council in pushing for fair redistribution across the country and in seeking support from Government due to the unexpected nature of the pressure at the time the budget was set.

P33 (£381k due to legislative change no longer allowing overheads to be charged to the Dedicated Schools Grant)

The Committee believe this should be categorised as a 'Legislative' rather than a 'General' pressure.

OP5 (£200k investment in temporary staff for Public Access programme)

This should be considered alongside P4 - £17k ongoing hosting costs for the Customer Services Portal. This investment is to deliver the public access programme, and further information received by the Committee states that this is for 2 Project Managers, an IT Programme Manager, and a Business Analyst. The Committee remain supportive of the Public Access programme, but are sceptical about the level of spend required to deliver it.

The September presentation to the Committee stated an aim to deliver a cumulative £570k savings target across the Public Access programme. Given the £279k saving agreed in the 2015-16 budget, this implies a maximum of £274k to be saved through this (one-off) investment. This is a significant spend on staff employed for only 1 year who may well need time to get up to speed and understand council processes, and the Committee questions whether this spend is essential to deliver the Public Access programme, and will deliver value for money for the Council.

Recommendation 15:

Consider what level of savings could be generated without the spend on OP5, or at a lower level, to obtain assurance that this investment represents value for money for the Council

OP7 (£300k investment to review home care packages)

The Committee understands the thinking behind commissioning this from outside so as not to disrupt staff day to day work, but is concerned that this will need effective management and sampling of work to ensure that all outcomes are fair, consistent, and in line with the Council's standards had the review been conducted internally. The Council would not be shielded from reputational damage were there to be publicity of adverse outcomes, just because an external company had carried out the review.

OP26 (£25k for seed funding for inward investment)

The Committee was supportive of this item but felt that the Council needed to attempt to measure its effectiveness. This can be a challenge for what is essentially a marketing budget for Milton Keynes, both in terms of recognising where inward investment has taken place due to this budget, and in coming up with cost-effective monitoring given the relatively small amount proposed. If this was successful in 2016-17, consideration should be given to putting it into base budget in subsequent years as it would be likely to pay for itself in additional business rates in the medium term.

Annex A: Terms of Reference

1. To provide dedicated, cross-party consideration of the Budget and the Council's finances with a view to establishing and maintaining resources which are fit for purpose and address the needs and aspirations of the people of Milton Keynes and the Council's priorities.
2. To contribute to the delivery of Council priorities by making recommendations on:
 - a. Priority of services;
 - b. Service efficiencies;
 - c. Value for money;
 - d. Financial strategies
3. To consider and comment on procurement, workforce, ICT and property issues in the light of the Council's Financial Strategy.
4. To monitor the in-year progress of the Revenue and Capital Budgets.
5. To scrutinise and comment upon annual out-turn reports for the Revenue and Capital Budgets and identify learning points.
6. To be consulted during the preparation of the annual Revenue and Capital Strategies and Budgets.
7. To scrutinise the draft Revenue and Capital Budgets.
8. To make recommendations to the Cabinet on any of the above matters at any time and to submit comments to the Council in relation to the Cabinet's proposed Revenue and Capital Budgets at the appropriate time.

Annex B: Additional Information

BSC requested additional information during the course of its deliberations:

8 October 2015

1. Service Director (Public Realm) to provide details of:
 - Total capacity of the RWF;
 - The volume of waste that can be processed without further development;
 - How much will the Council really make? ie Is the projected £1.5m income from selling the spare capacity pure profit or do running/admin costs need to be deducted from this figure?
 - What are the anticipated running / admin costs for the facility?
 - Will the continued growth of MK actually increase the amount of waste that goes to the RWF, thus reducing the saleable spare capacity? Has this been allowed for in the current calculations?
 - If MK was able to reduce the amount of residual waste going to the new RWF by 1%, what would be the increased capacity at the facility that could then be sold on?
2. **OP5** – How many staff in the Customer Service Programme Team are permanent and how many are “bought in”?
3. Corporate Director (Resources) to provide a short briefing on the downward trend of insurance claims against the Council.
4. Revenues and Benefits Service Delivery Manager to provide a short briefing on the data from the Universal Credit pilot schemes on which the Government has based its estimate of the efficiencies which local authorities can achieve due to changes to the benefits system.
5. Service Director (Public Realm) to provide details of how much income the Council received from commercial enterprises last year.
6. Head of Financial Planning to provide 2015/216 budget details for each saving and pressure proposals in time for the January Scrutiny meetings

15 October 2015

1. Details of the length of the Council leases on the temporary housing units in Bedford and CMK.
2. Further clarification of the insurance claims profile in Public Realm.
3. More detail on proposed commercial activities in Public Realm.

20 October 2015

1. Circulation of the detailed paper by the Finance Manager (Children and Families) on the pressures on Children’s Social Care



Democratic Services

Overview and Scrutiny

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A STRATEGIC REVIEW OF THE COMMUNITY ASSET TRANSFER (CAT) PROGRAMME AND WAY FORWARD FOR THE FUTURE

Responsible Cabinet Member: Councillor. E Gifford Cabinet Member for Community Services

Report Sponsor: Paul Sanders, Assistant Director, Community Facilities Tel 01908 253639

Author and contact: Neil Hanley, Community Solutions Programme Manager Tel 01908 253632

Executive Summary:

In keeping with the Localism Act of 2011, in January 2012 Cabinet considered Milton Keynes Council's (MKC) approach to Community Asset Transfer (CAT) with the development of a Toolkit whilst at the same time approved the launch of five pilot transfers to test the approach. After three months of consulting with the community, in July 2012 following delegated decision approval, the Toolkit was adopted.

The programme is now in its fourth year and the purpose of this review (Annex A) is to bring together lessons, achievements and changes into one document to be noted and confirmed as MKC's approach to CAT in 2015 and onwards, including the eligibility criteria at 2.2 in Annex A. The Review covers the origin and purpose of CAT, the modus operandi including changes, the progress to date highlighting both the merits of the process and the benefits where assets have transferred. The Review also looks to the future by outlining improvements to the process and links CAT with the other ways of managing and investing in facilities.

1. Recommendation(s)

- 1.1 That the progress made to date and confirm the Community Asset Transfer eligibility criteria be noted.

2. Issues**2.1 Background**

The Community Asset Transfer (CAT) programme was considered by Cabinet in January 2012 and following a pilot scheme was subject to review by the Housing and Communities Select Committee (July 2012, April and October 2013) and approved by Delegated Decision on 31st July 2012. The CAT programme is part of the Council's Strategic Board which considers Land, Property and Facilities Management and has the key objective of:

‘Enabling local community partners to take more responsibility for local assets and wishes to empower these new arrangements with those organisations that may be best-placed to achieve this.’

- 2.2 A review of progress to date on the Phase One programme (2012 – 2015) has been completed which summarises the progress and can be found at Annex B
- 2.3 Of the 50 assets that have been through the programme – 17 have completed, 23 did not transfer and a further 10 are still in progress.
- 2.4 The review provides a breakdown (asset by asset) as to the reasons why assets did not transfer, and Annex B also shows assets that have been successfully transferred since the programme began.
- 2.5 The key merits of the CAT programme remain relevant;
- Mutually beneficial, flexible, and a simple proportionate and appropriate process
 - Meets a demonstrable local community need, contributes towards community empowerment and generating social, economic or environmental benefits
 - The application is made by a local, non-profit distributing Charity/ community group/social enterprise or Parish Council
 - The asset or value of the asset is protected and preserved for continuing community benefit
 - A governing document that ensures the applicant organisations are locally controlled, open to everyone in the community, democratic and accountable
 - The applicant can prove it has the necessary skills and experience to deliver
 - There is a financial or business plan to ensure long term sustainability
- 2.6 In accordance with these merits the review outlines some of the positive community benefits that have been realised to date with some of those assets that have transferred (Annex B) and have been summarised below:
- Significant investment in repairs and maintenance and improvements
 - Enhanced programme and events
 - Increased local understanding of the possibilities for the facility
 - Local pride and confidence in the facility
 - More links with other local services
 - Ambitions for the future
- 2.7 The Toolkit

Since the approval of the toolkit policy outlining MKC’s approach to CAT a number of improvements have been made since its inception in 2012 and these have been outlined in the review:

<http://www.milton-keynes.gov.uk/assets/attach/33297/Toolkit%20Revision%20CAT%202015%20PD.doc>

For example, going forwards into Phase Two the provision of information and contact opportunities before an open/public session takes place has been revised. More detailed information on the property has historically been shared at Stage Two. Now, information will be made available on the web page in the lead up to the open /public session and this may include information on:

- Financial details of the property
- Leaseholder information
- Restrictive Covenants (if any)
- Condition Surveys (where available)
- Red line plans of area to transfer

2.8 Eligibility

2.2 in Annex A states:

Eligible assets are normally:

- modest in size
- serve identified very local communities
- not the larger assets that serve a wider area of Milton Keynes
- not assets which provide the Council with an income
- those which meet the financial tests outlined in 2.2 in Annex A

An assessment outlining the reasons why some assets are not currently under consideration for CAT in line with the eligibility is outlined at <http://www.milton-keynes.gov.uk/assets/attach/33398/List%20of%20Assets%20Not%20Currently%20Under%20CAT%20Consideration.docx>

Delegated decision approval is needed for a group of assets to be put forward for consideration. In June 2015 approval was given for 17 assets to enter the programme known as Phase Two (more info is available at <http://www.milton-keynes.gov.uk/assets/attach/33093/Phase%202%20assets.xlsx>)

There are currently no further assets expected to enter phase two at present.

3. Options

3.1 The alternative options that sit alongside CAT are outlined in more detail in Annex A and in summary could be a: long term lease; community use agreement, management contract, contract variation or a lease transfer with a Council payment.

3.2 Policy

The Council's approach to CAT was formally adopted on 31st July 2012 following a Delegated Decision. The objectives of the programme are firmly embodied within the current version of the Corporate Plan.

3.3 Resources and Risk

By taking a delegated decision on each asset entering the programme, which sets out an assessment of the appropriateness as part of the eligibility criteria, then the formal consultation process embedded within the CAT toolkit

provides the assurance that all stakeholders, users and members are informed.

The toolkit has been managed and delivered in line with the MK Approach and has a Project Board and associated risk register.

Capital related costs are concluded on a case by case basis, revenue for property and legal costs as an annual budget pressure of £60K.

Y	Capital	Y	Revenue	N	Accommodation
N	IT	Y	Medium Term Plan	Y	Asset Management

3.4 Carbon and Energy Management

No impact

3.5 Legal

Throughout, the Council's Legal team have been closely monitoring the impact of any legislation that might affect the progress of CAT and will continue to do so in the future. CAT transfers are for a nominal price of £1 or nil. Under the Local Government Act 1972 the Council is required to obtain the best price reasonably obtainable where transferring ownership of property but may dispose of property for less where (in general terms) to do so benefits the residents of the Borough, and the undervalue is less than £2 million. In each case where property is transferred for less than market value it is necessary for the Council to be satisfied that this does not amount to State Aid. The Council and its legal advisers will need to be mindful of both requirements in all cases, but generally transfers of small properties used by local residents are unlikely to contravene these legal requirements.

3.6 Other Implications

As an integral part of each transfer arrangement an Equalities Impact Assessment has been completed. (Available on request)

The programme is extensively promoted on the Council's web link applications

Y	Equalities/Diversity	N	Sustainability	N	Human Rights
Y	E-Government	Y	Stakeholders	N	Crime and Disorder

Background Papers: Delegated decision (31st July 2012) on Adoption of Milton Keynes Council's Approach to Community Asset Transfers

Annex A – A Strategic Review and Way Forward For the Future

Annex B – Asset that have transferred / Case Studies post transfer

Community Asset Transfer

A Strategic Review and the Way Forward For the Future

Nov 2015



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 ANNEX B – Assets that have transferred / Case Studies Post Transfer

1.0 **Context**

1.1 In keeping with the Localism Act of 2011 the Milton Keynes Council Cabinet, in January 2012, considered the adoption of a Community Asset Transfer (CAT) programme with a view to securing the community benefits of a range of local assets and a reduction in the costs to the Council. Five assets were approved as a pilot and consultation over a draft toolkit to support the programme was initiated, leading to the adoption of the first version of the toolkit in July 2012 via a delegated decision.

1.2 The toolkit opens with the following statement:

“CAT has an objective of enabling local community partners to take more responsibility for local assets and wishes to empower these new arrangements with those organisations that may be best-placed to achieve this”

2.0 **Policy**

2.1 CAT is part of a Council-wide change programme and comes under the Council’s Strategic Board which considers Land, Property, and Facilities Management.

2.2 CAT has a focus on ‘built community infrastructure’ i.e. leisure and community facilities, libraries, open spaces, and a variety of other sites and centres, and the possible transfer of these assets, freehold, to community partners.

Eligible assets are normally:

- modest in size
- serve identified very local communities
- not the larger assets that serve a wider area of Milton Keynes.
- not assets which provide the Council with an income.

In addition a four-test financial assessment process was added to the above in 2014 to ensure that the Council would not be adversely affected financially with regards to any freehold asset transfer under CAT. These tests are as follows:

1. *The revenue cost to the Council*
2. *The potential future liability in terms of capital investment requirements*
3. *Possible income generating opportunities to the Council*
4. *Potential development opportunities*

It was not proposed that any aspect would be more important than another but a balanced appraisal of all the aspects be completed.

Community Partners are locally run, locally controlled, non-profit distributing, inclusive and democratic, for example Town and Parish Councils, management committees, charities.

2.3 There is a two stage application and assessment process to ensure the suitability of applicants and support for their application, especially as there can be more than one interested party. More information can be found here: <http://www.milton-keynes.gov.uk/assets/attach/33297/Toolkit%20Revision%20CAT%202015%20PD.doc>

2.4 On an asset-by-asset basis an evaluation as to whether an asset should go into the CAT programme is undertaken by individual service areas. Firstly, services across the Council will assess whether they are needed for direct council service delivery. Other key considerations will include whether the facility serves a wider strategy need. . Those assets considered out of scope have been shown in the following link: <http://www.milton-keynes.gov.uk/assets/attach/33398/List%20of%20Assets%20Not%20Currently%20Under%20CAT%20Consideration.docx>

If at any time an organisation wishes to challenge the out of scope categorisation that organisation can contact the CAT team for a discussion.

2.5 In order to provide a greater level of transparency delegated decision approval is now needed for a group of assets to be put forward for consideration and entered into the programme.

2.6 CAT also seeks to ensure that community assets are delivered in a way that not only produces appropriate outcomes for residents but also delivers excellent value for money in line with the Council Plan. As part of the legal freehold transfer guarantees are put in place (in the form of community use covenants) that community benefit will be maintained in the long term by preventing sale or alternative uses.

2.7 In the toolkit key merits of the Milton Keynes approach to the CAT process are identified as follows:

- Mutually beneficial, flexible, and a simple proportionate and appropriate process
- Meets a demonstrable local community need, contributes towards community empowerment and generating social, economic or environmental benefits
- The application is made by a local, non-profit distributing charity/ community group/social enterprise or parish/town council
- The asset or value of the asset is protected and preserved for continuing community benefit
- A governing document that ensures the applicant organisations are locally controlled, open to everyone in the community, democratic and accountable
- The applicant can prove it has the necessary skills and experience to deliver
- There is a financial or business plan to ensure long term sustainability

2.8 In **Annex B** there are case studies of assets that have transferred. In summary, benefits so far include:

- Significant investment in repairs and maintenance and improvements
- Enhanced programmes and events
- Increased local understanding of the possibilities for the facility
- Local pride and confidence in the facility
- More links with other local services
- Ambitions for the future

3.0 **Progress to Date**

3.1 Phase One assets:

	Completed	In progress	Did not transfer
Total of 50 assets	17	10*	23

* includes Olney Youth Centre & Great Holm CC (still at application stage)

- 3.2 Of the completed transfers so far the majority of have gone to parish or town Councils. Most are sports grounds, community centres or meeting places. Some asset transfers are still in progress and will be completed in 2015/16. A new phase has started for 2015/16 – more information can be found here: <http://www.milton-keynes.gov.uk/assets/attach/33093/Phase%20%20assets.xlsx>
- 3.3 The assets that did not transfer were classified as follows:
- No applicants (2)
 - Applicant withdrawn (9)
 - Applications stopped (12)
- 3.4 In only two cases no expressions of interest were received and either between Stages One and Two applicants withdrew from the process. Two major reasons cited either financial viability (via the applicant's business case) or a lack of agreement between community organisations with a stake in the asset (for example management committees).
- 3.5 In some cases asset transfers were stopped either because the applicant did not meet the standard criteria required or other commissioning models to transfer were considered because the CAT process was deemed unsuitable (e.g. the Pavilion at Woughton on the Green and Tattenhoe Pavilion). **Annex B** shows assets that have transferred since the programme began, assets still in the process of transfer and the assets that have not transferred and why.
- 4.0 **Year Two Review**
- 4.1 In 2014 as part of a Year 2 review of CAT a key risk was identified in that an asset that is transferred may not be used to benefit the community as envisaged. One of the agreed actions was to put together a mechanism for determining post-transfer community benefits. A simple questionnaire was devised and sent to successful transferees. The ability of the CAT team to 'stay in touch' post transfer also helped to inform the programme of any positive developments or indeed lessons learned. These have been outlined in **Annex B**.
- 4.2 A review of potential Phase Two assets took place in late 2014 and reviewed the way in which the process would be delivered – including the changes in 5.2 and 5.3
- 4.3 In June 2015 a delegated decision was approved for seventeen assets to enter the programme in tranches. Implementation of Tranche One began in September 2015. There are currently no further assets planned to enter Phase Two at the present time. However, there is always the opportunity to review the status of an asset deemed out of scope.

5 Toolkit Development and changes

- 5.1 The original toolkit to support the process was developed in 2012 by drawing on best practice, through extensive community and stakeholder consultation and input through the Council's scrutiny process

Reviews in 2013 and 2014 helped to refine the Heads of Terms and application forms and confirmed the regular reports to the Council's Strategic Board; Land, Property, and Facilities Management.

During 2014/15 the four-test financial assessment was added see 2.2

- 5.2 One of the more recent changes to the Toolkit is to allow more time (if necessary) for potential applicants to consider the option before submitting an application, which might mean over and above the usual four-week window following an initial open/public session. This will encourage a greater opportunity for the potential applicants to consider whether it is appropriate to submit or not by adopting a more collaborative approach.
- 5.3 Another recent consideration and change in Policy will be the provision of information and contact opportunities before an open/public session takes place. More detailed information on the property has historically been shared at Stage Two. Now, information will be made available on the web page in the lead up to the open/public session and this may include information on:
- Financial details of the property
 - Leaseholder information
 - Restrictive Covenants (if any)
 - Condition Surveys (where available)
 - Red line plans of area to transfer

6.0 Managing MKC facilities

- 6.1 A number of management options will be looked into by service areas as alternatives to CAT and may include:

Long term lease

A long term lease preferably without Council revenue or capital funding to a voluntary sector organisation or parish or town council, Examples of this arrangement can be found at Shenley Leisure Centre, Wolverton Pool and Fitness Centre., Bletchley Rugby Club, Milton Keynes Rugby Club and Downs Barn Pavilion. In some cases assets make a nominal lease payment to the Council.

Community Use Agreement

A community use agreement with a local organisation or a local school to protect community use access and prices with a preferable position of a zero council subsidy and risk transfer to the third party within a partnership working relationship. An example of this can be found at Oakgrove Academy with Oakgrove Leisure Centre.

Management Contract

A long term lease, contract and service specification with a specialist service delivery partner which may link to a capital investment by a third party with a preferable position of zero subsidy or an income to the Council together with full risk transfer. An example of this can be found at Woughton on the Green, Woughton leisure Centre, Windmill Hill Golf Centre and Bletchley Leisure Centre.

Contract Variation

The Council has a number of contracts for service delivery that afford the ability to vary services/assets into a contract. The existing contract will often have a contract, specification and lease arrangement and a zero subsidy position is preferred together with user, programming and price protections. An example of this is at Tattenhoe Pavilion.

Lease transfer with Council Payment

Such an arrangement would involve the transfer of an asset under a lease with a payment being made to a local organisation to manage locally more cost effectively. An example of this can be found at Cowper's Alcove. Other examples include the Landscape contract.

Note on the contribution of Parish or Town Councils: not only are Parish and Town Councils significant players in the CAT programme but they also have the option of playing a role in monitoring the effectiveness of other forms of management of local facilities.

7.0 In Year Four (2015-16)

7.1 The CAT team will be continually trying to improve the conversion rate in terms of asset transfer completion. Additionally there will be a focus on a more collaborative approach with the local stakeholders in the areas concerned with asset transfer, ensuring that the CAT team share information in a timely manner and provide support where appropriate.

At the end of Year Four, residents, communities and stakeholders will notice the following differences:

- More examples / testimonials of the benefits of the CAT programme
- More transfers to local partners in the community, empowering those parties to sustain assets for future generations
- Work collaboratively with potential applicants and provide / share as much information about the asset to help strengthen their application
- Connect with other change programmes taking place within the Council (i.e. Community & Cultural Services Programme – CCSR)
- Implementation of a process to ensure the transferees accounts are received in a timely manner and that they are reviewed as appropriate



<http://www.milton-keynes.gov.uk/leisure-tourism-and-culture/community-asset-transfer>



Available in audio, large print,
Braille and other languages
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Assets Transferred

Asset	Freehold Owner	Completion date
Simpson Village Hall	Simpson & Ashlands PC	Nov 1 st 2013
Frank Moran Centre	West Bletchley TC	Jun 21 st 2013
Green Park CC	Newport Pagnell TC	May 31 st 2013
Stony Stratford Library	Stony Stratford TC	Mar 28 th 2013
Rickley Park Sports Ground	West Bletchley C	Jun 6 th 2014
Fishermead Sports Ground	Campbell Park PC	Aug 1 st 2013
Woolstone Sports Ground	Campbell Park PC	Aug 1 st 2013
Loughton Pavilion & SG	Loughton PC	Dec 5 th 2013
Bancroft Meeting Place	Bancroft MP M/C	Nov 18 th 2013
Great Linford Pavilion & SG	Great Linford PC	Apr 11 th 2014
Middleton Pool	Newport Pagnell TC	Mar 31 st 2014
Willen Road (alongside M Pool)	Newport Pagnell TC	Mar 31 st 2014
Loriner Place Depot	Gt Linford Scout Group	Jun 30 th 2015
Olney Centre	Olney Town Council	May 12 th 2015
Medbourne Pavilion	Shenley Church End PC	Feb 2 nd 2015
George Street CC	Bletchley & FTC	Jul 14 th 2015
Heelands MP	Bradwell Parish Council	Aug 6 th 2015
West Bletchley CC	West Bletchley C	Target Dec 2015
Browns Wood SG	Walton CC/WCF Ltd	Target Nov 2015
Mathieson Youth Centre	MYC Trust / GRC	Target Dec 2015
Fenny Chapel	BFTC	Target Dec 2015
Brooklands Centre, Ousebank	Brooklands Centre Trust	Target Dec 2015
Tinkers Bridge MP	Woughton CC	Target Dec 2015
Beanhill Open Space	Woughton CC	Target Dec 2015
Duncombe Street C/H	Duncombe St C/H Trust	Target Nov 2015
*Note - A further 2 assets Olney Youth Centre & Great Holm CC are still at application stage = 10 assets in progress		

<u>Asset</u>	<u>Reason asset did not transfer</u>
Bletchley Youth Centre	Project board did not accept applicant's proposal to extend the transfer boundary to include Tattenhoe Lane SG which is out of scope of CAT
Shenley Brook End CC	No further interest from applicant – financially not feasible (potential rise in Business Rates)
Wavendon Gate Pav & SG	Joint applicants could not agree on the details of the transfer – so withdrew
Britten Grove MP	No local agreement between management committee and Parish
Bradville Hall & Tennis club	No local agreement between management committee and parish council
Crosslands Depot	Applicant withdrew due to unforeseen hurdles obtaining nearby land

Wolverton Rec.	No expressions of interest (i.e. no applicants)
South Furzton MP	No expressions of interest (i.e. no applicants)
Woughton Leisure Centre	Scale of investment too large – applicants withdrew
Downs Barn Pavilion	Scale of investment too large – applicants withdrew
River Valley MP	No further interest from applicant Financially not feasible (Potential rise in Business Rates)
Monkston CC & SG	Scale of investment too large – applicant did not want liability of sports pitches - withdrew
Bletchley library	Scale of investment too large – applicant withdrew
The Pavilion at Woughton On The Green	Objections by local Parish, Ward Members and users groups meant transfer did not proceed as this asset was unsuitable for CAT.
Netherfield MP	MKC's Regen Team deemed this asset as part of the area's regeneration plans so this transfer was stopped
Chepstow Drive MP	No local agreement between management committee and parish council
Tattenhoe Pavilion	Application stopped – Cabinet deemed this asset unsuitable for CAT as did not meet criteria for transfer (Strategic nature – see Annex A)
Oakgrove Leisure Centre	Transfer stopped to explore alternative partnership models
Toombes Field SG	Transfer stopped – asset income generation to MKC did not meet criteria for transfer
Denbigh Hall Sports & Social Club	Transfer stopped – asset income generation to MKC did not meet criteria for transfer
Shenley Lodge MP	Applicant withdrew financial position unsure
Willen Pav/SG	Application stopped - joint application weak – no further application put forward
Kents Hill SG	Applicant did not meet criteria / standard required

Case Studies

1.1 Frank Moran Centre

In early 2012 the Frank Moran Centre was one of the first pilots put forward for transfer. The terms of transfer took some time in order to renegotiate the pre-school lease but were finally agreed and approved by both Councils and in June 2013 West Bletchley Council (WBC) took ownership of the centre.

The Frank Moran Centre had been vacant for some 18 months prior to transfer to WBC. Since transfer, local residents have supported staff from the WBC's Community Resource Centre in Melrose Avenue in organising, running and attending a range of activities that take place on most weekdays.

WBC had improvement and alterations plans prepared professionally and subsequently engaged with a local building contractor to carry out the works. Construction included a new entrance and lobby area, creation of two additional meeting rooms and refurbishment of toilets and kitchen area. Works were completed and the centre officially reopened in November 2013. Activities now include:

- Social activities for a group of residents aged 55 years plus, supported by *AgeUK MK*.
- Adult “job club” supported by *MK College*.
- Arts and Craft activity sessions for all ages – run by local residents.
- Knitting group.

1.2 Fishermead SG & Woolstone SG

There are other examples of how communities are benefiting from transfers. These included Fishermead and Woolstone Sports Grounds.

Fishermead was once the site of a sports and social club, but the clubhouse was demolished some years ago and public sports pitches were no longer available. Campbell Park Parish Council (CPPC) received frequent enquires about sports pitches in Fishermead and felt it could develop the site to benefit the local community, and had similar ideas about improving Woolstone.

In the summer of 2013, both sites were transferred to CPPC, and residents are already witnessing the benefits of their local facilities being upgraded. CPPC addressed several woodland management issues in Woolstone which had caused community safety concerns. The car park was repaired, and benches that had served the sports ground for nearly 30 years were replaced. CPPC are consulting with residents on long-term plans for the ground, with proposals including a sports wall, trim trail, and exercise track being considered.

Campbell Park Parish Council is delighted to have acquired the ownership of Fishermead and Woolstone Sports Grounds from Milton Keynes Council. The transfer process itself was straight- forward and transparent, and was concluded in a timely manner. The completion of the transfers will ensure the future of the sites for both the current and future generations. The Parish Council looks forward to working with residents to ensure that facilities on the sites reflect the needs of the community."

(Cllr. John Goss, Chair of Council)

1.3 Stony Stratford Library

The Stony Stratford Town Council Partnership Agreement was signed on 19th March 2013 where they took over the running of the Stony Stratford Library building previously owned by MKC (transfer completed 28th March 2013). This partnership has led to a £27,500 saving in revenue costs for Milton Keynes Council and enabled the Town Council to develop the building into a 'centre for learning at the heart of the local and surrounding communities'. The 'knowledge hub' is now offering events, activities, lectures and talks that have maximised the use of the building outside the library core opening hours.

The Town Council are currently undertaking *a study of building user needs* to understand each user's requirements to inform the development of a project to reorganise the internal available space, maximising its use. This is also looking at a possible extension to the building to enable flexibility of use to be achieved at the same time supporting the future of the library.

Since owning and managing the asset the Town Council have:

- Installed a new hot water system
- Nearly completed the replacement program for all windows (This has upgraded the windows and door from single to double glazed units and replaced rotten wooden frames.) and the rear entrance to the building
- Improved lighting, particularly on the first floor
- Brought cleaning of the building back in house, combined with a new caretaking function that provides a flexible service when the building is in use in the evening and at weekends.

1.4 Green Park Community Centre

Green Park Community Centre (GPCC) had been run by Newport Pagnell Town Council (NPTC) for many years, achieving a slight profit before covering overhead expenses. The centre was one of the very few private venues in the vicinity.

In May 2013, GPCC was transferred to NPTC. Since then, the Town Council has maintained a packed schedule of activities at the centre, from cake decorating to Zumba, and use of the facility is up 8% since the transfer. NPTC is now investing in the centre's refurbishment including redecoration, drainage, flooring, kitchen refurbishment, and replacement of the boiler.

We have run this community centre (Green Park C/C) successfully since it was built in 1992 and we were delighted that it was included in the pilot phase of the Community Asset Transfer programme. We are committed to providing high

quality community facilities for the town and its residents and look forward to its continued use under our ownership."

(Cllr. Ian Carman, Chair of Newport Pagnell Town Council's Business Development Committee)

1.5 Middleton Pool /Willen Road SG

Middleton Pool and Willen Road Sports Ground were transferred under CAT in March 2014. These assets were also taken on by Newport Pagnell Town Council and then immediately leased them to a Leisure Service Provider (*Places for People Leisure*, a registered charity) to manage on the Town Council's behalf. This has brought significant benefits to the community and Middleton Pool has already seen the following improvements:

- Employment of 7 full-time life guards
- A smarter, corporate look for staff and premises
- A 50 week-per-year book-in facility for swimming lessons with Direct Debit, which makes budgeting and payments much easier for parents
- The introduction of free under-8 swimming when accompanied by a paying adult
- Increased membership for swimming
- A temporary gym installed in the Tickford Centre with over 500 members and rising
- Weekly after-school activities for younger children, supported by *MKC Play Rangers*
- Belly dancing – run in conjunction with *Works for Us*
- MK food bank collection and delivery sessions
- Monthly inter-agency support and advice sessions for local residents, involving *MKC Housing, Mitie, DWP*
- The Council takes frequent weekend bookings for the centre, allowing local residents to celebrate birthdays for young and old with their friends and family

1.6 Rickley Park

This asset was transferred to West Bletchley Council (WBC) in June 2014. Since taking ownership, West Bletchley Council has undertaken a "best value review" of Rickley Park in order to better understand who uses the park, currently, and for what purpose. The park is situated in a central location within the parish and should be accessed by many more local residents. WBC have also undertaken extensive consultation with local residents to find out more about the activities and facilities that they would like to see taking place in the park. WBC now have a better understanding of how the park might

look and the range of facilities that should be made available and will continue to consult widely with residents as they progress a development plan.

Managing the Asset since Transfer

WBC has forged close links with the committee members of Bletchley St Martins Bowls Club who are tenants of a section of the park, to ensure that they are fully engaged with any future developments at the park. WBC have maintained the grassed area and playing surfaces to a good standard and have undertaken a routine tree survey, which has necessitated the removal of one tree which was “invading” a residential property which abuts the park.

The development plan for the park (as above) will consider sustainability of both the physical aspects of the park and future financial commitments.

Promoting the Asset

WBC regularly updates residents on progress with proposed Community Asset Transfers, through the Council’s quarterly magazine, website and specific e-mail advices. Notice that this Council now owns and manages the park has been widespread and, as above, they continue to consult widely with residents on development of facilities within the park.

1.7 Medbourne Pavilion

Medbourne Pavilion & Sports Ground transferred on the 2nd Feb 2015. Shenley Church End Parish Council beat out several other qualified applicants with a plan for the site which will see its use by the community protected and, where possible, extended in the years to come.

The Pavilion and grounds are a great asset to the community and the Parish Council want to see it more accessible to local groups and residents and to become a thriving and successful community facility. The success of this transfer should be used as a recommendation for local groups to apply to take ownership of local assets when there is an opportunity to do so.

(Spokesperson for Shenley Church End Parish Council)

There has already been some maintenance work undertaken in the short period of time the Parish Council have owned the building. The biggest and probably most noticeable thing so far has been the re-surfacing of the hall floors. The transfer has also enabled other investment to take place. The work completed so far includes:

- the installation of a new security alarm system providing easier and more secure access for all hirers

- a deep clean of the whole facility
- fire safety assessments
- maintenance on the heating system

The kitchen has been re-vamped including the installation of a specific hand-wash sink and an oven. The addition of a second entrance into the kitchen will make it possible for hirers of both halls to access this facility independently through arrangement with staff during booking. Repairs have taken place to the dividing wall and shutters and the Parish Council have also redecorated. This will help to make the building more welcoming and the environment better for everyone using the building.

Wards Affected:

All Wards

ITEM 11**CABINET****9 NOVEMBER 2015****ADOPTION OF DEVOLVED POWERS FROM DVLA FOR REMOVAL OF UNTAXED VEHICLES**

Responsible Cabinet Member: Councillor Legg, Cabinet member for Public Realm

Report Sponsor: Andy Hudson, Head of Environment and Waste

Author: Olan Babarinde, Project Manager, Tel: 01908 254407

Executive Summary:

This report provides a review of Milton Keynes Council's intention to enter into a Public Service Agreement for the use of Driver Vehicle and Licensing Agency (DVLA) devolved powers with regard to enforcement activity against untaxed vehicles.

It is clearly in the public interest for untaxed vehicles to be reported to DVLA. The Council currently does this by notifying DVLA using form CLE2/6LA. Adopting the DVLA powers will enable the Council to remove untaxed Vehicles from the public highway in order to improve highway and community safety. The principle of adopting this power has been agreed in the approved budget for the current financial year but this referred to power from police rather than DVLA.

1. Recommendation(s)

- 1.1 That the Driver and Vehicle Licensing Agency devolved powers under the Vehicles & Excise Duty (Immobilisation, Removal & Disposal of Vehicles) regulations 1997, be adopted.
- 1.2 Subject to the recommendation above, the untaxed vehicle scheme be operated through a contractor in conjunction with the Abandoned Vehicles service.

2. Issues

- 2.1 There is a public perception of the existence of a link between untaxed vehicles, crime in particular and anti-social behaviour in general. There is always a synergy in undertaking proactive enforcement against untaxed vehicles. Untaxed vehicles can also cause safety issues for highway users.
- 2.2 The DVLA representatives have been contacted to discuss the practicality of adopting the powers
- 2.3 The adoption of devolved powers from DVLA will allow the Council to take action on vehicles that are untaxed as well as abandoned and nuisance vehicles where the Council uses its own powers.
- 2.4 The adoption of devolved powers involves the Council signing a Public Service Agreement with the DVLA and enforcement will be in accordance with the regulations set out in the Vehicles & Excise Duty (Immobilisation, Removal &

Disposal of Vehicles) Regulations 1997 (as amended). A code of practice produced by DVLA defines the responsibilities of both parties

3. **Options**

3.1 Not to adopt DVLA powers: This option is not recommended, since this leaves the status quo, with the untaxed vehicles only being dealt with on complaint basis to DVLA. The DVLA has statutory powers to remove untaxed vehicles from roads and public spaces. However since 2003 the DVLA has encouraged local authorities to adopt these devolved powers to deal with untaxed vehicles due to resource pressures within DVLA and in order to provide a more locally based and co-ordinated service. Many local authorities have adopted the powers

3.2 To adopt the DVLA devolved powers:

By having the DVLA devolved powers, the Council is able to remove untaxed vehicles from the public highway. It is anticipated that the powers will help to reduce the number of abandoned vehicles, incidents of crime, vandalism and uninsured drivers and improve highway and community safety

There are cases of reported vehicles by residents which are untaxed rather than abandoned. Under existing powers the Council cannot action those.

In getting DVLA powers devolved, the Council will be able to deal with both abandoned vehicles and untaxed vehicles thereby able to deal with a lot of complaints from residents about vehicles in a unified service.

Investigations in other local authorities who have adopted the devolved powers have witnessed reduction in vehicle licence evasion and a reduction in number of vehicles that were reported as abandoned but that turn out to be untaxed.

4. **Implications**

4.1 Policy

This pro-active approach supports Cleaner, greener, Safer and Healthier MK

4.2 Resources and Risk

It is important to note that there will be no cost to the Council in taking on the devolved powers and in fact there is potential income to the council from adopting the powers. The contractor deals wholly with the untaxed vehicles and provides income to the Council. The Milton Keynes Council's contract administration, checks and enquiries still remains same as under the current arrangement.

The key opportunity secured by adopting these devolved powers is to provide effective public services in respect to nuisance vehicles within Milton Keynes. It is assessed that the use of the devolved powers will secure the opportunity with a high positive public safety and perception impact.

The key threat has been assessed as the Council's contractor for the services not operating properly the devolved powers on behalf of the Council. To mitigate this risk, the DVLA Code of Practice will form part of the specification

and the contract. Also an induction course will be provided by DVLA before commencement of the use of the powers

N	Capital	Y	Revenue	N	Accommodation
N	IT	N	Medium Term Plan	N	Asset Management

4.3 Carbon and Energy Management

None

4.4 Legal

The Vehicle Excise Duty (Immobilisation, Removal and Disposal of Vehicles) Regulations 1997 (the Regulations) provide the powers for the removal of untaxed vehicles from the public highway. The powers under the Regulations are currently carried out by the by the central government by the Driver and Vehicle Licensing Agency (DVLA) save in cases where they have been devolved to other authorised persons. The Regulations provide that the secretary of state may authorise an organisation or persons to exercise the powers under the Regulations. Regulation 3(2) provides that a local authority may be an authorised person. The regulations also provide for the powers to be further exercisable by a person acting under the directions of an authorised person. Therefore, under the Regulations, the DVLA can devolve its powers under the Regulations to the Council and the Council can exercise such powers through a contractor who must act under the direction of the Council.

The recommendations require the adoption of the relevant parts of Vehicles & Excise Duty Regulations 1997(as amended). Issues around the interaction of the DVLA, contractor and the Council are dealt with by the DVLA Memorandum of Understanding which is to be signed by the DVLA, Council and the contractor. The basis of the Memorandum of understanding is that all parties would abide by the Code of Practice and guidance by the DVLA for those authorised to deal with untaxed vehicles. The Council will also develop a specification for the services as part of the contract with the Contractor to ensure compliance with the requirements.

4.5 Other Implications

The untaxed vehicles may well also be associated with crime or intended criminal activities and the introduction of this service will curb such occurrences. The calls from residents reporting vehicles which could not be dealt with as they were untaxed rather than abandoned could be actioned.

N	Equalities/Diversity	N	Sustainability	N	Human Rights
N	E-Government	Y	Stakeholders	Y	Crime and Disorder

Background Papers

Vehicles & Excise Duty (Immobilisation, Removal & Disposal of Vehicles) regulations 1997.

Wards Affected:

All Wards

ITEM 12**CABINET****9 NOVEMBER 2015****DRAFT STRATEGIC DEVELOPMENT OPTIONS CONSULTATION DOCUMENT**

Responsible Cabinet Member: Councillor Legg, Cabinet member for Public Realm

Report Sponsor: Anna Rose, Service Director Planning and Transport
Author and contact: Fiona Robinson, Senior Planning Officer, 01908 252318**Executive Summary:**

This report asks that Cabinet approve the Strategic Development Options consultation document (Annex A) which uses the outputs of the Vision Workshops held in Spring 2015 to identify a number of principles that could be used to develop a longer term Vision for the future of the Borough, and a series of four spatial development options for how longer term growth could be delivered. The feedback from the consultation on the Strategic Development Options will be used to inform the "Preferred Options" stage in the preparation of the new local plan for the borough, Plan:MK.

1. Recommendation

- 1.1 That the Draft Strategic Development Options Document be approved for a 12 week period of public consultation and engagement.

2. Issues

- 2.1 Plan:MK will be the new Local Plan for Milton Keynes, which will set out a vision and development strategy for the future of the Borough, and include development management policies and site allocations for all sizes and types of development to help deliver that vision. Plan:MK will review and replace the existing Core Strategy (adopted 2013) and the saved policies from the Local Plan (adopted 2005).
- 2.2 Between September and December 2014, the Council consulted on a series of twelve Topic Papers as the first stage in the preparation of the plan. These papers, which formed the Issues Stage of the plan-making process (Regulation 18 in the Town and Country Planning (Local Development) (England) Regulations 2012), gave stakeholders the opportunity to provide their comments on the issues that Plan:MK is likely to need to address. Around 2,000 comments were received from more than 260 individuals and organisations. The responses to the Topic Papers will be used in developing the detailed policies for the plan as discussed in paragraph 2.7. A report of those comments is available on the Council's website at www.milton-keynes.gov.uk/PlanMK alongside a Statement of Consultation setting out the various engagement processes we have been through so far in the preparation of Plan:MK.
- 2.3 Since the Topic Papers consultation, work has been ongoing to help understand stakeholders' priorities and ambitions for the future of Milton

Keynes, to help develop the longer term strategy options for Plan:MK that will underpin the plan moving forward. As part of this, a series of Vision Workshops were held in Spring 2015 as an opportunity to have a discussion around those issues with a wide range of stakeholders. A report of these workshops which covers the background to why they were done, the methods used and the outputs that emerged from the sessions has been prepared (Annex B) and will be available alongside the consultation document that is the subject of this Cabinet decision.

- 2.4 The outputs from the workshops have been collated and considered in order to inform the preparation of the Strategic Development Options (SDO) consultation document (Annex A). The SDO document includes a number of principles that could be used to prepare a longer term vision for Milton Keynes. By taking a longer term view, we can make sure that the developments we plan and create now, fit with the long term aims of the Borough. Plan:MK will deliver the first 15 years or so of that Vision.
- 2.5 The second part of the consultation document considers a series of four spatial options showing potential locations for future development in the Borough for Plan:MK and the longer term. As with the ideas for a draft Vision, these options reflect the recurring themes and locations identified by the participants in the vision workshops. The SDO consultation document asks for comments on these Development Options, to help inform the development strategy for Plan:MK moving forward. At this stage, the Council has no view on which (if any) of these Development Options (or combination of options) it favours. Equally, it is important to note that the development options being consulted on are the outputs from the Vision Workshops rather than options that are being suggested by the Council.
- 2.6 The consultation document appended at Annex A is currently in draft format and further minor refinements may be made in preparation for the start of the consultation period in consultation with the Portfolio Holder.
- 2.7 The results of the consultation on the SDO will be part of the input into the next stage of the plan-making process, alongside the responses received to the Topic Papers, the outcomes of our growing evidence base, ongoing discussions with our neighbours and other bodies under the Duty to Cooperate, guidance in the National Planning Policy Framework and a Sustainability Appraisal. That next stage will be the preparation of the Preferred Options document, which will include a series of policy directions or approaches that the Council believe should be the way forward for Plan:MK, taking into account those inputs. It is anticipated that the Preferred Options consultation document would be available in Autumn 2016.
- 2.8 Alongside work on Plan:MK, the Council is exploring the future of Milton Keynes in a wider context, as a UK city and economy of increasing importance. The MK Futures 2050 Commission process is running alongside Plan:MK with the two activities interlinking and sharing information. The Commission will be considering the Plan:MK draft Strategic Development Options as set out in this consultation document, and will think about how these will relate to the economic future of the city. Similarly, the Plan:MK process will use the outputs from the Commission as part of the evidence

base moving forward, and make sure the plan will help to maximise opportunities for the future of Milton Keynes. The timetables for these two processes have been set up to take full advantage of the links between them.

- 2.9 The twelve-week consultation period will give all stakeholders the opportunity to make their comments on the outputs of the Vision Workshops, to consider what the vision for Plan:MK and the longer term could include and to comment on the four possible development options identified. The SDO consultation document in Annex A includes a series of questions to guide stakeholders' comments.
- 2.10 The engagement process will run in accordance with the Council's adopted Statement of Community Involvement (March 2014) and will include writing to/emailing the c.4,000 individuals and organisations on the Development Plans database, newspaper adverts, drop-in sessions, public meetings and presentations to various stakeholder groups. Details of any consultation events will be publicised through our website, through social media and with the assistance of Ward Councillors and Town and Parish Councils so as many people as possible are aware of the arrangements. Due to the potentially contentious nature of the SDO document, around the date of the publication of these committee papers on the Council's website, briefing sessions were held in Olney, Woburn Sands and in the Civic Offices for Town and Parish Councils and Ward Councillors from within and adjacent to Milton Keynes Borough, to make them aware of the upcoming consultation.

3. **Options**

- 3.1 The recommended option is to approve the draft SDO consultation document appended in Annex A for a twelve-week consultation period, as the next stage in the Plan:MK preparation process.
- 3.2 An alternative option could be to not hold this consultation period, but instead decide to use the vision and development strategy approach in the Core Strategy and roll this forward over the next plan period. This approach is not recommended as it would miss the opportunity to reconsider what is important for the future of the Borough and to set an ambitious vision for the future. This would also risk the reputation of the Council, as it would retract on the agreed approach for Plan:MK.
- 3.3 A further alternative is to wait for the MK Futures 2050 project to complete and make its recommendations to Council, and take on board at that stage the Commission's outputs. This would cause an unacceptable and unnecessary delay to the Plan:MK process which, if not progressed as planned by 2017, would carry a risk that the Government would intervene in our plan-making process. As programmed, the MK Futures 2050 project will provide a response to the consultation on the SDO document which can be considered as part of the preparation of the Preferred Options stage. This approach is considered to be the most effective opportunity, which allows the MK Futures commission to influence plan-making in an appropriate way, whilst maintaining momentum with Plan:MK.

4. Implications

4.1 Policy

Plan:MK, when adopted, will replace the Core Strategy and the saved policies in the existing Local Plan. It will form the key part of the Development Plan for Milton Keynes and will be used in the determination of planning applications.

Plan:MK will also be a key corporate document and will help inform decisions around investment and service provision for the Council and partners.

4.2 Resources and Risk

The Core Strategy adopted in 2013 put in place a requirement for an early review of that document, including an aim to have Plan:MK in place by 2015. While this will not be achieved, good progress is being made and this consultation document is the next stage in that process. The timetable to prepare Plan:MK is challenging, in part due to the 2017 Government intervention date mentioned in paragraph 3.3 put in place by the Productivity Plan.

Cost of Plan:MK

This will be mainly resourced by staff time for most of the production of the Plan but some specialist consultancy evidence will be required, such as for the Strategic Housing Market Assessment. Funding for these reports will be 'drawn down' as they are required from budgeted one-off expenditures reserves, but the onus will be on the Development Plan team to provide as much evidence as possible.

N	Capital	Y	Revenue	N	Accommodation
N	IT	N	Medium Term Plan	N	Asset Management

4.3 Carbon and Energy Management

Plan:MK will include policies relating to sustainability and carbon and energy management, but the decision has no direct impact

4.4 Legal

Plan:MK is being prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. This consultation stage is not a statutory stage in the plan-making process, however it will be an important stage in ensuring the final plan is sound and robust, and will meet the requirements of the regulations when it reaches the Public Examination stage.

There are no real identifiable risks to the Council should it take the recommended option.

4.5 Other Implications

The consultation on the Strategic Development Options consultation document will be carried out in accordance with the Council's Statement of Community Involvement (March 2014). Engagement during the 12 week consultation period will use a suite of methods, and will encourage involvement from a wide range of stakeholders.

N	Equalities/Diversity	N	Sustainability	N	Human Rights
N	E-Government	Y	Stakeholders	N	Crime and Disorder

Background Papers: Plan:MK Topic Papers, September-December 2014, available online at www.milton-keynes.gov.uk/PlanMK

Annexes:

Annex A – Plan:MK Draft Strategic Development Options Consultation Document, November 2015

Annex B – Plan:MK Vision Workshops Report, Spring 2015

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Plan:MK - Strategic Development Options Consultation,
November 2015 - February 2016

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Section 1 Introduction

Introduction

Milton Keynes is on a journey to create a new Local Plan - we call it Plan:MK. This document is part of that journey, looking at ideas for the longer term growth of Milton Keynes that have come out of a series of workshops that took place in Spring 2015.

Before we go into detail about those ideas, this section looks at what a Local Plan is and why we need to have one; what the starting point is for preparing Plan:MK; the process we will go through as we move forward; and the work that has been done so far.

Following this introduction, Section 2 'How to Comment' sets out details of the consultation period for this document and how you can send us your views on the questions posed in this document. Section 3 'Longer Term Vision and Opportunities' discusses ideas of what Milton Keynes might be like in the future, and Section 4 'Development Options' looks at a series of strategic, spatial options for how that could be delivered. Section 5 'Next Stages' covers what happens at the end of this stage in the process, how your comments will be used as we move forward, and what else we will be doing in order to prepare Plan:MK. Finally, Section 6 'Links and References' provides you with details of where to go if you want to find out more about any of the issues we cover in this consultation document or look at any of the documents referred to.

What is a Local Plan? What is Plan:MK?

As mentioned above, Plan:MK will be the new Local Plan for the Borough of Milton Keynes, covering a period of around 15 years from the date of adoption⁽¹⁾.

A Local Plan will usually set out a Vision and Development Strategy for the whole of the Borough, and include policies that will guide developments of all sizes so that they help to deliver that Vision. This includes the high-level, strategic policies that all development proposals would need to meet, and also the more issue- or area-specific policies that would be used when we determine the detail of a planning application. The Local Plan will also allocate sites for different types of land uses, including areas for residential, employment, leisure, retail, education or community uses.

Plan:MK will help to provide certainty for local people, developers and other stakeholders about what will happen as Milton Keynes grows and changes over the coming decades. Plan:MK will also provide the strategic context for Neighbourhood Plans, prepared by Town and Parish Councils.

All Local Plans have to be prepared in accordance with the National Planning Policy Framework⁽²⁾, which sets out the Government's policies for development.

When adopted, Plan:MK will form the key document in our Development Plan. Together, the documents that form the Development Plan set out the policies that we will use when we determine planning applications, and includes other planning policy documents prepared by Milton Keynes Council and also Neighbourhood Plans that are produced by Town and

1 The National Planning Policy Framework (NPPF, paragraph 157), suggests that Local Plans, like Plan:MK should "be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date".

2 National Planning Policy Framework, NPPF, <http://planningguide.planningportal.gov.uk>

Section 1 Introduction

Parish Councils⁽³⁾). Neighbourhood Plans are prepared by local communities to address specific planning issues in their local area, and they must go through a process of consultation and examination. They also have to comply with the NPPF and with the strategic policies in the Development Plan.

Underlying any Local Plan, there also needs to be a robust evidence base of background information documents and research papers, outlining the facts and figures about the Borough, what might be expected to happen into the future and the reasons for those projections or conclusions, for example population forecasts or the need for new homes. This evidence base will be used to provide justification for the policies in Plan:MK.

Where are we starting from?

The Development Plan for Milton Keynes currently includes two sets of policies that will be reviewed and replaced by Plan:MK.

Firstly, there is the Core Strategy that was adopted in July 2013 which sets out the strategic planning policies currently used to guide development in the Borough⁽⁴⁾. The Core Strategy was prepared during the recent recession when it was impossible to predict how the Borough would eventually be affected by the downturn in the economy. When the Core Strategy went through the Examination stage, the Inspector required that we made a commitment to undertake a full and early review of the Plan in the form of Plan:MK⁽⁵⁾. The Inspector also determined that we should allocate some small- to medium-sized housing sites to make sure we had a flexible supply of land to meet our housing target in the Core Strategy, in case the delivery of some of our larger sites is delayed. The Site Allocations Plan is being prepared to meet that need⁽⁶⁾.

The other set of policies that Plan:MK will review and replace is the remaining saved policies of the existing Milton Keynes Local Plan which was adopted in 2005⁽⁷⁾. Generally these policies are the more detailed, development management type policies that are used when we determine planning applications (alongside the Government's planning policies in the National Planning Policy Framework).

In preparing our new Local Plan we will also consider the policies for areas covered by Neighbourhood Plans. This might involve cross referencing to existing Neighbourhood Plan policies for specific areas, or we could include those policies in the relevant chapter of Plan:MK. The Neighbourhood Plans that are currently being prepared have to follow the strategic policies in the Core Strategy. Since Plan:MK will replace the Core Strategy, this might lead to the need to review some of the existing Neighbourhood Plans so that they fully reflect any new strategic policies. We will work closely with communities who have prepared and are preparing Neighbourhood Plans on this.

3 You can find out more about the Development Plan and the documents that are part of it on our website at www.milton-keynes.gov.uk/planning-and-building/planning-policy. In particular, you can read about the progress we are making with our Site Allocations Plan and our Minerals Local Plan.

4 You can look at the Core Strategy at www.milton-keynes.gov.uk/planning-and-building/planning-policy/core-strategy-2013

5 See Core Strategy Policy CSAD1 "Review of the Core Strategy"

6 Progress with preparing the Site Allocations Plan is covered at www.milton-keynes.gov.uk/planning-and-building/planning-policy/site-allocations-plan

7 The existing Local Plan is available at www.milton-keynes.gov.uk/planning-and-building/planning-policy/local-plan-2005

What is the process for preparing a Local Plan?

The process for preparing a Local Plan is set out in statutory regulations⁽⁸⁾. In summary, the key stages in the process that we are following is set out below:

- Develop, refine and publish the evidence base underlying the Local Plan. Work on the evidence base continues throughout the plan-making process.
- Develop and consult on the issues, constraints and opportunities that need to be taken into account in the Plan. We did this through our Topic Papers consultation⁽⁹⁾ between October and December 2014.
- Develop and consult on options for the Plan's Vision and Development Options for future growth. This is the stage we are currently at, and the purpose of this consultation document. The Development Options show where and how future growth could be accommodated. The details will be set out more clearly after this consultation and will lead on to the Preferred Option.
- Develop and consult on the Preferred Options for the Local Plan. This includes the preferred way forward on the Vision and Spatial Development Strategy and an outline of the policies that will be needed to implement and deliver the Plan. This stage will take into account the feedback on this current consultation and the Topic Papers, plus the outputs of the Evidence Base and a Sustainability Appraisal which will help to make sure Plan:MK is giving due consideration to the social, environmental and economic impacts of its policies.
- Develop and publish for comment the Final Draft Plan, which will be the version that we intend to submit to the Secretary of State for a Public Examination. This stage will also be supported by the next iteration of the Sustainability Appraisal.
- Submit the Final Draft Plan, any comments we receive during the publication period and our background evidence and supporting documents to the Secretary of State. An independent Planning Inspector will be appointed to examine the Plan and anyone who has commented on the Final Draft will have the opportunity to submit further evidence or speak at the Examination hearing sessions.
- Receive the Inspector's Report at the end of the Examination process and consider any changes that need to be made to the Plan in response to his or her recommendations.
- Adopt the final Local Plan, incorporating any changes made in response to the Inspector's recommendations.

As we move through the plan-making process, the draft Local Plan will gain increasing weight and will become a material consideration when we determine planning applications.

What has been done so far?

As mentioned as part of the process above, we have already done some work to think about the sorts of policies that will be included in the Plan by asking stakeholders to consider questions around some issues, constraints and opportunities that Plan:MK will need to cover in a series of Topic Papers. These papers were consulted on between September and December 2014. We had a great response to those papers, with around 2,000 comments from more than 260 individuals and organisations. Those responses will be used alongside other sources of information and evidence, when we start drafting the

8 The Town and Country Planning (Local Planning) (England) Regulations 2012
www.legislation.gov.uk/uksi/2012/767/made

9 All of the Topic Papers are available at www.milton-keynes.gov.uk/PlanMK

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detail of our Plan:MK policies for consultation in 2016 to prepare the Preferred Options document. You can look at the Topic Papers, the Consultation Statement and the responses we received at www.milton-keynes.gov.uk/PlanMK.

We have also been working to prepare a robust evidence base to help understand some of the issues Milton Keynes is facing. This evidence base includes studies like the Strategic Housing Market Assessment and the Economic Growth and Employment Land Study. These studies, and others, can be viewed on our website at www.milton-keynes.gov.uk/planning-policy.

We have also been thinking about the overall vision for Plan:MK, and what Milton Keynes might be like in the longer term. This is particularly apt as the city will be 50 years old in 2017 so it is timely to reflect on what has been achieved over the last 50 years and how we can build on that moving forward. By thinking now about what MK will be like in the future, we can make sure that developments happening over the next decade or so fit in with those longer term goals, and do not prevent them being achieved. This document is an opportunity to share your thoughts on those long term issues and how Milton Keynes could develop in the future.

What is this consultation about?

This document tells you about some ideas for the longer term growth of the Milton Keynes area which have come out of a series of workshops that took place in the Spring of 2015. We would like your views on these ideas, so we have included a number of questions throughout this document which we'd like your feedback on. Comments made on this document will, together with the feedback we received previously on the Topic Papers and further detailed evidence and studies, help to inform the development strategy of the new Local Plan.

The workshops were attended by stakeholders from many different backgrounds and areas of interest and expertise. The intention of those workshops was to understand those stakeholders' priorities and ambitions for Milton Keynes, and then to talk through spatial options for where development could take place in the future to help deliver those priorities. We asked the participants to 'think big' and we encouraged them to draw their ideas on maps. There was a wide range of interesting views put forward and a good amount of consensus with some themes coming up several times.

A report of those workshops has been prepared which explains the process we went through, who was involved and what the outputs were. That report is available at [xxx](#). Section 3 'Longer Term Vision and Opportunities' of this document sets out the priorities and ambitions for Milton Keynes in the longer-term identified by participants at the workshops. The Development Options in Section 4 reflect the results of the workshop discussions about how and where Milton Keynes could grow in the future. There are questions within each Section so that you can tell us what you think about the outputs from the workshops and how you think MK should grow.

MK Futures 2050

Alongside work on Plan:MK, the Council is also exploring the future of Milton Keynes in a wider context, as a UK city and economy of increasing importance. The MK Futures 2050 Commission process is running alongside Plan:MK, with the two activities interlinking and sharing information. The Commission will be considering this Strategic Development Options consultation document, and will think about how outputs of the Vision Workshops

discussed here relate to the economic future of the city. Similarly, the Plan:MK process will use the outputs from the MK Futures 2050 Commission as part of the evidence base moving forward, to ensure the plan maximises opportunities for the future of Milton Keynes. The timetables for these two processes have been programmed to take full advantage of the links between them. You can find out more about the MK Futures 2050 work on their website⁽¹⁰⁾.

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10 You can find out more about the MK Futures 2050 Commission at www.milton-keynes.gov.uk/your-council-and-elections/council-information-and-accounts/strategies-plans-and-policies/mk-futures-2050-commission

Section 2 How to Comment

Section 2 How to Comment

We welcome your comments on the questions posed in this consultation document. Your input will help to prepare the Vision for Plan:MK, and will be really important in determining how Milton Keynes grows and develops in the future.

To help encourage debate around the issues raised in this document, and to talk to a wide range of stakeholders and groups about Plan:MK, there will be a series of consultation and engagement opportunities including public meetings, presentations and drop-in sessions over the coming months. You can keep up-to-date with what we are doing through our website at www.milton-keynes.gov.uk/PlanMK, or follow us on Twitter at [@mkccouncil](https://twitter.com/mkccouncil).

Your Parish or Town Council is also likely to be discussing their comments on this consultation document. Please contact them directly to find out at what meeting it will be considered, and how you could get involved.

Consultation Dates

The consultation on the Strategic Development Options will run for a twelve-week consultation period, between **Wednesday 25th November 2015 and Wednesday 17th February 2016**. All comments must be received by 5pm on the closing date. All comments will be made publicly available later in 2016, so we are unable to keep your comments confidential.

How to respond

You can respond to the questions in this consultation document in various ways.

We would encourage you to respond **online** through our consultation portal at <http://miltonkeynes-consult.objective.co.uk>

Alternatively, you could send us your comments by **email** to PlanMK@milton-keynes.gov.uk, or by **post** to the address below:

Development Plans Team
Milton Keynes Council
Civic Offices
1 Saxon Gate East
Central Milton Keynes
MK9 3EJ

Further information

If you need more information, please have a look at our **website** at www.milton-keynes.gov.uk/PlanMK, drop us an **email** to PlanMK@milton-keynes.gov.uk, or give us a **call** on 01908 252358.

Section 3 Longer Term Vision and Opportunities

Why have a Long-Term Vision?

A key part of any Local Plan is to set out a long-term vision for the area. Normally, a Local Plan, which will be concerned primarily with spatial issues, will have a 15-year horizon⁽¹¹⁾, and the Development Strategy in the Plan will focus on delivering a Vision in that timescale.

As part of our thinking on Plan:MK, we want to take a longer term view to think about what sort of place Milton Keynes could become, how big the different settlements within the Borough might grow and what it might look like further into the future. That way, we can make sure that the developments we plan and create now through Plan:MK, fit with that longer term vision and do not prevent it from being achieved in the future.

This is similar to the way that the original plan for Milton Keynes from 1970 looked forward over several decades, so that new developments fitted with the overall aims for the future of the city. So while the Vision will cover the longer term future, the policies in Plan:MK will just focus on what will happen in the first 15-year period.

A Local Plan like Plan:MK is typically reviewed every five years or so and future iterations can adjust or modify the development strategy where appropriate to make sure the long-term vision is being achieved.

Preparing a Vision

The draft Vision for Plan:MK will be developed by looking at what has made MK a successful place and what works here; using feedback from the MK Futures 2050 Commission process as mentioned in Section 1 'Introduction'; from the previous consultation on the Topic Papers; as well as from the range of stakeholders who attended our workshops in Spring 2015. We have also looked at the previous Visions for Milton Keynes from, for example, the original Plan for Milton Keynes from 1970 and the existing Core Strategy⁽¹²⁾.

The Vision Workshops provided an excellent opportunity to understand what people's priorities are for the future and more detail about them and the outputs from them is included in the Workshop Report at xxx. As mentioned in Section 1 'Introduction', we asked a wide range of participants to consider their priorities and ambitions for Milton Keynes in the longer term. Participants were encouraged to express their ideas on maps, which was also used to develop the options in Section 4 'Development Options'. There was a wide range of interesting views put forward, and from these workshops we have been able to identify a number of commonly recurring issues and themes which could be included in the Vision for Plan:MK. These are set out below and with your feedback, will help us to prepare a new longer term Vision for Milton Keynes to help inform the preparation of Plan:MK.

11 The National Planning Policy Framework suggests that plans have a 15-year horizon, as discussed in Section 1 'Introduction', in Footnote [Page 101 of 330](#)

12 You can read about these previous Visions in our "The Way Forward" Topic Paper at www.milton-keynes.gov.uk/PlanMK

Section 3 Longer Term Vision and Opportunities

These commonly recurring issues and themes have been summarised into the bullet points below:

In the longer term, Milton Keynes could become a place:

- *That has grown and developed in a sustainable way that respects its original concepts whilst embracing innovation and change.*
- *That provides quality of life through opportunity and choice for all (a place for everyone).*
- *That has succeeded in achieving easy movement and access for all.*
- *That is recognised internationally as a prosperous and competitive economy benefiting from a wide ranging skill base.*
- *That has taken advantage of growth and change to benefit the citizens of Milton Keynes and the surrounding area.*
- *Where infrastructure needs have been met through the smart use of resources and technology.*
- *With an international profile and reputation as an attractive and forward thinking, 'can do' place.*
- *With a variety of people belonging to diverse communities across the urban and rural area.*

Question 1

Workshop outputs for a longer term Vision

Do you agree that the aims in the bullet points above are the relevant points for us to have regard to when preparing a Vision for (i) the 15-year horizon for Plan:MK and (ii) for Milton Keynes in the longer term?

Question 2

Form of Vision for Plan:MK

When we come to write the Vision for Plan:MK do you think it would work best as a short, bullet point list or would there be value in expanding each aim with some explanatory text to provide more detail about what it covers?

Other Longer Term Opportunities

In addition to the ideas for what a Vision could include and the Development Options that follow in Section 4, there were some points raised at the Vision Workshops that we would like your views on, that aren't necessarily tied to a specific development option. At this stage, no consideration has been given to the viability or deliverability of these proposals, but when looking in the longer term, they may become possible.

How achievable land-use proposals are is an important matter when we come to write Plan:MK. National planning policy encourages Local Plans to be aspirational but realistic and we would need to be able to demonstrate that our plans and proposals are soundly based and have the backing of any organisations key to their delivery. A number of the ideas below would involve close working with and the agreement of our neighbouring local authorities.

The full list of points raised at the workshops is included in the Vision Workshops report at [xxx](#), but the following were made more than once, or, we think, may have particular merit.

- An integrated transport system in CMK and beyond, perhaps using the grid roads or considering alternative methods of transport, including light rail, tram or an overhead system.
- Making better links with key destinations which could include linking up CMK with the hospital, the Stadium and Bletchley train station reflecting its future role as an interchange with the East-West Rail Line.
- The development of a logistics hub at Junction 13 of the M1.
- Making provision for MK 'Boris Bikes', i.e. short-term, low-cost bike hire available at key destinations, like the Santander Cycles scheme operating in Central London.
- Maximising the image and identity of Milton Keynes, reinforcing the heritage, landmarks and buildings, and the distinctive character of the city.
- The creation of an urban buzz in CMK, with a 24/7 and 365 days a year economy, with day- and night-time transport, and a CMK that isn't just about the shopping centre.
- Encouraging more independent retailers, restaurants and other businesses, with outlets for creative uses, in CMK and other locations.
- Improved links with Cranfield University, which could develop to become an undergraduate university and could even be a location for a new hospital to serve both Milton Keynes and Bedford.
- Enhanced cultural diversity with arts, sports and environmental facilities in areas across MK.
- Create another 'Home World' type exhibition, showcasing the innovation that MK has been known for.

Section 3 Longer Term Vision and Opportunities

- Setting high standards for new development, for example Lifetime Homes, meeting the highest sustainability and efficiency requirements, and enabling older buildings to be upgraded and improved too.
- Help to grow the reputation of Milton Keynes through the sorts of things that help make a city an exciting place to be. This could include, for example, a campus university, an Olympic-sized swimming pool, a theme park or a festival site.

Question 3

Other opportunities

What are your thoughts on this list of workshop outputs? Do you think there are any that should be considered further through Plan:MK?

Question 4

The next 'big things' for Milton Keynes

What sorts of facilities or opportunities do you think Milton Keynes should try to develop in the future?

Section 4 Development Options

As a New Town, Milton Keynes was future-proofed for growth. This fits well with Government policy in the National Planning Policy Framework (NPPF) that sets a presumption in favour of sustainable development and requires local planning authorities to positively seek opportunities to meet the development needs of their area⁽¹³⁾.

Figure 1 Context Map



For these reasons, we need to plan to meet our known future housing and economic needs. When thinking about the future growth of Milton Keynes, it is useful to consider where the Borough sits in its wider geographical context. Figure 1 'Context Map' shows Milton Keynes, its transport connections and neighbouring towns. As we move through the plan-making process, we will work closely with neighbouring authorities to make sure we are addressing strategic, cross-boundary issues, as part of our Duty to Cooperate.

Section 4 Development Options

One of the key tests that will be applied when the Plan is examined by a Planning Inspector on behalf of the Government is whether it has been 'positively prepared'. That means that the Plan has to have taken a proactive approach that embraces the need for growth. If we prepare a Plan that prevents or tries to restrict development then we will fail this test. If that happens, the Planning Inspector would propose what they consider to be an appropriate level of growth and we would lose the opportunity to direct the future of the Borough in a managed and sustainable way.

Scale of Development

In terms of the overall scale of growth, it is likely that Milton Keynes will continue to need to deliver at least 1,750 dwellings per annum until 2031, which marks the extent of our current evidence on housing need numbers. In preparing Plan:MK we will be updating and reviewing that and other evidence and will need to consider how to plan for the level of housing need arising from that work.

Naturally not all space in new developments will be devoted to housing and there is an expectation that roughly half of any large development area would be devoted to the employment, infrastructure, landscaping and open space that would make new developments sustainable and attractive places to live.

Plan:MK will cover around the first 15-20 years of any longer term vision so there will be scope for proposals to change over time. However, it is useful to look over the longer term when considering the suitability of the development options and it should be noted that some of these options could take significantly longer than the Plan:MK 15-year horizon to be completed.

Where have the options come from?

At the workshops we asked the participants to be bold in their ideas, without too much focus on constraints or the political challenges that might come with cross-border growth. Ideas were also encouraged to be 'spatial' wherever possible. 'Spatial' means that they can be mapped and expressed as a physical proposal rather than just a concept.

Hundreds of suggestions were recorded at the meetings and you can read more about them in the Vision Workshops report. While some suggestions may not have been hugely visionary, some were not spatial, and others clearly contradicted each other, there was a wide range of interesting views put forward and a high degree of consensus with some themes coming up several times. With the input of independent facilitators, all ideas were looked at and distilled into a set of discrete options that represent recurring ideas from across the different sessions. These four options are mapped on the following pages and it is these that we are seeking public feedback on.

Context and Constraints

As we have explained above, the four options that follow are the result of the workshops that took part earlier in 2015 rather than options being suggested by the Council. No decisions have been made, and the Council has no view or preference at this stage, as to which (if any) of these options might eventually form part of the Development Strategy for Plan:MK, so your comments are very important. The options are numbered to make it easier to refer to them. **The numbering does not confer any priority or preference to the respective options.**

Before any decision can be taken as to what the Development Strategy of Plan:MK should comprise, we will need to gather a wide range of detailed evidence to enable us to fully understand the implications and deliverability of each option. Areas where further evidence might be needed could include transport modelling and landscape character and these are discussed in the commentary for each individual option. This evidence, together with your comments on this consultation and the feedback we received previously on the Topic Papers will help to inform whichever approach is chosen.

It is important to be aware that at this early stage we have not yet ascertained if landowners affected by these options would be willing to consider having their land included in a development area. The longer term scope of the proposals, however, would give the opportunity for ownership issues to be explored and resolved. There is also scope to deliver development areas in combination with one another; the potential for which we would also be keen to receive feedback on.

There are also a number of ongoing work areas such as the RegenerationMK programme and the development of small- to medium-sized sites through the Site Allocations Plan which will have a bearing on the future pattern of development in parts of Milton Keynes⁽¹⁴⁾.

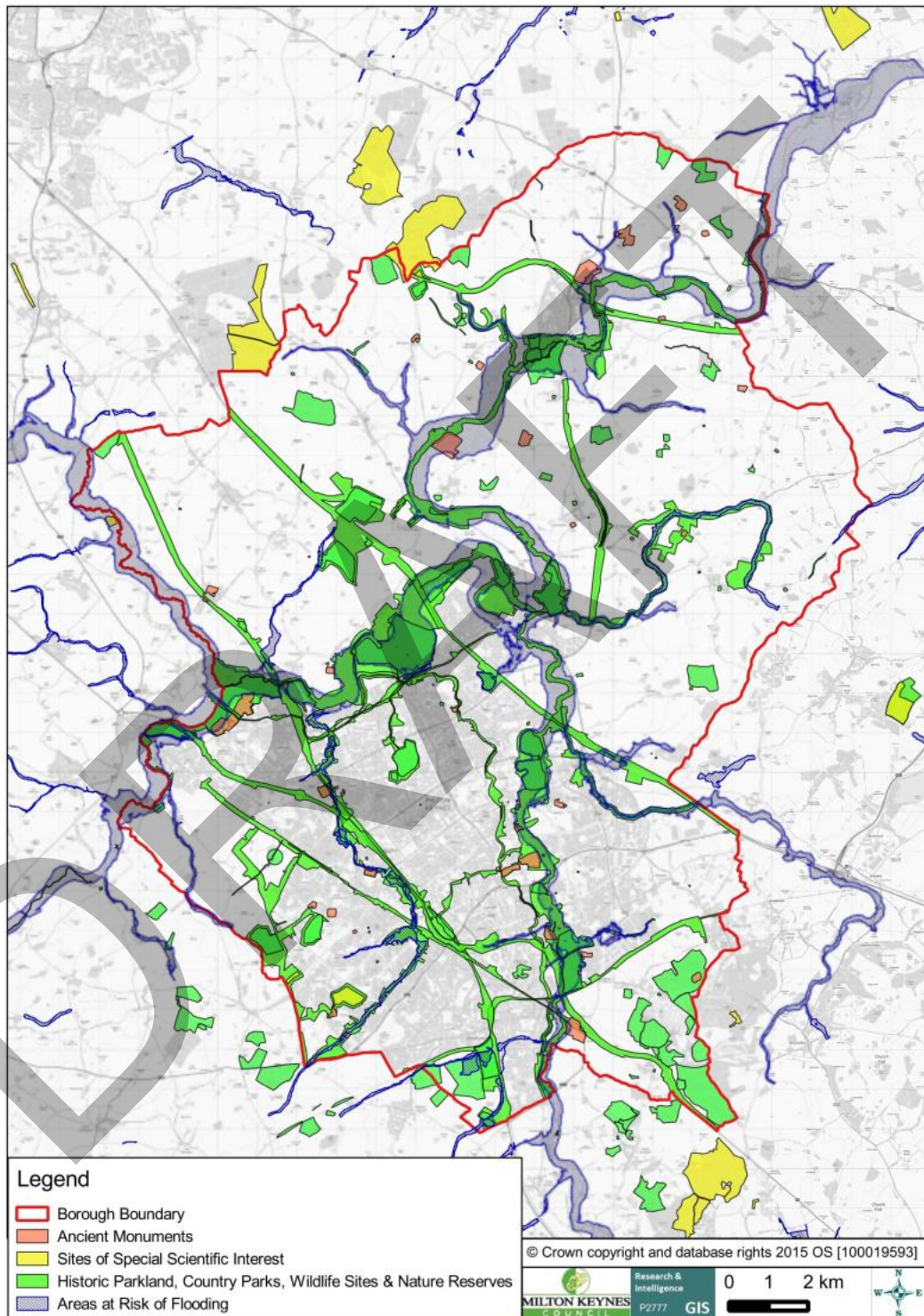
Additionally, it is assumed that the developments already coming forward in the Eastern and Western Expansion Areas, Oakgrove, Tattenhoe Park, the Strategic Land Allocation and Central Milton Keynes are built as planned in each of these options, with the exception of Option 4 which assumes CMK to have a greater amount of development than currently envisaged. The options that have arisen from the workshops would not preclude the development of small or infill development sites in the rural area or windfall sites in the urban area.

As well as the availability of land and existing planned developments, there are a number of constraints that affect some or all of the options. Some of these constraints are shown on the maps for each individual option in this section, for example the strategic green infrastructure network and linear parks, and existing infrastructure such as railways, the M1 motorway and the Bedford to Milton Keynes waterway route.

There are also a range of constraints that may restrict options or require mitigation. These include, for example, areas at risk of flooding and wildlife sites, and are shown on Figure 2 'Development Constraints'. Their impact and implications for future development options will be investigated further as work on Plan:MK progresses.

14 The Site Allocations Plan is being prepared to top up the short- to medium-term supply of housing sites. The intention of the document is to provide flexibility in our land supply position by identifying non-strategic sites. You can learn more about the Site Allocations Plan www.milton-keynes.gov.uk/planning-and-building/planning-policy/site-allocations-plan.

Figure 2 Development Constraints



Working with partners

In the longer term, growth is likely to have implications for key strategic public services, notably hospital capacity. Decisions on future health provision are not taken by Milton Keynes Council but are the responsibility of NHS England and the Clinical Commissioning Group and we are working very closely with these organisations as we prepare Plan:MK.

Along with the capacity of health services, the capacity of existing schools and the need for new school places to meet the demand generated by new development is the largest area of concern. The scale of new development is envisaged to be such that a significant number of new schools will be needed and we are still learning lessons from what has happened in the existing major development areas in terms of pupil yields and how we can ensure that the provision of new school places keeps pace with growth.

The Buckinghamshire Fire and Rescue Service are currently (2015) carrying out a consultation on their future provision within the city which includes enhanced cooperation with Thames Valley Police. Plan:MK will have to take into account the outcomes of this consultation which is causing concern in some areas of the city.

More locally we will work with the Parks Trust on the delivery and maintenance of parks and open spaces associated with new development.

We realise that the idea of future development and change can cause worry and concern within communities that might potentially be affected. As we have explained, at this stage the options shown in this consultation document are the results of the discussions that took place at the Vision Workshops in early 2015 and do not represent the views or preferred options of the Council at this stage, and much more work needs to be done before any decisions are taken. In order to be able to take any of these options forward, we would be working with Town and Parish Councils, neighbouring Local Planning Authorities, local communities, landowners, utility providers and other stakeholders as part of working up any proposals.

We emphasise that nothing has yet been decided and that there will be a number of further opportunities for consultation before any decisions are reached.

Section 4 Development Options

Option 1 - Development to the west, south west and/or south east of the city

What does this option entail? What are the main features of this option?

This option, shown below in Figure 3 'Option 1 - Development to the west, south west and/or south east of the city', entails the delivery of growth through an arc of urban extensions around the western, south-western and/or south-eastern edges of the Milton Keynes urban area, extending beyond the existing boundaries of the Eastern and Western Expansion Areas and including land beyond the administrative boundary of Milton Keynes to the south and west around Newton Longville and Whaddon in Aylesbury Vale, and to the south east in Central Bedfordshire.

The land to the south-east and south-west of the urban area was proposed for development as part of the South East and South West Strategic Development Areas in the now withdrawn South East Plan. Landowners and developers with interests in these areas have promoted development in these areas before. There are also current planning applications for land at South West Milton Keynes and Eaton Leys.

The growth area would be well located to take advantage of the East-West rail route (which will connect Oxford and Cambridge) and the area to the south-eastern side of Milton Keynes would have access to the proposed Bedford to Milton Keynes waterway and the recreation and leisure benefits that would provide.

As with the other options, consideration needs to be given to how existing villages affected by the growth could be sensitively treated, for example through the creation of landscape or green buffers.

What are the possible benefits associated with this option?

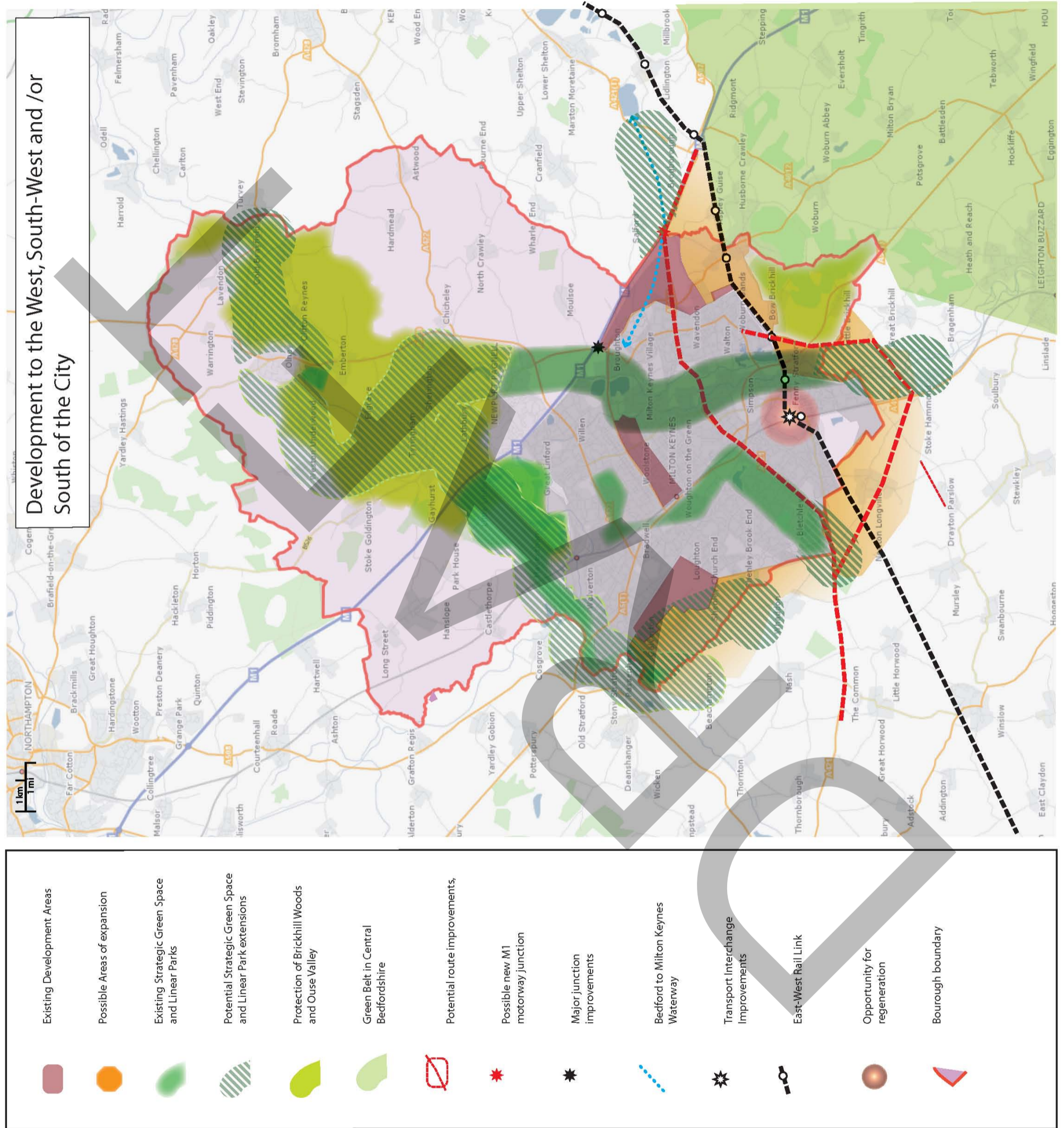
The southern focus of the growth arc presents an opportunity for the regeneration of Bletchley as a potentially important service and employment centre meeting the needs of new residents.

The growth envisaged in this option takes the form of extensions to the existing urban area. This form of development has advantages in that it could be relatively straightforward to strengthen connections to the existing transport corridors and services within Milton Keynes whilst still being large enough to provide the additional facilities and infrastructure to meet the needs of residents. This form of expansion would continue the development approach that has been followed in the 2005 Milton Keynes Local Plan and the 2013 Core Strategy of concentrating growth in major urban extensions at the edge of the city.

This option also benefits from opportunities afforded by the East-West rail route which would run through the south and south-west parts of this area. That will allow rail users to travel westwards towards Oxford with links to the Chiltern Rail line to Marylebone; eastwards to Bedford and ultimately Cambridge; and along the West Coast Mainline from Bletchley.

The growth arc could potentially help to deliver a Bletchley southern by-pass relieving some of the pressure on the east-west A421 route through the city.

Figure 3 Option 1 - Development to the west, south west and/or south east of the city



Section 4 Development Options

What are the possible risks associated with this option?

Transport: The concentration of development in the southern part of the Milton Keynes urban area could place additional pressure on the A421. There is an existing pressure point at the Tattenhoe Roundabout on the A421 (H8 Standing Way) as this is the first roundabout at which traffic from the west (from the Buckingham direction) can disperse into the grid road network. A previously considered solution to the pressure on the Tattenhoe Roundabout was a new 'V0' north-south grid road although this would require significant capital investment to deliver and would be likely to involve the use of land within the Aylesbury Vale District Council area. Further junction improvements would be needed and the feasibility of a Bletchley southern by-pass would need to be examined again.

On the south eastern side of Milton Keynes, the main road connections are limited to the A421 (towards Bedford) and the A5130 (towards Woburn), so further consideration would need to be given to junction improvements and the need for, and feasibility of, new road links.

The possible growth area as shown in Figure 3 'Option 1 - Development to the west, south west and/or south east of the city' extends across the route of the East-West railway line and consideration will need to be given to how this barrier could be dealt with. Network Rail are currently looking at the existing level crossings along the route. If not properly resolved, the railway line would be a considerable obstacle to the creation of a well-connected urban extension to Milton Keynes.

Landscape implications: Development on the western side of Milton Keynes would take development over the Shenley Ridge which is a significant feature on the skyline when looking north-east from the Whaddon area. Although buildings within the Milton Keynes urban area are now visible in places along that skyline, wholesale expansion over the Ridge has been resisted in the past as it would introduce urban development into the rural Whaddon Chase. Due to the slope, opportunities to screen or limit the impact of development on views from the west would be limited. The Western Expansion Area has been deliberately designed to minimise the impact of development on the open countryside to the south and west and on the Wealds, Calverton and Whaddon.

Care would also be needed in the location and design of any development to the south of Milton Keynes around the Brickhill villages in order to respect the sensitive landscape of the Brickhills.

Impact on areas outside Milton Keynes: This option includes land outside the administrative boundary of Milton Keynes; in Aylesbury Vale to the west and south-west, and in Central Bedfordshire to the east. Development outside of Milton Keynes can only proceed with the co-operation of the neighbouring Local Planning Authorities, Parish Councils and communities. The process of planning for a development such as this can take time and there is potential for the delivery of any development in these locations to be subject to delay. Land to the south west of Milton Keynes is currently being considered as a possible growth option by Aylesbury Vale District Council as part of their work on their new local plan.

Impact on existing villages: The intention is that the character and integrity of any affected settlements would be protected by surrounding them with a green buffer, although the extent and exact nature of this has not yet been determined. So while the existing

settlements would be afforded some protection from the impact of growth, residents would also be able to access and take advantage of the new infrastructure and facilities delivered alongside the development.

Question 5

Continued outward expansion of Milton Keynes urban area (Option 1)

Do you think that continuing the outward expansion of the Milton Keynes urban area in this direction is the best way to accommodate new development in the longer term?

Question 6

Sensitivity of areas on the edge of Milton Keynes to new development (Option 1)

Are some areas on the edge of Milton Keynes identified in this option more sensitive to new development than others? If so, which? Are there some areas identified in this option that you think are more suitable?

Question 7

Final extent of outward expansion of Milton Keynes (Option 1)

If Option 1 were to proceed, should we define an eventual 'final extent' of development?

Question 8

Treatment of existing settlements in Option 1

Is a green buffer the best way of protecting the character and integrity of the existing settlements washed over by the new development identified in Option 1? Or would you prefer to see them integrated in a similar fashion to the villages in the existing urban area, for example Great Linford and Loughton?

Section 4 Development Options

Option 2 - Development East of the M1 motorway

What does this option entail? What are the main features of this option?

A considerable number of the ideas emerging from the Vision Workshops suggested growing Milton Keynes eastwards across the M1 motorway towards Cranfield, as shown in Figure 4 'Option 2 - Development East of the M1 motorway'. Recognising how Milton Keynes has grown over the last 50 years, some participants envisaged a 'mirror image' of the new city east of the M1 delivering longer term growth. The idea of development crossing the M1 motorway is not new, but has been resisted in the past due to concerns that the M1 represents a barrier to growth which makes effective connections difficult.

In the longer term, the development area identified on Figure 4 'Option 2 - Development East of the M1 motorway' could deliver in the region of around 26,000 homes together with associated infrastructure and facilities.

This option involves development outside of Milton Keynes Borough into Central Bedfordshire. For this option to proceed, there will need to be agreement and co-operation with Central Bedfordshire Council and the affected Parish Councils and residents.

It is intended that where new development grows around the existing villages including Moulsoe, North Crawley and Salford, that the integrity and character of these villages will be protected. This could be by way of a landscape or green buffer⁽¹⁵⁾ or some other method of preserving the character of the settlement as was done for the many villages that are now embraced within the Milton Keynes urban area.

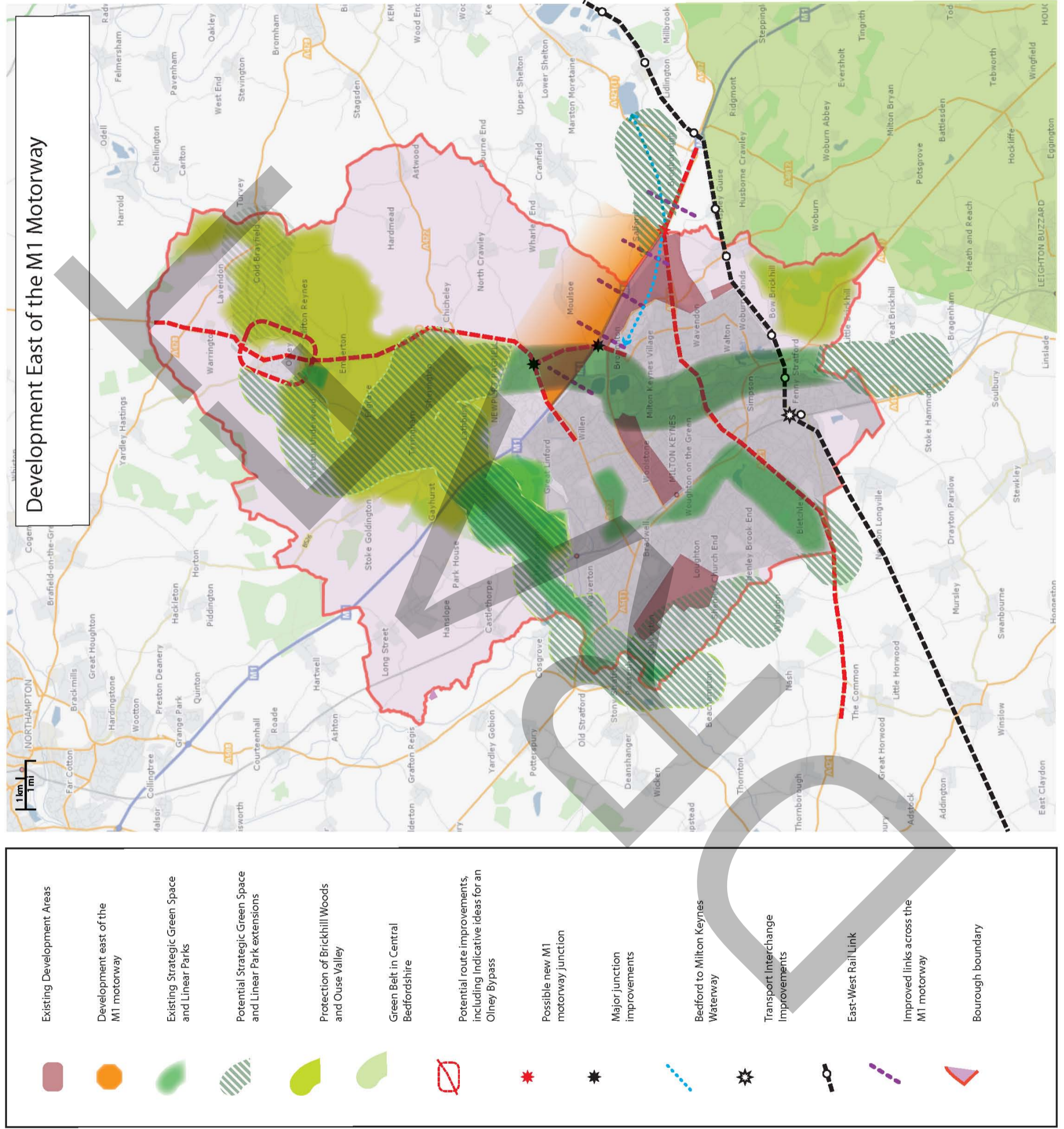
To be truly successful, the transport connections between any growth area on this scale to the east of the M1 and the existing Milton Keynes urban area need to be seamless and fully integrated, and will need to deliver effective, good quality road and public transport routes. Figure 4 shows that these connections would need to be put in place, but as yet we haven't done the work to identify how and where those would need to go, or how many would be needed, so the crossings shown on the map are purely indicative and illustrative at this stage.

What are the possible benefits associated with this option?

This option could provide a focal point for longer term growth and a critical mass of residents which would help it sustain a full range of land uses, services and facilities including schools, leisure, a large local or district centre incorporating primary health care facilities, and employment opportunities. The size of development envisaged would enable the creation of a new growth area that could be relatively self-sufficient. There is potential that the scale of development in this location could even extend beyond that shown on the diagram if it was considered sustainable or desirable in the future.

15 A green buffer could be provided by retaining existing fields or by creating a landscaped parkland or setting around the existing village. There is no set width for a buffer; this would need to be considered on a site by site basis.

Figure 4 Option 2 - Development East of the M1 motorway



Development East of the M1 Motorway

Section 4 Development Options

New road connections would need to provide efficient and effective connections for public transport as well as for car borne traffic and there may be opportunities to incorporate new technologies and modes of personal transport to make the link between the old and the new as seamless as possible.

The south-eastern extent of the potential growth area as shown on the diagram is within Central Bedfordshire. This part of the development would provide access to the East-West rail route that will run between Oxford and Cambridge and this presents opportunities for travel by rail, and also a possible rail freight interchange that could even be linked to a new junction on the M1.

There could also be opportunities to take advantage of the area's proximity to the route of the Bedford to Milton Keynes waterway, which would provide additional leisure activities and could enhance property values for land adjacent to the waterway.

What are the possible risks associated with this option?

Infrastructure delivery: At this stage no work has been done on the details of the primary infrastructure that would be needed to make this option work. The feasibility and viability of creating a number of new or improved transport links across the M1 requires considerable work, in particular to identify suitable locations for where that might be possible. Therefore, while we have highlighted possible infrastructure improvements and links, there are no current plans for these. The Department of Transport has been clear in its response to previous consultations that it has no plans for a new junction on the M1 in the location that the workshops identified, but looking longer term it is possible that the situation may change.

Speed of delivery: The planning and delivery of a large growth area, relatively disconnected from the existing urban area, would take longer to get off the ground than building a number of smaller sites within an established urban area. In established urban areas, the main elements of infrastructure (main roads, access to mains water and sewerage and utilities) are already in place. As the delivery of this option will take time to get off the ground, there is likely to be a need for a hybrid option which would deliver a mixture of smaller sites and/or redevelopment of sites in the urban area to ensure a short to medium-term supply of new development whilst the larger development areas are planned and brought forward.

Development funding: The delivery of this option will require the provision of a large amount of primary infrastructure up front. Schools and other community facilities need to be provided alongside new homes so that residents do not have to travel for them. We would need to put a new development funding mechanism in place so we can forward fund the early delivery of the critical pieces of infrastructure.

Cross-boundary development: This option would involve development beyond the administrative boundary of Milton Keynes which could only proceed with the co-operation of Central Bedfordshire Council, the Parish Councils and residents in that area. The process planning for a development such as this can take time and there could, therefore, be a potential delay to the delivery of any development in this location.

Impact on existing villages: This option would result in development growing eastwards from the M1 around a number of existing villages and small settlements. We recognise that identifying this as a possible development location in this consultation will result in concern and uncertainty for residents in the area. The intention is that the character and

integrity of any affected settlements would be protected by surrounding them with a green buffer, although the extent and exact nature of this has not yet been determined. So, while the existing villages would be afforded some protection from the impact of growth, residents would also be able to access and take advantage of the new infrastructure and facilities delivered alongside the development.

Question 9

Scale of development east of the M1 (Option 2)

What do you think about the scale of the development suggested for east of the M1 in Option 2?

Question 10

Final extent of development east of the M1 (Option 2)

If Option 2 were to proceed, should we define an eventual 'final extent' of development?

Question 11

Treatment of existing settlements in Option 2

Is a green buffer the best way of protecting the character and integrity of the existing settlements washed over by the new development identified in Option 2? Or would you prefer to see them integrated in a similar fashion to the villages in the existing urban area, for example Great Linford and Loughton?

Option 3 - One or more satellite settlements in the rural area

What does this option entail? What are the main features of this option?

One of the ideas emerging from the Vision Workshops was to look beyond the northern edge of the Milton Keynes urban area and identify a number of 'satellite settlements' in the rural area. In the Workshops, a number of possible broad locations were identified with the six shown on Figure 5 'Option 3 - One or more satellite settlements in the rural area' receiving most suggestions. That does not mean that it would be either necessary or advisable to deliver all of them and you may feel there are other locations that might be more suitable.

As mentioned at the start of this section, it is important to note that the outcome of this consultation process might be that a combination of one or more elements of the individual options are chosen as the preferred way forward. For example, were a satellite settlement approach to be chosen, that would not necessarily preclude growth also taking place in existing rural settlements or in the Milton Keynes urban area.

The workshop participants envisaged a number of satellite settlements, rather than one larger settlement along the lines of the Garden Cities promoted by the Coalition Government in 2014. The Government envisaged that each new Garden City would deliver at least 15,000 new homes and would be led by the community. Although a larger, single settlement did not emerge from the workshops, it is not to say that this could not be considered.

Should new satellite settlements come forward in Milton Keynes, there would be considerable opportunities to learn not just from Milton Keynes' own New Town history but from developments that are planned in places like Bicester, in terms of capturing the value of development land and for community ownership and long term stewardship of the land.

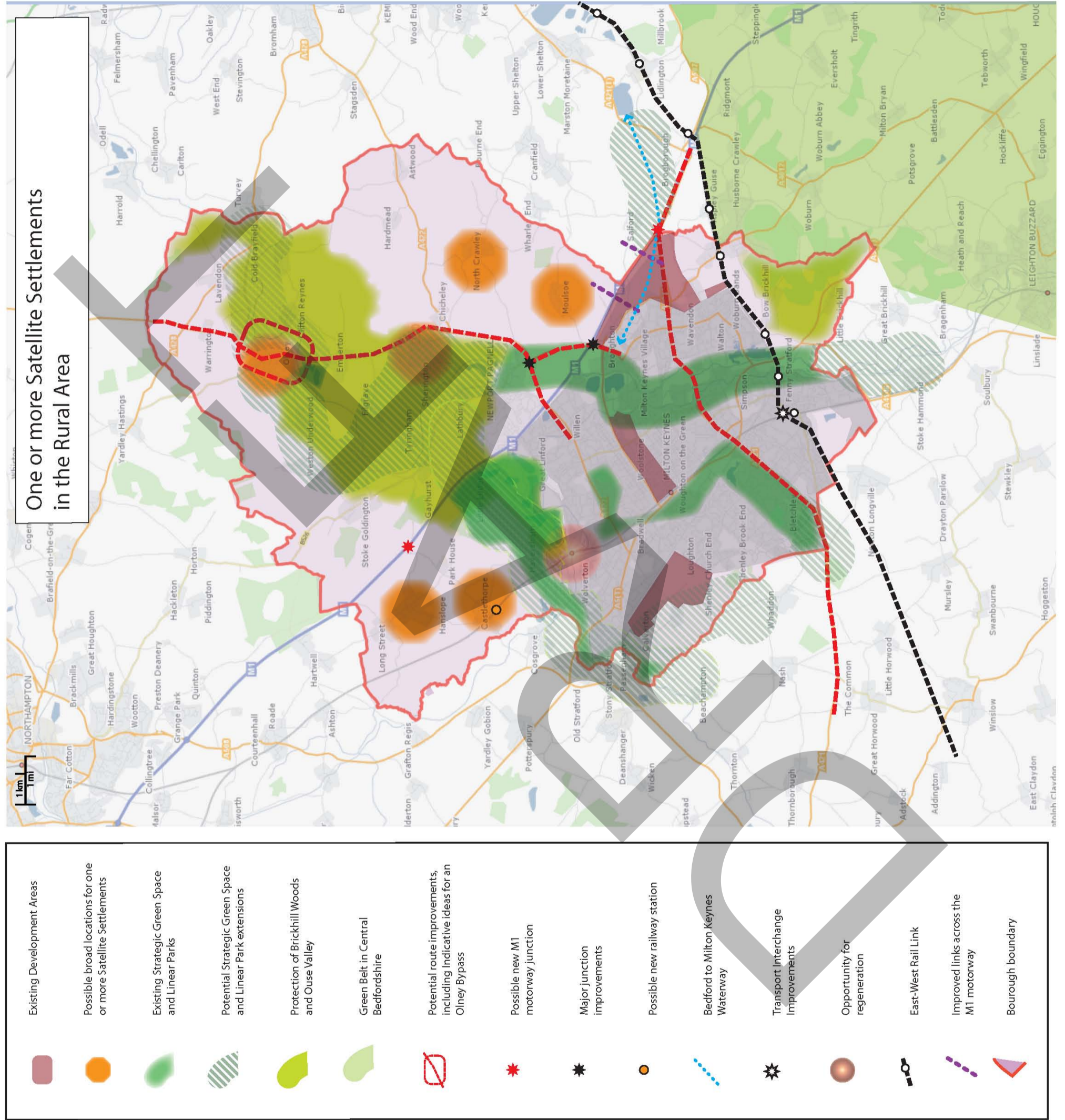
How big would each satellite settlement be?

From past experience in Milton Keynes and elsewhere, a minimum size of 5,000 homes is generally considered necessary in order to ensure that a settlement is large enough to meet some of the day-to-day needs of its residents, particularly in terms of school provision. Subject to further work to understand likely future pupil yields, a minimum size of 5,000 homes would be likely to support a secondary school reducing the need for secondary age children to leave the settlement on a daily basis in term time and, therefore, the need for a considerable number of journeys.

As a general guide, the area shown for each of the satellite settlements would be capable of accommodating that minimum level of development together with associated facilities such as schools, health and community services, shops, leisure and employment opportunities. This area, however, is only illustrative and intended to show potential locations rather than the extent of any possible sites.

As the name 'satellite settlements' suggests, it is recognised that there will be some degree of dependence on neighbouring urban areas such as Milton Keynes and the services and jobs that they offer, but the aim will be for the settlements to be large enough to meet the daily and weekly needs of the majority of their residents as much as possible.

Figure 5 Option 3 - One or more satellite settlements in the rural area



Section 4 Development Options

What are the possible benefits associated with this option?

The two possible locations in the Castlethorpe/Hanslope area have the potential to access the West Coast railway line from Wolverton station and then onto the future East-West rail route via Bletchley. In the longer term, it might be possible that new development in this location could support the reopening of a railway station at Castlethorpe.

The locations close to the A509 could provide an impetus for the delivery of an Olney bypass which has been identified for a number of years. East and west route options are identified in the 2005 Milton Keynes Local Plan. The Council's Local Transport Plan 3 supports the Olney bypass in principle (subject to further feasibility work) recognising that it could ease traffic and air pollution in Olney, as well as easing traffic accessing Central Milton Keynes on arterial routes.

This development option does not consider any locations outside of the Milton Keynes administrative boundary. However, looking at the two possible locations identified to the east of the A509 in the area of Moulsoe and North Crawley, there could be a possibility of a new settlement extending towards Cranfield. A proposal such as this would require discussion and co-operation with Central Bedfordshire Council, the affected Parish Councils and their residents.

A possible new junction on the M1 between the existing Junctions 13 and 14 is illustrated on the plan which would provide motorway access to a settlement or settlements located to the east of Milton Keynes. Major improvements to Junction 14 of the M1 are also shown as part of this option, although for both of these schemes the point made below about the delivery of infrastructure should be noted.

What are the possible risks associated with this option?

Infrastructure delivery: At this stage no work has been done on the viability of the settlements identified by the Workshops to deliver the necessary supporting infrastructure. Whilst we have highlighted above possible infrastructure improvements and links, such as a new railway station for the Castlethorpe area or a new motorway junction, there are no current plans for these. The Department of Transport and Highways England are clear that there is no opportunity for a new junction on the M1 in the location that the Workshops identified, but looking longer term, it is possible that the situation may change.

The possible satellite settlements identified are quite disconnected and existing road connections are less than optimal. Therefore, further work would be needed to look at transport connections, including how an efficient and effective public transport network could work across a dispersed pattern of development.

Design principles: By developing new settlements rather than building extensions to the urban area of Milton Keynes, it may not be possible to replicate the design principles of the city that many people think are important. The design and layout of any development would of course need to reflect the characteristics of its surroundings, but developments are unlikely to be of a scale or be suitable for delivering items such as, for example, grid roads.

Dependence on larger urban areas: Even with a range of services and facilities, it is acknowledged that any satellite settlement will have a degree of dependence on the larger urban areas in the surrounding area. This is particularly likely to be the case in relation to jobs and employment opportunities as many residents are likely to commute into Milton

Keynes which, in turn, will have implications for traffic levels. Depending on the size of the settlement and decisions on how health care is delivered in the future, it is also possible that residents might have to travel outside of the settlement for primary care (i.e. GPs surgeries) a hospital care.

Speed of delivery: Enabling the development of a new settlement on greenfield land takes longer than building on a number of smaller sites within an established urban area, where the main elements of infrastructure (main roads, access to mains water and sewerage and utilities) are already in place. For this reason there is likely to be a need for a hybrid option, which would deliver a mixture of smaller sites to ensure a short term supply of development whilst the larger development areas are planned and brought forward.

Development funding: The delivery of new settlements under this option would require the provision of a large amount of primary infrastructure up front. Schools and other community facilities need to be provided alongside new homes so that residents do not have to travel out of the settlement for these. A new development funding mechanism would need to be put in place so we can forward fund the early delivery of the critical pieces of infrastructure.

Question 12

Size of new settlement(s) (Option 3)

Would it be better to have one much larger new settlement, like a Garden City, in the northern part of or adjacent to the Borough, which is large enough to be self-sufficient in terms of jobs, schools, health, shops and all other services? Or would you favour an approach of having several smaller settlements?

Question 13

Possible locations for new satellite settlements (Option 3)

Of the possible locations identified in Figure 5 'Option 3 - One or more satellite settlements in the rural area', do you think that some are better than others? And if so, why? Are there any other locations that you think should be considered?

Question 14

Final extent of new satellite settlements (Option 3)

If this option were to proceed, should we define an eventual 'final extent' of development around each satellite settlement?

Option 4 - Intensification and Redevelopment in the urban area

What does this option entail? What are the main features of this option?

This option reflects the views of workshop participants that better use should be made of the land in the existing urban area of Milton Keynes. Figure 6 'Option 4 - Intensification and Redevelopment in the urban area' attempts to show this on a map.

This approach is in line with the Government's planning guidance in the National Planning Policy Framework (NPPF) which sets out as one of its core planning principles that effective use should be made of land by re-using previously developed (brownfield) sites. By seeking to make the best use of vacant or underused land, it should be possible to reduce the amount of greenfield sites needed to meet future growth needs.

It is difficult to quantify how many new homes this option could deliver so, although it will make a contribution to meeting our future development needs, it is very unlikely that this option alone would be enough to negate the need for greenfield development.

So, where might new development take place under this option? There are probably four broad ways in which intensification and redevelopment might take place within the urban area:

- **The completion and possible redevelopment of sites within Central Milton Keynes:** This could include the redevelopment of some older office buildings for residential use as well as the completion of the residential areas around Campbell Park and might involve taller buildings to make efficient use of the sites, as well as building at a greater density than had previously been proposed.
- **The redevelopment of existing employment land for other uses:** The Council is currently undertaking a review of the existing employment sites in Milton Keynes and this is expected to identify underused, surplus or vacant areas which could be redeveloped for other uses including housing. At the Workshops, Blakelands, Tongwell and Kiln Farm were identified as possible locations where employment land could be used for residential use⁽¹⁶⁾.
- **As part of the RegenerationMK programme:** The Council is looking to form a joint venture with a private sector partner to improve homes and neighbourhoods across Milton Keynes. The partnership will deliver a 15 year asset management service to the Council's housing stock including a regeneration programme, focusing on seven priority estates. The programme is not just about housing and the built environment; it will also provide opportunities for employment, training and investment and will support communities to be strong, active and ultimately sustainable. Although the detail of the delivery is yet to be defined, it is anticipated that there will be considerable scope to increase the current density of housing in some areas
- **Infill and redevelopment of other sites:** These would be sites within the urban area, some of which might be identified and allocated in planning policy documents, including the Site Allocations Plan and Neighbourhood Plans prepared by local communities. Others might arise as windfall development⁽¹⁷⁾. It could include opportunities for regeneration in the older town centres such as Bletchley and Wolverton, redeveloping some areas to provide more effective use of a site, or

16 Link to Employment Land Study, to add

17 Windfall development is new development that has not been previously allocated in a local or neighbourhood plan

developing sites not previously looked at for development, for example grid road corridors or underused areas of open space or amenity land.

What are the possible benefits associated with this option?

Making use of development opportunities within the urban area reduces the amount of greenfield development necessary to meet future growth needs, which would act to protect the character of the countryside and rural settlements. Where urban land is underused and poorly maintained, redevelopment can deliver benefits to the appearance and attractiveness of an area. The Wolverton Park development provides a good example of how former industrial buildings can be redeveloped to create a high quality residential development [INSERT photo of Wolverton Park and canal]

The redevelopment of vacant or underused land within the urban area and building at higher densities can contribute to the development of more sustainable communities by increasing the number of people living in an area which in turn can create opportunities for public transport improvements, low-energy transport modes and to reduce overall car use. Increasing the number of people living in an area can also help to improve the viability and quantity of services and facilities such as health, shops, schools and job opportunities in relatively close proximity to where people live.

Developments within the existing urban area are able to take advantage of the existing infrastructure and are, in general, able to be built more quickly than is the case for greenfield development where the primary infrastructure needs to be funded and delivered up front.

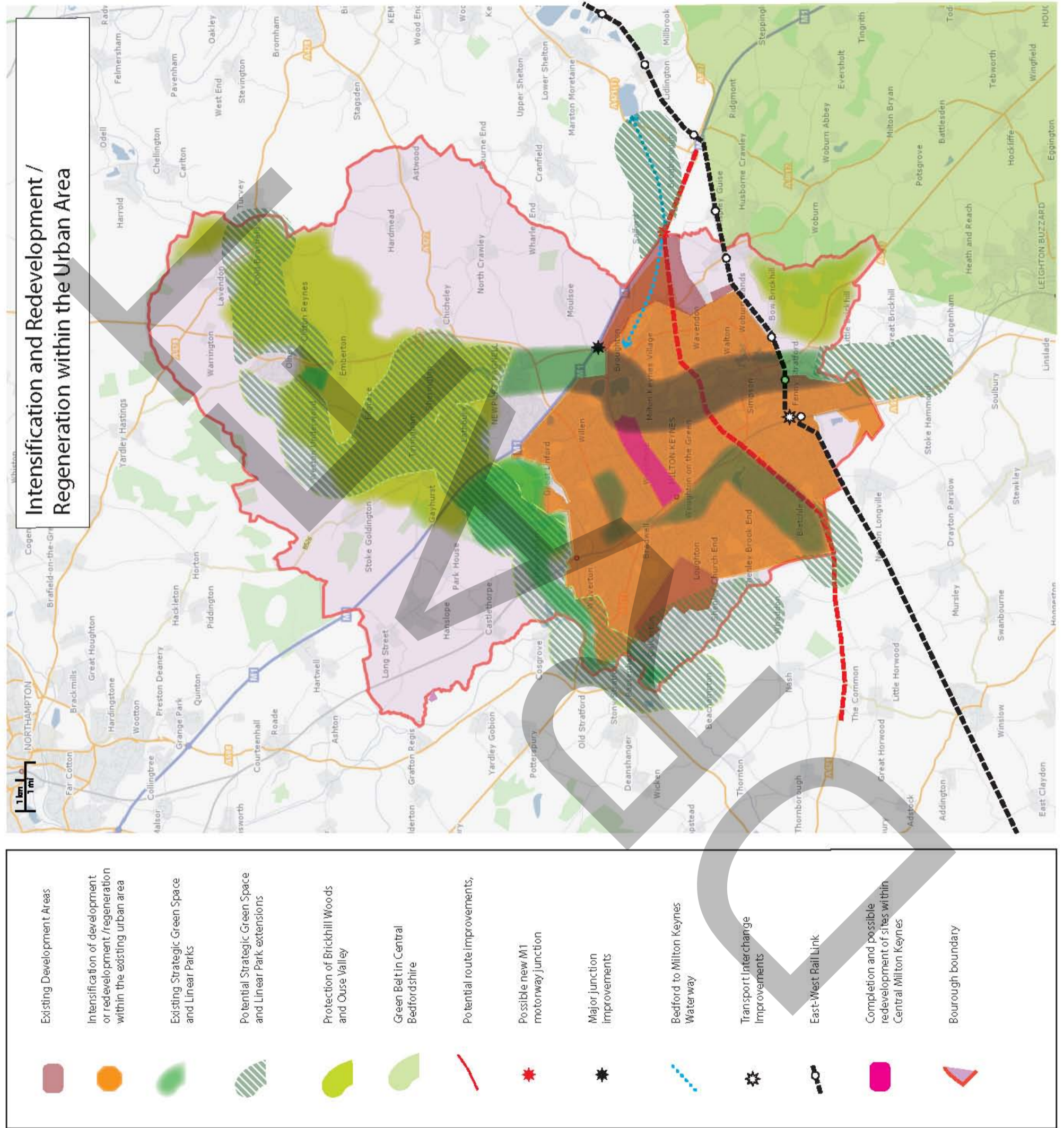
What are the possible risks associated with this option?

Traffic and Transport: Just as intensification of development in the urban area can provide benefits for improving public transport and creating more sustainable neighbourhoods, it can also result in higher levels of traffic and a worsening of local environmental conditions. Sometimes it may be difficult to make road and junction improvements within an already developed area, limiting opportunities to improve the infrastructure to meet the needs of a new development.

Infrastructure: In addition to roads, the intensification of development in the urban area could result in increased demands on other aspects of infrastructure such as surface water drainage, as well as on public services including schools and health facilities. Whereas larger scale developments such as urban extensions and new settlements can be planned wholesale and the delivery of strategic infrastructure phased to meet the needs of the new development, urban intensification through the redevelopment of many smaller sites can result in a piecemeal form of development which is unable to justify or fund investment in infrastructure improvements.

Character: Intensification of development within Milton Keynes could result in a change in the character of the urban area, particularly some of the older estates, which could present a threat to the New Town heritage.

Figure 6 Option 4 - Intensification and Redevelopment in the urban area



Question 15

Intensification and Redevelopment of the urban area (Option 4)

Do you think that intensification and redevelopment of the existing urban area should take place alongside greenfield development as identified in the other options?

Question 16

Types of Redevelopment or Intensification of the urban area (Option 4)

Are there any of the redevelopment/intensification options mentioned above that you would particularly support, or that you think should not be considered?

Question 17

Other areas suitable for redevelopment (Option 4)

Are there any locations that you think would be particularly suitable for redevelopment?

Other Opportunities

Besides the four development options presented here, there are a number of other sites that could provide further development opportunities that are not a direct product of the Vision Workshops. This includes sites that have been put forward to Milton Keynes Council through our Strategic Housing Land Availability Assessment⁽¹⁸⁾ or were submitted in response to the Topic Papers consultation in 2014. Neighbouring authorities also undertake the same processes so there may be other land outside the Borough boundary that could potentially contribute to the growth of Milton Keynes.

The majority of the sites that have been previously put forward are covered by the Development Options shown in this document. However, there are also some sites within or adjacent to villages in the rural area that have been promoted. These sites are not strategic in nature due to their size and as mentioned earlier in this document, sites like these could come forward outside of the Development Options presented here. Further, a large development site was promoted through the Topic Papers process to the north of the urban area. As this location was not identified with any consensus at the Workshops, it has not been included as part of any of the options here, but you may consider it has potential for future development.

In addition, there may be other options or scenarios that you think should be considered, or there may be a particular combination of sites that you believe could be a sensible and sustainable option for the future development of Milton Keynes. Are there elements of some of the options we have presented that you think are particularly strong, and that should be given further consideration? The questions below give you the opportunity to give us some feedback on these issues.

Question 18

Other options for longer term development

Do you think there are other possible development options, beyond those that came out of the Workshops, that should be considered?

Question 19

Your thoughts on the options

Are there elements of any of the options that you particularly like or think have particular merit? Similarly, are there any elements that you think would be unworkable, even over the long term future? Are there any conditions or requirements you would place on any of the approaches presented that would help to make them a sustainable option that you could support?

18 The SHLAA was last published in 2012 and will be updated shortly. The 2012 version is available at www.milton-keynes.gov.uk/planning-and-building/planning-policy/strategic-housing-land-availability-assessment.

Question 20

Order of preference of options

As mentioned at the start of this section, it is possible that the final Development Strategy in Plan:MK might involve a combination of parts or all of two or more of these options. Which of the directions of development would you consider to be the last resort, the one that you would find it most difficult to support? Similarly, which do you think is the most sensible or sustainable option, that should be considered as a priority?

DRAFT

Section 5 Next Stages

Section 5 Next Stages

What happens next? The Preferred Options stage

While we are consulting with you on the Strategic Development Options, we are continuing plan preparation by thinking about the other policies that will be included in Plan:MK, particularly those that will not be affected by the outcome of this consultation. This is to help us prepare our Preferred Options document, which will be the next stage in the Plan:MK process⁽¹⁹⁾. In order to write that document we are considering various sources of evidence:

- the comments that we received to our Topic Papers consultation in 2014;
- what our growing evidence base is telling us;
- the outcomes of the Vision Workshops and this subsequent consultation;
- a Sustainability Appraisal/Strategic Environmental Assessment which considers the social, environmental and economic impacts of our policies;
- the guidance in the National Planning Policy Framework and the Planning Policy Guidance; and
- how we use our existing planning policies, and what works and doesn't work about them.

How will feedback to this consultation be used?

We will take into account the comments we receive back through this consultation period and consider how the issues covered here should be taken forward in the Preferred Options document. These issues will also be influenced by the outcome of the MK Futures 2050 Commission work that was mentioned in the Introduction, and the implications that this will have for future development. Any outputs from that process will be considered as part of the inputs to the Plan:MK process.

The Preferred Options stage will include a series of directions or approaches (not necessarily the specific wording for the individual policies) that we think are the right way forward for Plan:MK. We hope to be ready to consult on that Preferred Options consultation document towards the end of 2016.

Keeping in contact

Anyone who comments on this document will automatically be kept up to date as we continue to move through the process, and will be alerted when we approach the next consultation period. Please remember that this is a fully transparent process, and all comments we receive will eventually be published.

In the meantime, we will keep our website (www.milton-keynes.gov.uk/PlanMK) updated with the latest position and any other emerging work.

Section 6 Links and References

The following links and resources have been used in the preparation of this document, or will be relevant to how Plan:MK develops throughout the plan-making process.

Previous stages in the Plan:MK process

www.milton-keynes.gov.uk/PlanMK

Plan:MK Topic Papers and consultation responses

<http://miltonkeynes-consult.objective.co.uk/portal/planmk>

Consultation Statement

...

Vision Workshops report

...

Evidence Base documents

www.milton-keynes.gov.uk/planning-and-building/planning-policy/evidence-base-documents

www.milton-keynes.gov.uk/planning-and-building/planning-policy/five-year-housing-land-supply-annual-monitoring-report

Core Strategy 2013

www.milton-keynes.gov.uk/planning-and-building/planning-policy/core-strategy-2013

Local Plan 2005

www.milton-keynes.gov.uk/planning-and-building/planning-policy/local-plan-2005

Site Allocations Plan

www.milton-keynes.gov.uk/planning-and-building/planning-policy/site-allocations-plan

Neighbourhood Plans

Neighbourhood Plans are prepared by Town and Parish Councils in close consultation with local communities. Milton Keynes Council provides guidance through the process and there are some stages that are the responsibility of MKC. For all of the Neighbourhood Plans being prepared in the Borough, there is a section of the website at the link below. If your local area is not listed, you may wish to contact your local Town or Parish Council to find out if they intend to prepare a Neighbourhood Plan.

www.milton-keynes.gov.uk/planning-and-building/planning-policy/neighbourhood-planning

Local Transport Plan

www.milton-keynes.gov.uk/streets-transport-and-parking/transport-policy

MK Futures 2050 website

www.milton-keynes.gov.uk/your-council-and-elections/council-information-and-accounts/strategies-plans-and-policies/mk-futures-2050-commission

National Planning Policy Framework and Planning Policy Guidance

<http://planningguidance.planningportal.gov.uk/>



Report of the Plan:MK Vision Workshops, Spring 2015

The first consultation stage for Plan:MK allowed stakeholders to explore the various issues that the plan would need to consider through a series of twelve Topic Papers. We received lots of interesting and useful comments in response to those papers, which will be used as we prepare the next stages of the plan. There were also some concerns raised that there was a lack of long-term vision for the future of Milton Keynes, and that the plan ought to address this. So, in order to help us in preparing the plan and understand what our stakeholders think is important for the future, we decided to take a step back to look at what Milton Keynes should be like in the longer term.

By thinking now about the long term future, about how big Milton Keynes might grow and what it might look like, we can make sure that the developments we create now fit with that longer term vision and don't prevent it from being achieved in the future. In the same way that the original 1970 plan for Milton Keynes looked at the way the city would develop over several decades, with a greater focus on how the first ten years of the plan would be delivered, it was felt there should be a discussion of the long term vision for the Borough, looking over several decades to help frame the development strategy for Plan:MK. The development strategy will be based around delivering the first 15-year phase of the longer term, spatial vision.

In order to think about what that longer term vision might include, a series of workshops were held during Spring 2015. The intention of these workshops was to provide a forum for discussion on the future of Milton Keynes; an opportunity to clarify the strategic issues facing the Borough over the coming decades; and to make sure a wide group of stakeholders had the chance to get involved in the debate.

This report is intended to explain the approach we took in the workshops, who was involved, what we learnt through the sessions and the outputs that were created by those that were invited, and how they have been used to inform the Plan:MK process moving forward.

What, when, where, who, how...

We wanted to understand from a wide range of stakeholders, what their aspirations were for the future of Milton Keynes as we look forward over the coming decades and to think about how this could be translated into a vision for the plan. We also wanted to get views on what Milton Keynes might look like in the future; how and where it could grow; what connections should be strengthened or what infrastructure might be needed; and how the aspirations and ambitions that had been identified could be translated on the ground.

In order to do this, we wanted to be able to have a discussion between different groups of stakeholders and allow people with different viewpoints to debate between themselves some of the issues. To do this, we organised three 3-hour sessions over a two-day period. These first sessions were held on the following dates at venues in Milton Keynes.

- Thursday 26th March 2015, 10am - 1pm at the Milton Keynes Christian Centre in Oldbrook
- Thursday 26th March 2015, 2.30pm - 5.30pm at the Milton Keynes Christian Centre in Oldbrook
- Friday 27th March 2015, 10am - 1pm at the Kents Hill Park Conference and Training Centre

When organising these first sessions, it was clear that several of our Ward Councillors were unable to attend in the lead up to the local elections and some of our other invited stakeholders were not able to make time in their working day, so an additional session was held organised and held on

- Thursday 11th June 2015, 6pm – 9pm at the Kents Hill Park Conference and Training Centre.

For this session, we made a particular effort to encourage a greater diversity of attendees, by asking the Council's Equality and Diversity Officer to invite representatives from a range of communities and groups from across the Borough.

In addition, to help engage with an audience that is often quite hard to reach, we held a session with young adults over lunchtime Thursday 9th April 2015 at the Council's Civic Offices. The participants were aged between 17 and 23 years and included 6th Form/College students, University students from MK who were studying elsewhere in the country, and MK residents who had returned from studying and were now working MK. All had been residents of Milton Keynes for at least ten years and were picked through personal contacts and local community groups.

We also held two workshops with schoolchildren aged between 11 and 16 at the MySayMK conference on 8th July 2015. These followed a different format to the other Vision Workshops so the outputs have not been incorporated as inputs into developing the Vision in quite the same way. However, they will be reflected in our thoughts as we prepared the plan and included in the Consultation Statement for Plan:MK that will summarise all of the engagement we do throughout the whole plan-making process.

We tried to ensure that the list of stakeholders that were invited to attend the workshops was as varied and inclusive as possible, and allowed a wide range of individuals and organisations to get involved and have their say. The list of invitees included the following:

- Local residents
- Town and Parish Councils
- Ward Councillors
- Various local groups (including those with an interest in heritage, the built form and planning of Milton Keynes, sports and recreation, transport, and regeneration, and those representing people with a disability, wheelchair users and different religious or ethnic groups)
- National organisations (including the Environment Agency, English Heritage, Highways England, the National Housing Federation, NHS England and the Clinical Commissioning Group),
- Local agents, planning consultants, landowners and developers for key developments within the Borough, including the Milton Keynes Development Partnership
- Local businesses and employers, and the nearby universities
- Representatives from the voluntary and community sector, including the Community Foundation and Community Action MK
- Neighbouring Local Planning Authorities and Parish Councils
- Other services within Milton Keynes Council.

Across the four main sessions, around 150 individuals attended and contributed to the discussions. Each workshop covered the same agenda, as below, which included two group discussions and feedback to the wider audience.

The attendees were split into tables of 5-7 people, ensuring that a mix of interests was covered in each group to encourage a varied and lively discussion. Each table had a planning officer from the Development Plans team to help facilitate discussion and keep the delegates on topic and to schedule. The planning officers remained neutral throughout and did not contribute their own views, either personal or professional, to the discussion to try and keep the discussion free of constraints.

In addition to the table facilitators, there were also two lead facilitators from TransForm Places, an urban design consultancy, who hosted the events. Following an introduction by the Service Director for Planning and Transport, the facilitators from TransForm Places gave a short presentation about the importance of a planning vision and introduced the table-based discussion exercises. The agenda for each session ran as follows:

Plan:MK Vision Workshops - Programme	
Coffee/registration	15 minutes
Welcome and introduction to Plan:MK (Anna Rose, Milton Keynes Council)	10 minutes
Making a place-based vision Short introductory presentation (TransForm Places)	20 minutes
Introduction: Aims of the workshop and programme (TransForm Places)	10 minutes
Visions for MK: 1. Setting future aspirations for the City	30 minutes in groups
Visions for MK: 2. Mapping visions and priorities	40 minutes in groups
Feedback from groups Pin up your vision for MK	5 minutes maximum per group
Closing discussion Pulling ideas together and agreeing priorities to take forward into Plan:MK	15 minutes

As part of the agenda for the session, the facilitators laid down four “rules of engagement for successful visioning” which were intended to help people keep to the agenda and what we were trying to achieve. Those rules were:

- Keep it spatial – map it
- Keep it civil
- Keep it strategic
- Do talk to strangers.

During the first group session, each delegate was asked to write down their three or four priorities or ambitions for the future of Milton Keynes; what was important to them, or what they thought the big issues that would need to be addressed were. This was then discussed in the wider group,

and one of the delegates from the table acted as a scribe to note the points raised on a flipchart pad.

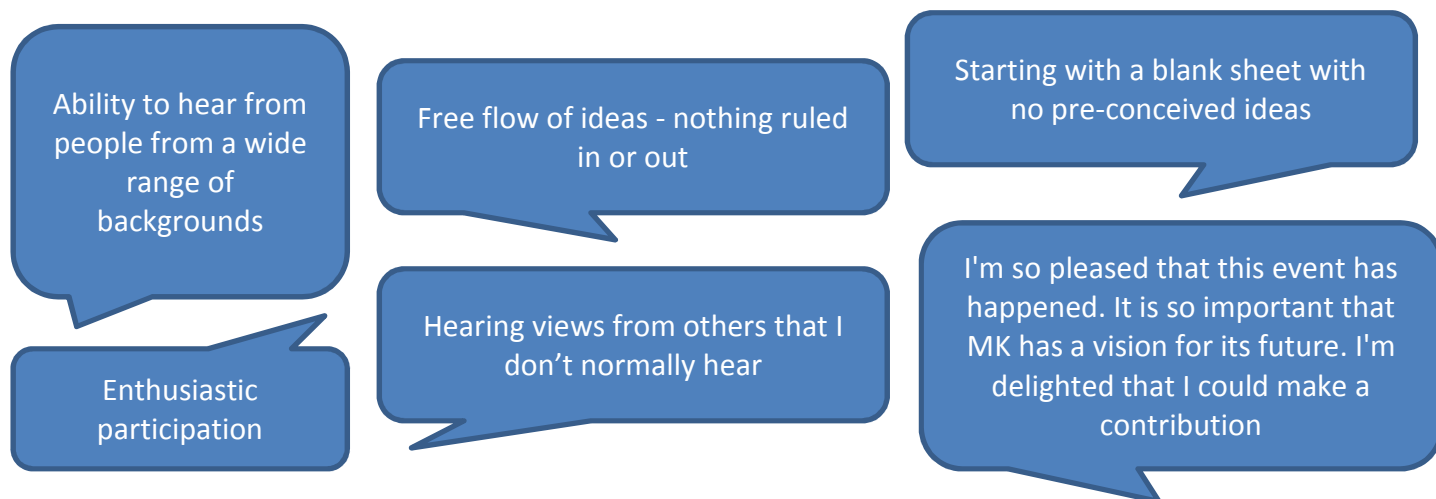
During the second group session, the delegates attempted to make these priorities and ambitions spatial, by plotting them on to a large map of the Borough. Delegates were encouraged to draw on the map, by marking up, for example, directions for growth or locations for new settlements or growth points; key linkages that could be built upon to support growth; new centres or areas that offered opportunities for redevelopment or regeneration; or ideas for how new development might look and what sort of infrastructure would be needed to deliver it.

At the end of the group discussions, each table presented back to the wider audience a summary of their conversation and explained what they had drawn on their map.

As part of the closing, the facilitators summarised some of the key points that had been raised, and all delegates were thanked for taking part in the event. All delegates were also asked to complete a feedback form which asked questions about whether they found the event useful; were able to make a contribution to the discussion; and if their table facilitator and the facilitators from TransForm Places did a good job.

The form also gave delegates the opportunity to identify more specifically the strengths of the event and what was most useful or enjoyable; which parts were least useful or enjoyable; and also if there were any other comments they would like to make but hadn't had the chance during the session.

The feedback through these forms and from other comments received at the events and afterwards was overwhelmingly positive. A full summary of the feedback is included in Appendix 1 of this paper, but comments included:



Using the outputs from the workshops

There were two main physical outputs from the workshops; the flip chart papers which set out the delegates' priorities and ambitions for the future of the Borough, and the large A0 sized maps which the delegates had drawn on to demonstrate how and where they thought future growth should take place. The intention was that these outputs would be used to inform the Strategic Development Options consultation document, with the flip chart papers being used to help draft

ideas for a long term Vision for Milton Keynes, and the mapping exercise informing the options for future directions of growth.

Preparing a Draft Vision

As discussed above, each table spent the first part of workshops discussing their priorities and ambitions for Milton Keynes and noting them down on flipchart papers. The intention was that these comments would help us to prepare ideas for a long term Vision for the Borough.

After the workshops, the points raised on the flip charts were transcribed to make them easier to deal with. The task was then to analyse and organize the comments from every session and to present them in such a way as to provide useful input to the visioning process. The difficult task was to retain the original 'voices' and substance of the lively debates yet still be able to see patterns and shared priorities emerging. We wanted to avoid misinterpretation of meaning as far as possible by including comments just as they were transcribed. We also wanted to avoid reducing complex ideas into over-simplistic single word labels.

As a result, the team systematically went through each comment, one by one. As we did so we started to cluster similar comments and ideas together. The results of this process are shown in the table in Appendix 2. The themes were not selected in advance but instead emerged from the process of grouping similar ideas together.

The list is ordered with the most frequently-mentioned ideas first to give a clear picture of priorities and shared preferences. Within some themes, sub-categories were formed where it was helpful but not in all cases. While all the titles chosen for themes and sub-categories could be open to question and change, we feel confident that the systematic process followed has allowed clear clusters of ideas and priorities to emerge.

The eight key themes that emerged from this process, and are considered in full in Appendix 2, are:

- | | |
|--|---------------------|
| • Transport and connections (including IT) | 97 comments |
| • Quality of life | 78 comments |
| • Vibrant economy and city centre | 68 comments |
| • Growth and change | 65 comments |
| • Housing, neighbourhoods and communities | 38 comments |
| • Original and new vision | 36 comments |
| • Identity of MK | 36 comments |
| • Resource efficiency and sustainability | 27 comments |
| • <i>Total</i> | <i>445 comments</i> |

Some individual statements from the flip charts contained more than one idea or issue. In these cases each element of the statement was counted separately in the appropriate theme.

Translating the Themes into a Vision

The next stage was to move from the group of statements to a series of bullet points that could act as a starting point for a Vision, that we can then publish for people to comment on, in order to further refine and improve it. As part of this, officers also looked at the previous Visions for Milton

Keynes and the comments received on the Topic Paper relating to this subject, “The Way Forward; Preparing a Vision and Development Strategy for Plan:MK” that had been consulted on in 2014.

Officers considered the themes above and the principles that emerged through these other sources, and condensed them into a series of bullet points that summarised the essence of the issues they covered. The result of this process is a short statement of eight bullet points. They cover similar themes to those listed above, although there is some overlap between them.

It was considered whether each bullet point should be supported by further explanation, to provide further detail to the sorts of issues and principles that were meant by that high level point. At this stage, it was considered that Plan:MK itself would be the way of providing that further description, through the objectives and policies that will be part of the Vision’s delivery. However, if through consultation on the Strategic Development Options and the further work that will be done on Plan:MK as it progresses through the plan-making process, it is decided that this additional detail would be useful to the interpretation of the Vision, then it can be added.

The Vision bullet points from this process will be included in the Strategic Development Options consultation document, and stakeholders will be invited to consider whether they think it is a fair representation of the priorities and principles that will be important to Milton Keynes into the future.

Preparing the Development Options

The second half of the workshops looked at how to transfer some of those issues onto a map of the Borough. Despite a wide range of stakeholders being involved across several different events, there were some directions of growth and options for future development that regularly came up through the mapping exercises. We wanted people to think about growth options without necessarily being restricted by environmental or economic constraints, to allow them to think more about which locations or scenarios would be logical, or could help to bring other benefits. This included disregarding local authority boundaries, so delegates were free to look outside of Milton Keynes Borough.

Officers reviewed the 28 maps collected from across the five sessions (including the young adult session), and the points raised have been summarised under the following headings. Scanned versions of the original maps are included in Appendix 3.

Directions of growth

All tables were generally supportive of growth, recognising the benefits that it can bring and the need to plan positively to make sure it is delivered in the most sustainable way. It should be noted that this wasn’t necessarily the view of all *individuals* attending the workshops however, as some questioned the need for continuing growth. The following locations were identified as having potential for future development:

- East of the M1 motorway, with one map suggesting this should extend as far as Warrington in the north of the Borough.
- New or expanded settlements broadly around Castlethorpe/Haversham/Hanslope, Cranfield/Moulsoe/North Crawley, Olney and Sherington. One group identified the enhanced role of these villages/towns, and as places with identity
- Salden Chase, to the south west of Milton Keynes (within Aylesbury Vale)

- Eaton Leys, to the south of the Milton Keynes, east of Fenny Stratford and Water Eaton (partly outside of Milton Keynes)
- A larger area, linking up Salden Chase and Eaton Leys into an arc of development around the south west of Milton Keynes
- West of the Western Expansion Area (the area now being developed west of the V4 between Crownhill and Stony Stratford)
- South and south east of Milton Keynes, including south of the railway line and around the existing Strategic Land Allocation near Wavendon and Wavendon Gate
- Greater focus or increased levels of development within Central Milton Keynes (CMK)
- Focusing development around existing district centres at Newport Pagnell, Kingston, Wolverton, Westcroft, Bletchley and Woburn Sands
- 'No go' areas identified by some north of Milton Keynes and East of the M1.

Green and Blue Infrastructure, and the Natural Environment

Many tables identified ways they would want to see green and blue infrastructure and the natural environment protected, enhanced or extended in the context of future development. Green infrastructure includes areas like the linear park network, strategic green spaces or the area covered by the Area of Attractive Landscape designation in the Ouse Valley in the north of the Borough and the Brickhill Woods in the south. Blue infrastructure in Milton Keynes includes the network of balancing lakes that are part of the city's sustainable drainage and flood attenuation system and also provide a recreation and ecological resource, plus the canal, rivers and brooks across the Borough. The following points were raised through the workshops:

- Protection of the Brickhill Woods and Ouse Valley, biodiversity/wildlife corridors
- Expansion and extension of strategic green spaces, in particular continuation of the linear parks into new development areas and beyond the Borough boundary
- Links to green spaces outside of Milton Keynes, including towards the Forest of Marston Vale
- The Bedford to Milton Keynes waterway, reflecting the safeguarded route through the Eastern Expansion Area
- Areas of ecological value within the urban area, specifically picking out areas including the Ouse Valley Park, Stanton Low Country Park and lakes north of the city, Linford Wood, Shenley Wood and Howe Park Wood. Areas of strong ecological value to be protected, with ecological links throughout the entire green network
- More trees within the urban area
- Green buffers around villages, specifically identified at locations including Stoke Goldington, North Crawley, Moulsoe and Bow Brickhill
- A green belt ring, or a green edge surrounding the existing urban area, to prevent urban sprawl (but not excluding potential development of standalone settlements or expansion of existing villages)
- Green space should be protected as long as it serves a use
- Open space needs to be joined up and integrated with neighbourhoods, including green links between grid squares
- Identification of 'destination' recreational and cultural parks (Emberton Park, Campbell Park, and Caldecotte, Willen and Furzton Lakes)
- Country park covering the lakes north of the city.

Movement and Connections

It was well recognised across the tables that a key part of the success of any new development will be how it relates to the transport network, and whether improvements are needed to transport infrastructure to cope with additional demand. As such, the following points were identified on the maps:

- Key stations identified at Milton Keynes Central and Bletchley on the West Coast Mainline, reflecting the interchange with the East-West Rail Link
- Potential new station identified at Castlethorpe on the West Coast Mainline
- Junction improvements at J14 in particular on the M1, plus the potential for a new motorway junction J13a close to Salford, and a new junction J14a north of the city, between Haversham and Gayhurst
- Improvements to the A422 and A509, including options for a bypass around Olney
- Retention and further extension of the grid network into new development areas, for all forms of transport
- Improvements to the A421, including improvements to the western part of the route outside of Milton Keynes Borough, and strengthening the route between the M1 and M40
- Options for a southern bypass to take east-west through-traffic away from the city
- Improved links across the M1 motorway towards Cranfield.
- The “floppy cross” primary bus route through CMK, using a rapid bus priority route or similar. Another table identified the points on the cross as tram terminals
- Integrated transport system in CMK and beyond, perhaps using the grid roads or considering light rail, underground, tramlines, a tram loop or a monorail/overhead system.
- Less dominance of Midsummer Boulevard as a transport hub
- Better links with the Stadium. Tramway through key destinations (linking up CMK, Hospital, Stadium and Bletchley station/East-West Rail)
- Integration of infrastructure and development, e.g. East-West rail and Bletchley Station
- Real time travel information
- Walkable neighbourhoods and improved community connections; estates designed to encourage local walking in all directions
- North-south regional connectivity, including with London Luton Airport
- More Park and Ride, with innovative transport solutions/corridor
- Community transport
- 24/7 transport in CMK
- Creation of a transport hub around Ridgmont; potential for an airport parkway station link to Cranfield and a Strategic Rail Freight Interchange. Expand Cranfield University.
- Electric car charging points across the whole city
- ‘Boris Bikes’
- Green bridges.

Regeneration and Redevelopment

Some tables also thought about what happens within the existing urban area, not just about expansion or development of new areas. These points included:

- Reduce the need for greenfield development by intensifying development and increasing densities, perhaps through taller buildings, but not using amenity space
- Opportunity to improve existing areas through regeneration. Some specific areas were mentioned, including Wolverton, Newport Pagnell, Stony Stratford and Stantonbury, and redeveloping the employment areas at Blakelands, Tongwell and Kiln Farm for residential use. Bletchley was also identified, with particular reference to the opportunity that East-West Rail will bring.
- CMK as an opportunity, perhaps increasing the level of development already planned here.
- Older estates surrounding the city centre were also identified as having some potential for regeneration
- Private sector-led regeneration of old areas
- Density in MK – higher, make the most of the existing city land.

Central Milton Keynes

The role of CMK was a key element in many of the maps from the workshops. Some of these recognised the role of Milton Keynes as a regional economic centre, with CMK at its heart. Others considered the image and identity of CMK and how that could be enhanced. Transport and connectivity issues for CMK have been included above under 'Movement and Connections', with other points raised including:

- Maximise the image and identity of MK (and CMK), reinforcing the heritage, landmarks and buildings, and distinctiveness of the city
- CMK as the cultural heart and focus for social interaction; opportunities for further cultural development, independent and niche outlets, a civic centre
- CMK as a focus for high-rise residential development, increasing the population while still keeping space for other city centre uses. Leave space for more housing over the next 50 years
- Create an urban buzz, with a 24/7/365 economy, a mixed community with day and night transport – not just a shopping centre
- Encouragement for CMK as a meeting place; more parking; outlets for creative uses; high value businesses; independent shops; supermarkets and food retailing; university and student accommodation
- CMK is tired and needs renewal; opportunities for creative regeneration through planned development/redevelopment of CMK
- Review of how the city centre works
- Better links with the station
- Promotion of CMK as a Regional Centre.

Retail, Community and Other Facilities

It was recognised by the workshop delegates that future development will need to be supported by the facilities and services needed by those living, working and spending time here. Therefore, when identifying new development areas, many tables included references to the sorts of uses that needed to be included as part of them or opportunities that development could bring. These included:

- Potential to create a new hospital near to Cranfield, perhaps to serve both Milton Keynes and Bedford.
- Existing hospital site providing specialist health, with other satellite services
- A university hub in Wolverton, and maximising links with Cranfield University
- Including a large local or district type centre as part of a major new development area to the west or east of the city to ease pressure on CMK and allow easy access to services and facilities (that doesn't rely on the use of a car) for residents
- Build up existing 'district centres'
- Facilities in all estates – easy access
- Clustering of community facilities, including schools
- Create cultural diversity with arts, sports and environment facilities in other areas of MK

Economy

The economy and employment issues were specifically raised on some tables, although economic development was implicit in the proposals of some groups.

- Economic competitiveness in the future
- Employment most important to spatial strategy, but village schools/shops still important to sustainability
- Technology park, close to M1 and Eastern Expansion Area

- Build links to Cranfield University with a business hub
- Maximise the benefit of East-West Rail; the 'brainline'
- Ageing infrastructure. Use the Tariff to fund infrastructure renewal throughout the city
- Encouragement of independent retailers and restaurants, e.g. to regenerate Bletchley
- High speed broadband. Cutting edge IT.

Design, and Other Points

There were many other points made on the maps, some of which relate to design aspects, sustainability, infrastructure provision, or the sorts of uses and facilities that big or successful cities have. These comments include.

- Estate design. Different offers in different grid squares, and increasing the mix in each grid square to support more integration and interaction
- Focus on getting isolated communities looking out and sharing/contributing to success
- Managing housing market, the mix and ownership, including council housing (this was particularly directed at the Eastern and Western Expansion Areas)
- Development should meet Lifetime Homes, high design standards, sustainable, social neighbourhoods, renewables, connected to nature. High efficiency standards for new homes, and upgrade older ones
- Communities, not places. Legible places. Not dormitories. Only works once community has established aspiration
- Time for a new 'Home World' exhibition
- Not 'more of the same', not just volume housebuilder type homes
- City-building type comments... the next 10 big things, e.g 2nd hospital, campus university, Olympic sized pool. Theme Park. A festival site
- Protect the identity and integrity of market towns and villages
- Northern heritage corridor, stretching between Stony Stratford, Wolverton, New Bradwell, Great Linford and Newport Pagnell
- Maintain quality of life in MK
- Future proofing all infrastructure
- Cooperation with other authorities.

Using the Workshop Maps

After collating the feedback from the workshops, and using the directions of growth elements as a starting point, a series of spatial options were drawn up. These maps do not pull together everything that was raised at the workshops as they would become too cluttered and difficult to read, but we wanted to pick out some of the key themes in terms of green and blue infrastructure, and movement and transport, and how they would interact with major new development. These maps will form the second part of the Strategic Development Options consultation document, with an explanation of how the development scenario could work, and some of the opportunities and risks that exist in bringing that development area forward.

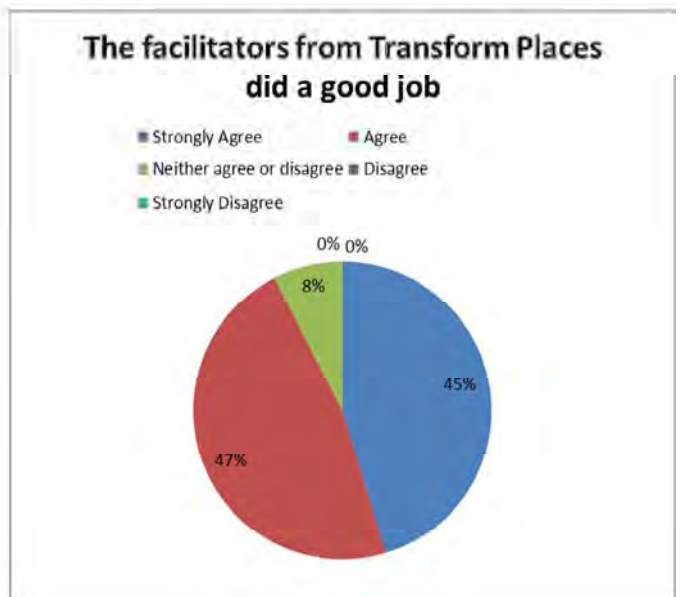
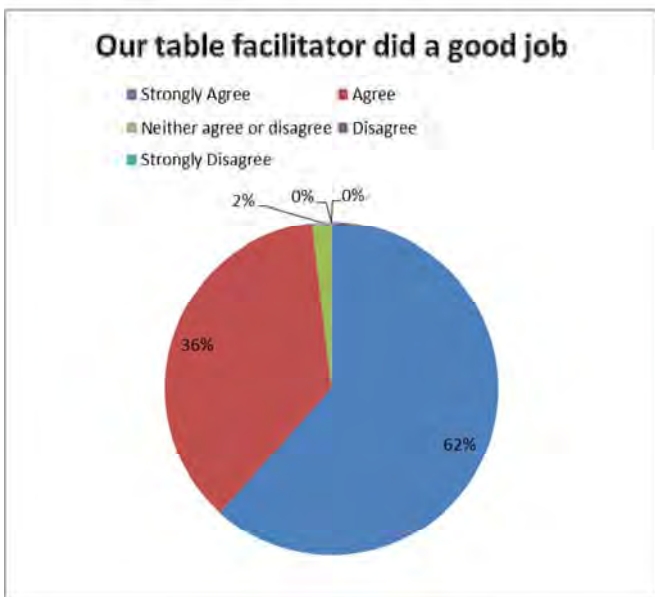
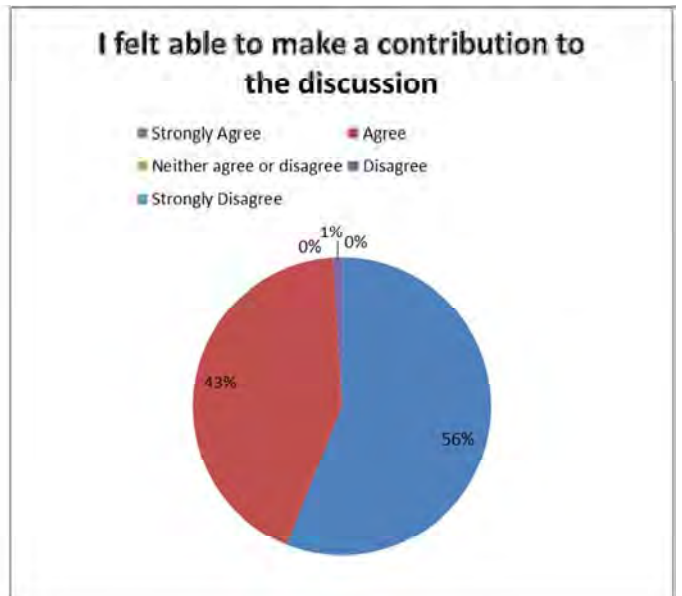
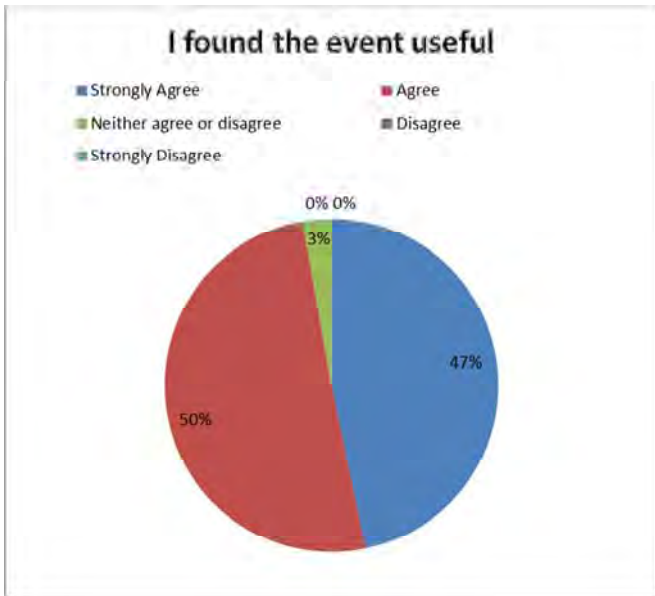
The document also emphasises that the areas identified are indicative, have not yet been assessed for their availability, viability or deliverability, and that development areas of this size will include a range of other uses and services, including areas of open space, but that this is not the stage to provide that level of detail.

The consultation document will ask respondents to consider what elements of each scenario they do and do not support, and which scenario they might wish to see brought forward as a priority, recognising that the final option to deliver a long term vision is likely to be a combination of two or more of those identified as potentials, although Plan:MK will just deliver the first 15 or so years of development.

The level of growth that the development scenarios would be aiming to deliver will be based on information from both our evidence base, and two studies in particular; the Strategic Housing Market Assessment (SHMA) and the Economic Growth and Employment Land Study (EGELS). The final housing target will be considered further through the Preferred Options stage, the next stage in the plan-making process. As the development scenarios shown in the consultation document will just indicate broad locations rather than specific areas with defined boundaries, the level of growth that could be delivered by each of them will be an estimation, to illustrate how they could each contribute to the overall figure.

Appendix 1

Feedback from workshop sessions



What were the strengths of the event? What did you find most useful or enjoyable and why?
- Interesting debate/viewpoints - have come away with greater knowledge of why/why not various solutions could be implemented - Interested in the infrastructure of transport - how can it be improved
A good start, well introduced and the context set
A good starting point and enjoyable - a lot to do still though
Ability to hear from people from a wide range of backgrounds
Ability to speak freely and in a good atmosphere and setting
Able to think and understand the demands on MKC. Facilitators kept us in line
Acceptance of growth and enthusiasm for it. Positive and variety of ideas, well articulated. Obtaining consensus at this type of event is impossible, but general themes, transport, land for recreation/green space, direction of growth (East of the M1) seemed prominent.
Adequate time to input - simple structure to the session which worked
All able to contribute. Good use of maps/diagrams
Allowed people to express unencumbered views
An opportunity to butt heads, have the difficult decisions, and begin the tough conversation about managing growth
An opportunity to express opinions
Breadth of views, backgrounds and interests Open discussion and stimulating ideas.
Bringing together different stakeholders
Brought diverse group together and creative thinking and views
Chance to meet MK officers and others
Commonality of ideas amongst a group of disparate people with different perspectives
Discussing the character of the place and creating communities. No specific expectations and absence of 'evidence' allowed for free-ranging conversation
Discussion and debate
Diverse groups, range of views
Each table produced a very different view of the issues in many respects
Easy to hear views of various people debated in small groups
Enthusiasm
Enthusiastic participation
Exchange of ideas
Format of discussion opportunities. Good length of time
Free flow of ideas - nothing ruled in or out
Free flowing ideas. Mixture of views
Free-thinking, no constraints, beyond boundaries. Inclusive, open, valued all contributions
Generally people very positive and responsive to the objectives of the session
Good discussion - lots of perspective
Good discussions Brief set and executed Very up-beat - enjoyed it!
Good format for contribution from participants
Good mix of people attending the event
Good positive engagement from a variety of people and organisations

What were the strengths of the event? What did you find most useful or enjoyable and why?
Good start - proof of the pudding is in the eating, re. consultation. Very poor track record to date.
Good to get breadth of discussion
Good to share many common views and concerns
Great feedback from each group. Good interaction between table members
Hearing views from others that I don't normally hear
Hearing views of people from all fields
I was surprised at the numbers of people at the event who are pro growth and are focussed on getting the right growth in the right places
I'm so please that this event has happened. It is so important that MK has a vision for its future. I'm delighted that I could make a contribution
Inclusive. Genuine round tables! Wide range of discussions
Informative, useful to hear other's passion and ideas
Interaction with group. Mix of organisations represented.
Interesting debate/learnt quite a lot that could be useful in developing our adjoining authority strategies
It is really refreshing to 'think big' again
Limited focus made it easy for all to participate
Listening to different ideas and merging synergies
Listening to the various viewpoints - each from a different direction
Listening to various ideas and understanding different peoples/ organisations visions for the city.
Meeting people from different sectors e.g. health, education, technology, property, and learning from them
Myriad ideas
Open and honest and flowed
Open to ideas
Opportunity for all to speak. Sharing ideas, enthusiasm and passion for the future development of MK
Opportunity to contribute. Opportunity to listen
Opportunity to hear a wide range of views from individuals with different backgrounds. Good speakers/ summarisers
Opportunity to think outside the box and to contribute my own opinions
Participative
Plain speaking but not acrimonious
Provided an opportunity to discuss what is important for the lifestyle of MK residents
Round table discussions
Seeing different visions and opinions of what makes MK unique
Small group discussion to develop and share ideas. Good mix of backgrounds/interests on the table
Starting with a blank sheet with no pre-conceived ideas
Strategic level thinking
Surprising degree of consensus among the informed - but need councillor and public education
The best things about the event were that the atmosphere was restrained, the people on my table (all men) gave me plenty of space to express myself (quite unlike the Midsummer Boulevard East workshops), that the people on my table were good company and that I was able to make useful contact with one of our Councillors (Matt Clifton).
The chance to contribute to ideas from others. Hearing the ideas of others
The group format allowed contributions to be made.
The open debate was very helpful, as was the willingness of all participants to listen to others ideas
The opportunity to discuss different views and understand other viewpoints

What were the strengths of the event? What did you find most useful or enjoyable and why?
The positive attitude to Milton Keynes; the opportunity for participants to contribute; an intelligent discussion; not too rushed.
To hear a wide variety of different voices describe visions for MK. To meet people with a passion for MK supporting a positive vision for the future. To debate and argue alternative futures, options and priorities. To learn more about MK. To understand better what people think is important about MK and specifically hopes for the future of hospital provision. To get some useful and positive feedback about hospital services.
Understanding the perspectives of different people/interest groups
Useful to hear the views of others
Very 'hands on' sessions and opportunity for everyone to contribute
Very useful discussion on wide regional aspects and around infrastructure
Views of others
Views of range of people with different expertise and knowledge. Table discussion
We reiterated yet again those elements identified in the last five such sessions delivered over the last ten years.
Well organised and structured Focused
Well organised Good group activities Well attended - mix of stakeholders Use of maps to talk around
Well structured activities/discussion
Well structured and an opportunity to discuss and talk
Well structured timetable and description of tasks to be undertaken Facilitator made few comments but guided discussion when necessary and made sure all had the chance to give views
Well-behaved groups!
While I was sceptical about the map it did help to focus and crystallise
Wide range of participant backgrounds and knowledge
Wide range of views expressed - this makes consensus difficult
Working as a group Map based exercise
Working together, sharing ideas and discussing diverse idea. Looking and contributing to defining MK

Which parts were the least useful or enjoyable? Why?
1. I think I would have 'heard' more from the community and not the politicians - they are greatly valued and perhaps should have been in listening mode.
2. You need to engage a more diverse group of people from the community ie. BME, older and younger
A bit more framing of conversation in pt.2 might have helped
A little bit of BS.
If you want to engage with communities, you need to talk in their language (not fluff)
All useful and enjoyable
At times the exercises were a little disparate. Blue sky vs reality tensions. Vested interests being pursued
Audio level - difficult to hear other speakers from the different tables
Blue sky thinking is a useful planning tool, however the reality of deliverability, funding and viability is key to any visions for growth and should form the basis/foundation
Could do more with structured rounds at start
Discussions went off-topic (e.g. detail on housing design) and not brought back quickly to topic
Diversity of the group was a REAL WORRY. No-one with a visible disability. One person from BME community. Women under-represented. This may need to be reflected on and addressed
Feeding back - lots of repeat commentary
Felt that some work was a bit 'micro' - feel that the physical plan needs to be the start as a framework for other issues
Following the group presentation comments from 'the floor' as so much had already been expressed by participants already!
Framing of question around space is problematic. Spatial design is a function of community identity and aspiration.
Writing on the map had limited use
Getting from the document to the map - fortunately we were helped
I found the event less than useful because it was another exercise in 'blue skies' thinking when the skies are clearly not blue and there are many real problems that need to be taken into account. I think all these events should be informed by facts that contributors should be given and asked to assimilate in advance and there should be more direction to the discussion. Another problem was being forced into mapping - just as in the MBE workshops. That was ok for one of the two points I made, about CMK, but not for what I wanted to communicate about 'communities'. It went down on our list but not I think clearly enough.
Nevertheless I have already made it on my submission so I'm not too bothered.
I had less to contribute to the specific location for development, but that was probably unavoidable
Insufficient focus
It depends on what comes out of it all. How do you find the common denominators and also allow for inspirational ideas and plans
It would have been nice to see a consolidated list of what seemed to be the consensus of opinion during the evening.
Lots of points from many people
Making aspirations spatial planning was far better
Most points lost in a sea of irrelevance
No explanation of overall context
No sound system. Unable to hear some presenters
None
None
None - all good
None - all sessions were useful
None - all useful

Which parts were the least useful or enjoyable? Why?
None really, just challenging finishing the place
Not enough time for mapping exercise. But it was enjoyable and interesting
Not knowing the area as well as some others I found the mapping a challenge and I'm not sure what benefit the maps provided other than a visual record of some of the outcomes of the first exercise. Many of the things people wanted to see in a future of MK were difficult to put on a map as they were about culture and use and not construction. I hope all these points are picked up by the team pulling this work together.
Nothing really!
People needed to be prodded more - perhaps by facilitators - to nail their colours to the mast. We all agree the big picture, but what does that look like on the ground
Perhaps there could have been a separate table for drinks, glasses etc - got in the way of maps, etc.
Politics under-lay; this is about making MK better and self-sufficient; perhaps a reminder at the start that this is about sharing ideas/concepts not personal agendas
Presentations
Questions at the end - too much self-promotion of individual views
Range of participants and views
Selection of photos for introduction, included a lost landmark (pond in Campbell Park) which tells a strong story in its own right :-) but why show photos of the Hub as an illustration of CMK becoming - quote - "a real city centre"?. The Hub is well known for being atypical of CMK and the antithesis of the masterplanned city and is not well liked. You seem to be imposing an outsiders' preconception of what a 'real city centre' looks like. Images very important so please choose with care, e.g. photo of market and people and our listed shopping building (truly an architectural landmark both locally and nationally) would be more useful than photos of Vizion and the Hub. Also, the cover of the whole Plan:MK document is of Places for People in Wolverton - nice in its way but not a tree in sight! Not a good choice for our city of trees. Otherwise, thanks for doing this
Some concern that a significant number of people seemed to link aspirations of growth without question or qualification
Some of the usual loud voices had a bit too much space - but this is hard to manage. We could have spent all day on this - so more time would be good
Table-based exercises
The coffee - instant powder!
The lack of A1 tracing paper!
The people mix was a little unhelpful: i.e. too white and probably a tad old.
Too broad - need additional forum to consider issues in more detail
Too short! Would have been good to discuss themes
Trying to put words into 'pictures'
Turning it spatial!

Do you have any comments that you would like to make, that you didn't get a chance to say during the session?
<ul style="list-style-type: none"> - Do want to attach importance to the need to analyse and understand the impact of alternative scenarios, their strengths and weaknesses, and at an early stage in this process - A comparative analysis of alternative growth models is required before arriving at one preferred option - We are poorly informed on the impact of advanced technologies, IT, transport, etc. There is more to it than being SMART!! This must be corrected and information fed into the process asap.
<ul style="list-style-type: none"> - Important to consider cross boundary issues - Duty to cooperate - Meeting unmet need of other areas where appropriate and needs be - Growth with MK boundaries - northwards
<ol style="list-style-type: none"> 1. The coming autonomous (low energy) revolution 2. Embracing yesterday's outdated collective transport (buses) unaware of what is possible for the future 3. An international concert hall 4. Re-drawing local authority boundaries 5. Reinvent multi-centre city 6. Substantial higher education and research developments 7. Maximising benefits of Oxford/Cambridge arc 8. A rail freight interchange
A long term 30-50 year vision plan is essential for MK to properly develop, as it gives certainty. Existing communities also need this 'certainty' so that they know where they stand as far as properly located and sustainable growth should go. Only a long term 50 year vision will provide this!
Any future developments need careful planning with an emphasis on being easy to use by the end users. We have seen other city developments where not enough thought has been given to end use which then causes problems which cannot easily be undone. For example a hospital development with one access road which causes such congestion on the hospital grounds bus services cannot enter during peak periods which means passengers and patients have to walk to catch the bus.
At another event, invite people in 20s-30s - they seem to be under represented
Concerned about assumption that MK must keep growing perpetually
Council bound to a degree to follow UNCRPD and Equality Duty to make sure disabled people have the same choices as others. There is currently no choice because accessible homes are not built in sufficient quantity therefore MK imposes on people where they live, which contravenes UNCRPD Article 9 and 19.
Emphasise the importance of delivering the communities that inhabit our estates. Too many lonely people and atomised families. More facilities which encourage people to relate together and function as a society, not a collection of individuals. Estates function as dormitories not communities - for health and wellbeing of citizens this must change.
Growth is good providing it is planned (see our Group 2 marked up map). Extend grid road system, redway system and green realm concept as per the original plan for MK. Many thanks The original design for the New Town of MK was superb - we must continue the original theme.
Happy contribution incorporated in feedback in the group
Housing aspiration is that we need housing for <u>all</u> MK people that is available/affordable/accessible. Housing disabled and families out of MK is not acceptable as a principle
How will we deal with some big issues ongoing, not necessarily covered by the aspirations covered today - e.g. WEA housing, Midsummer Boulevard East etc?
I did make comments about the historic environment of MK as key aspirations of the Vision that were recorded on our flip chart sheet but not reported back in our five minutes. Just to note and think about
I helped to build MK (telecoms). If tonight's ideas are mulled over and perhaps applied then it will have been worth mine and others efforts back in the 70s. We have a good foundation - let's not lose it.
I want to understand better the overall process of development of Plan:MK. Meeting Fiona will no doubt fill this gap

Do you have any comments that you would like to make, that you didn't get a chance to say during the session?
Importance of hospital growth and location. Focus of university growth Get the structure in place. Focus on expansion of grid roads and continue to 'future proof'
Important South East Midlands context
Important to consider: - Ensuring any growth of economy of city as a whole doesn't get lost or bogged down by negative thinking - Skills match - housing/jobs balance kept in perspective - Not losing green city aspirations
In the interests of delivering a civilised city, grid road speeds need to be reduced.
Just to amplify the point I tried to make about this being value and community drive as a starting point rather than defaulting to 'place' immediately. I believe that appears to be the tack but just wanted to re-inforce that
Just to re-emphasise the importance of Milton Keynes being as accessible and disabled friendly as possible.
Keeping <u>people</u> at the heart of plans
LIFE TIME HOMES standards are absolutely essential to the adequate housing planning of any expanding town/city. Milton Keynes is in a powerful position, developers want to build here - we need to set the standards of building standards in the best interest of our diverse and ageing population
Looking forward to the vision commission that expands this further
Lots!
Maybe trialling a 'living lab' in MK
MK has always been innovative in the way it has managed development. I would like to see this continue - we should not project forward on current structures. There is no reason to assume that MKC will continue in its present form. We need different structures based on <u>proper</u> partnership working (not symbolic relationships) - resources must flow through such partnerships (in areas such as health, education, housing etc)
MKC Planning Authority and MKC Cabinet need to remove the Article 4 Direction preventing the growth of new HMOs in Milton Keynes. They are a much needed and sought-after form of high-density accommodation and are often the only affordable option for people on a low income. Local businesses that rely on non-professional/low income workers (bars, restaurants, warehouses, etc) are already affected by the Article 4 Direction and it will stifle the ability for MK to continue to grow and attract more of these businesses as our population grows.
Much more to say but inevitably can't say it all at one session!
Need serious workshop with lots of councillors involved to review what works and what doesn't work about the original aims and design principles. Most officers don't have long enough experience
Needed time to discuss main issues in more detail
No
No – it was a long session and I think we all had time to have our say, although there wasn't time to prepare a proper presentation to the wider group and some points we discussed weren't covered.
Not quite sure of status of output, i.e. is it like the Local Plan with fixed term?
Please contact me if I can help with anything related to housing/affordable housing. Thanks for inviting me
Please invite me to the next event
Please link to other strategies - Physical Activity Framework - Cycling/Active Travel Strategies - Sport and Active Lifestyles We need to drop the identity of being England's fattest city.

Do you have any comments that you would like to make, that you didn't get a chance to say during the session?
Probably loads but I hope that the main messages of the event are translated into the Plan: there have been too many similar events over the last 10 years where, regardless of what is actually said, the outcome is always "lots more housing". Good luck.
Respect and don't engulf existing villages/communities. Then politicians took over!!
Specific subject workshops would be useful 1. Transport (and land use planning) 2. Housing 3. Education 4. Health 5. Employment 6. Community development
There is a point I didn't dare make and haven't made on my submission because I've come to it more recently after doing more reading and thinking. It was touched on in our group in relation to the difficulties in attracting GPs to the area and in the plenary in relation skills shortages more generally. The truth that I dare not speak is that MK's history is thoroughly grounded in the socialistic principles of new towns and therefore MK is not a sufficiently attractive place to live for those who are looking for what I can only describe as a more 'classy' environment (mostly associated with a history that by definition we do not have). One element of this is culture, which is bound to be a product of what people want, so that's a chicken and egg situation. Another element is education. We do have some quite good schools but few that the elite would want to send their children to. A proposal that I did insert on our chart was for a school that offers the international baccalaureate, which might usefully be situated in CMK to be accessible from all parts of the city. I mentioned to my group (and separately to Edith Bald) that we might seek the backing of Buckingham university to set up an academy. University College London has done that in London and it's an idea being encouraged by the government. A private school might be another option but I don't think there's the market for it - another chicken and egg situation. Is there any example of a new town that has managed to lose its 'large housing estate' feel? One contribution (all the transport routes) left me with the sad idea of acres of indistinguishable houses, warehouses and lorry parks.
These comments were noted, however the strength of the city centre needs to be protected to ensure investment continues and people visit and use the Town Centre in light of increasing competition. Need a mix of uses
Very good effective workshop :-)
Vision - PEOPLE - the community strategy should drive Plan:MK, not the other way round, please. This is about equality and opportunity for all people, and regeneration must be part of this.
We look forward to continuing work on the future vision and its detail
We need to expand the debate to the people of MK with simple lists of MK qualities for approval or otherwise, e.g. grid roads - good/bad and then make a list of things with a red-line principal, which cannot be crossed.

<p>culture, sports and jobs (13)</p> <p>Great education for every young person – tie up with jobs and careers (2)</p> <p>Promote physical health, access to parklands (2)</p> <p>Community Foundation research: Green city/city in a forest for physical and spiritual health (2)</p> <p>Health needs of an ageing popn – are hospital facilities adequate? (2)</p> <p>Models for health care provision: 1 big hospital and/or satellite hospitals or 2nd hospital? (2)</p> <p>Live/work balance and arts/culture balance (2)</p> <p>Aspiration to be the healthiest city in England</p> <p>Population density and its impact on health provision.</p> <p>Safety</p> <p>Safety and security in neighbourhoods, city and villages (5)</p> <p>Safety on roads, redways and rail (2)</p> <p>Rural/urban balance</p> <p>Respect and embrace rural areas, their heritage and environment /Villages to stay as villages (3)</p> <p>Urban-rural mix, balance/ Mutually beneficial relationship (2)</p> <p>Design and building quality</p> <p>Need more variety in design of new development (2)</p> <p>Nationally and locally important buildings of architectural significance, recognized and appreciated: Conserve/enhance – to be enjoyed and celebrated (2)</p> <p>Assimilating and integrating new communities. More recent developments have not created a sense of community (2)</p> <p>City of firsts and cutting edge architecture</p> <p>Design and build quality</p>	<p>13</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>5</p> <p>2</p> <p>3</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p>	
<p>TRANSPORT AND CONNECTIONS</p> <p>High level principles and preferences</p> <p>An integrated, high quality & sustainable (public) transport system, accessible for all and ease of movement around the city at diff. times of day/night (24)</p> <p>Access for everyone/inclusive (7)</p> <p>Connectivity/ linkages and legibility are critical (6)</p> <p>Walkable/cyclable city (6)</p> <p>Deliver adequate infrastructure and I before E to support/before growth (5)</p> <p>Importance of E-W rail/ other major infrastructure delivery (eg. HS2) to capture growth (5)</p> <p>Better connectivity to rural areas/local towns/villages (5)</p> <p>Use innovation infrastructure & technology to achieve this (“we don’t necessarily need big vehicles”) (4)</p> <p>Maintain grid system (4)</p> <p>Change from being a car-centric city/Reduce reliance on car but keep ease of movement/Introduce innovative ways of getting around (3)</p> <p>In a city designed for the car people will not give up freedom of car – particularly with current ‘fudge’ of public transport provision</p> <p>Cutting edge communications/ Next generation IT connections</p> <p>Specific proposals/ideas</p> <p>Transport authority for MK (2)</p> <p>Improve bus frequency/Bus routes to go where people want them not where operators want to go (2)</p> <p>Maintain and improve both internal and external road and rail access (2)</p>	<p>24</p> <p>7</p> <p>6</p> <p>6</p> <p>5</p> <p>5</p> <p>5</p> <p>4</p> <p>4</p> <p>3</p> <p>2</p> <p>2</p>	<p>97</p>

<p>MK as link between M1 & M40/A421 super highway (2)</p> <p>Autonomous vehicle revolution (2)</p> <p>Parking – P&R/ Additional P + R west of city (2)</p> <p>MK as key link between Oxford and Cambridge – heart of the ‘brain line’</p> <p>Major arteries OK within city but need connections east of M1</p> <p>Extend Monks Way</p> <p>Strategic transport needs of city and County</p> <p>Provide choices of travel</p> <p>Redways need better signage</p> <p>Green street scenes</p> <p>Underpasses and redways – high quality commuter network from the start</p> <p>Fewer cars in 50 years</p> <p>Tramway system</p> <p>Parking/driving on estates based on nos. of cars/households (??)</p> <p>Has 3 stations (??)</p>	<p>2</p> <p>2</p> <p>2</p> <p>2</p>	
<p>RESOURCE EFFICIENCY & SUSTAINABILITY</p> <p>Smart city: Green technology & sustainable (7)</p> <p>Efficient use of resources to enhance self-sufficiency (3)</p> <p>Green MK at all stages of development and all types: environment/water/carbon storage (3)</p> <p>Encourage sustainable and intelligent/alternative modes of transport (2)</p> <p>A low carbon/carbon neutral city (by 2035) (2)</p> <p>Sustained growth</p> <p>Financially and environmentally sustainable development</p> <p>Responsive to change/ flexibility of development</p> <p>Continue SUDs system</p> <p>Leads on sustainability in construction standards</p> <p>More (visible?) renewable energy</p> <p>MK by continuing environmental, low- carbon design and promoting energy efficiency</p> <p>Future proofing</p> <p>Aspirations of future generations/Ability to own property/employment prospects/healthy lifestyles/local communities/growth and infrastructure</p>	<p>7</p> <p>3</p> <p>3</p> <p>2</p> <p>2</p>	27
<p>GROWTH and CHANGE</p> <p>Attitudes: For growth</p> <p>Partnership with neighbours – supportive, not detrimental /Neighbourly – co-operate with adjacent settlements and sub-region (4)</p> <p>Appropriate growth levels/meet housing need (4)</p> <p>Managing and delivering cross-boundary growth: Are Borough boundaries appropriate? Can we combine with other authorities (3)</p> <p>Growth to benefit all – not growth at any price (3)</p> <p>We need to grow! More opportunities linked to expansion – equality, leisure, jobs etc (2)</p> <p>Dispersed activities/Polycentric pattern of MK (2)</p> <p>Expansion/continuity of growth – how much? (2)</p> <p>Retain the best of a small city while becoming a big city</p> <p>Improve what we’ve got OR double size to 2050.</p> <p>MK in wider context of neighbouring towns</p> <p>Growth of other settlements linked to MK aspirations</p> <p>Exponential growth (???)</p> <p>Remove barriers to growth</p> <p>Boundary-less</p>	<p>4</p> <p>4</p> <p>3</p> <p>3</p> <p>2</p> <p>2</p> <p>2</p>	65

<p>Attitudes: Against growth Existing commitments: within boundaries not indefinite expansion/will run out of land (3) 'Enough is enough'/ No sprawl – protect the boundaries/MK should have a stop (2) Why grow? Establish 'red lines' not to be crossed eg M1/Ouse Valley</p> <p>Directions/models for growth Expand MK into rural area but also regenerate existing areas/expand in gaps in the grid (2) A 'new' new town: Deliver a new settlement in the Borough (2) A Garden City Coherent spatial pattern: A combination of regeneration, integrated 'edge' development and stand- alone satellite settlements Growth models: develop new areas v regeneration of existing areas Do we want to go beyond M1 or is it a barrier? A bigger, more vibrant MK: Growth to east of M1 Local clusters (??) 'Loose' expansion incorporating parkland – satellites and villages eg Olney MK as core city but villages treated equally</p> <p>Density Bigger, denser, taller (3) High density but MK style (NB Need to understand what this is) (2) Maintain density: Options are 'out not up' or 'up/down not out' A more sustainable, denser & more contained city (but not disproportionately faster than other places)</p> <p>Plan:MK and demographic changes Plan for demographic changes – young, middle age and elderly – but partic plan for ageing population (4) Increase population Population – no growth? Planning practice – take account of past successes MK2 – a 50 year plan for managing growth: Reduce landowner/developer strength and release more of this money for infrastructure At moment no 20 year vision. Success comes from acquired land/compulsory purchase rather than ad-hoc bolt ons Understand planning and longer- term visions Listen to ordinary people and what matters to them</p>	<p>3</p> <p>2</p> <p>2</p> <p>2</p> <p>3</p> <p>2</p> <p>4</p>	
<p>HOUSING, NEIGHBOURHOODS and COMMUNITIES Affordable housing / homes for lower income families (8) Diversity of housing/ Cradle to grave housing/Right homes right place (5) Lifetime homes standard: Completely accessible from the outset and adaptable over time (5) Great housing/attractive and built to last (3) Audit of MK estate by estate – learning from the past and celebrate innovative housing history (2) Size of homes Higher density housing Space for housing growth</p>	<p>8</p> <p>5</p> <p>5</p> <p>3</p> <p>2</p>	<p>38</p>

<p>Use attraction to housebuilders to negotiate what’s needed and insist on high standards More housing for the homeless Student town (???)</p> <p>Neighbourhoods and diverse communities Neighbourhoods (several areas linked) to have a range of facilities, leisure, schools, employment, housing, health - the MK polycentric city (2) Leisure and community facilities - hubs easily accessible locally (2) Create communities Grass roots culture – arts and entertainment Maintain neighbourhood principle – aim for 3000 people More diverse communities – link to affordable housing? Communities, movement – locational (???)</p>	<p>2 2</p>	
<p>VIBRANT ECONOMY & CITY CENTRE Borough economy Continues to attract people and businesses/ Needs to be open to people (5) Attract investment/ Create jobs & local employment (4) Attract start-ups/R&D/service industries (4) Make a cultural destination eg Campbell Park/Improve cultural centres (3) Encourage people and companies to stay (3) Vibrant balanced economy (Size/sector/type – national and local) (2) Become the predominant economic, demographic centre in SE outside London/competitive compared to other UK and international cities (2) Strengthen our economic position/prosperity (2) Living wage city (2) Innovation hub/Community ‘business’ centres (2) Role of University in innovation/R&D (2) Maximise E-W links with Cranfield and Oxford & Cambridge (2) Shared economic prosperity/address in-work poverty A young city Aligned skills and growth strategy Aim to be a top destination for top companies and employers Unique and not available on-line More business -friendly The original and new (major) centres around the city need maintaining and developing. Meeting economic needs of the city and region Culture, heritage and leisure More open to compromise on finance solutions (??) People change jobs not houses as there are no jobs for life High employment – minimum dependence on benefits Net inflow of traffic (journeys??) to keep economy going Income for the Council – retain business rates Lack of employed – unskilled labour (???)</p> <p>CMK More diverse and unique shopping outlets/More independent stores/restaurants and evening economy in city centre. Need encouragement and support (4) Promote CMK as regional centre/Aspiration to become a destination - a ‘go to’ like Bicester (3) CMK is a shopping centre not a city centre (2)</p>	<p>5 4 4 3 3 2 2 2 2 2 2 2 2 2 2 2 2 4 3 2</p>	<p>68</p>

<p>What's the retail draw to MK and what will add value to improve growth/development? (2)</p> <p>Opportunity to redevelop/enhance CMK (2)</p> <p>Destination of excellence for everything</p> <p>Complete CMK</p> <p>Future of CMK city centre prioritized</p> <p>Define 'stop line' – possibly defined by CMK</p> <p>Move away from CMK and create new centre(s)?</p> <p>Need more diverse culture, local producers</p> <p>Need a civic centre and a soul centre</p> <p>Add to existing attractions – MK Dons and Snodome</p>	<p>2</p> <p>2</p>	
<p>IDENTITY OF MK</p> <p>Innovative city - build on the past. Passion for innovation and new technologies/Test bed for new technologies for transport and living (5)</p> <p>Prioritise national significance/ International sporting city/ HQs of businesses/R & D (3)</p> <p>Strong sense of community – proud to live in MK (2)</p> <p>MKC should lead not follow. Not the same old stuff. Celebrate being different and build on it (2)</p> <p>Welcoming and inclusive – attracting new people and visitors (2)</p> <p>Encourage greater diversity people and places/ age/ethnic background (2)</p> <p>Need health/education/social and cultural facilities to be a city/regional city/international city (2)</p> <p>Perceptions of MK and its personality</p> <p>Understand MK's roles and relationships with the outside world</p> <p>Understand what we have got</p> <p>City of opportunity - entrepreneurial</p> <p>Unique/distinctiveness</p> <p>Re-inforcing positive identity</p> <p>Achieve city status</p> <p>Respectful of the past but not allowing the past to define the future</p> <p>"Can do" attitude</p> <p>Sense of belonging</p> <p>Be ambitious and achieve ambitions</p> <p>MK losing its character: It was a barrier-free city and losing landmarks</p> <p>A place with identity: Town/city/regional centre. Facilities must be matched to the identity (eg. hospitals/sports provision etc)</p> <p>Local communities/identity</p> <p>Reputation for innovative, co-operative leadership</p> <p>City in a rural location</p> <p>City that is cosmopolitan, cultural, multi-cultural and trendy</p>	<p>5</p> <p>3</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p>	<p>36</p>

Appendix 3

Outputs from Workshops Part 2 – Maps of Milton Keynes

Plan:

Vision Workshops Original Maps

- Session 1 – Thursday 26th March, 10am
- Session 2 – Thursday 26th March, 2.30pm
- Session 3 – Friday 27th March, 10am
- Session 4 – Tuesday 11th June, 6pm
- Young People’s session – Thursday 9th April, 12pm

Facilities in all areas - easy access

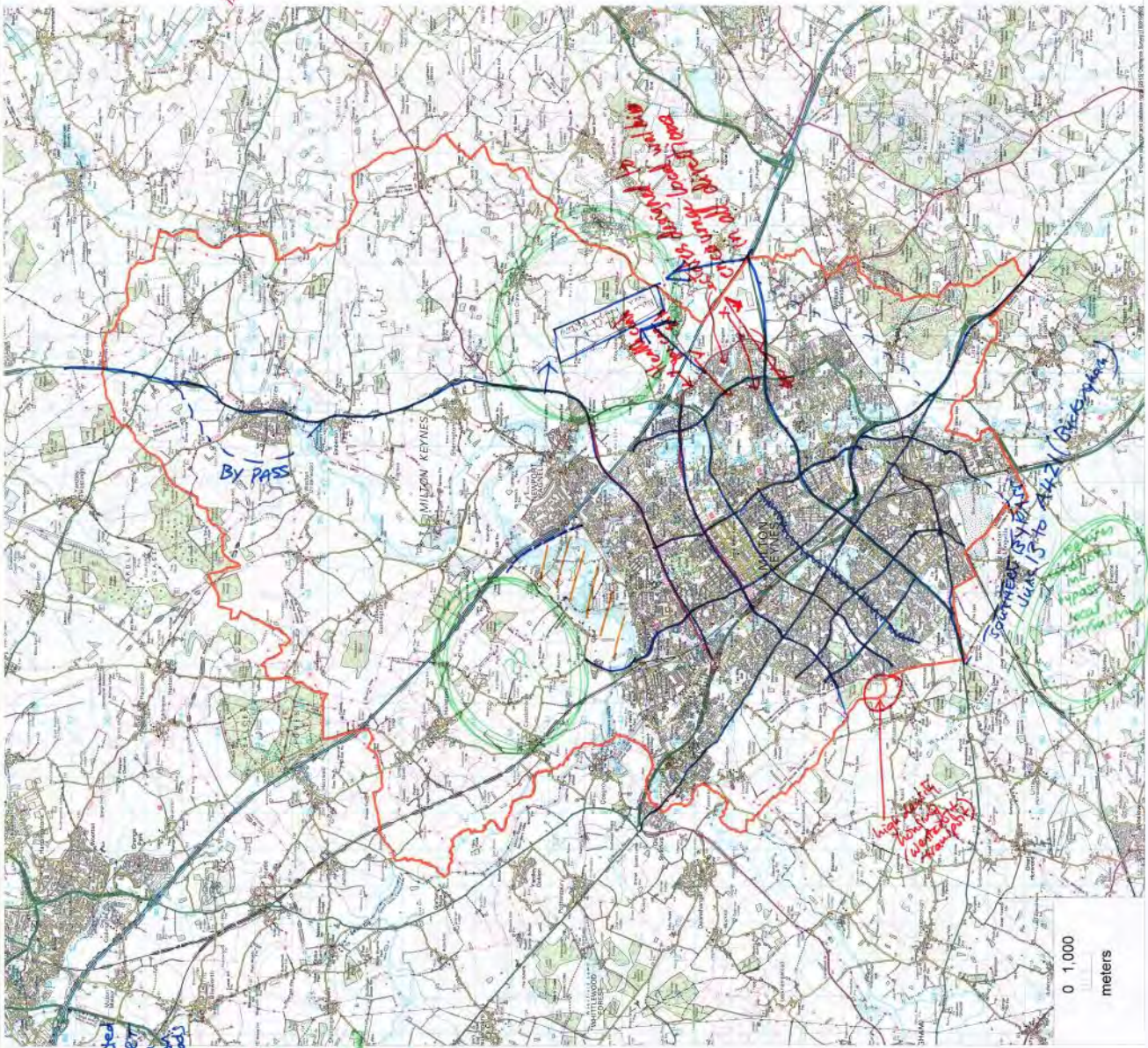


Table
 (A) (A1)

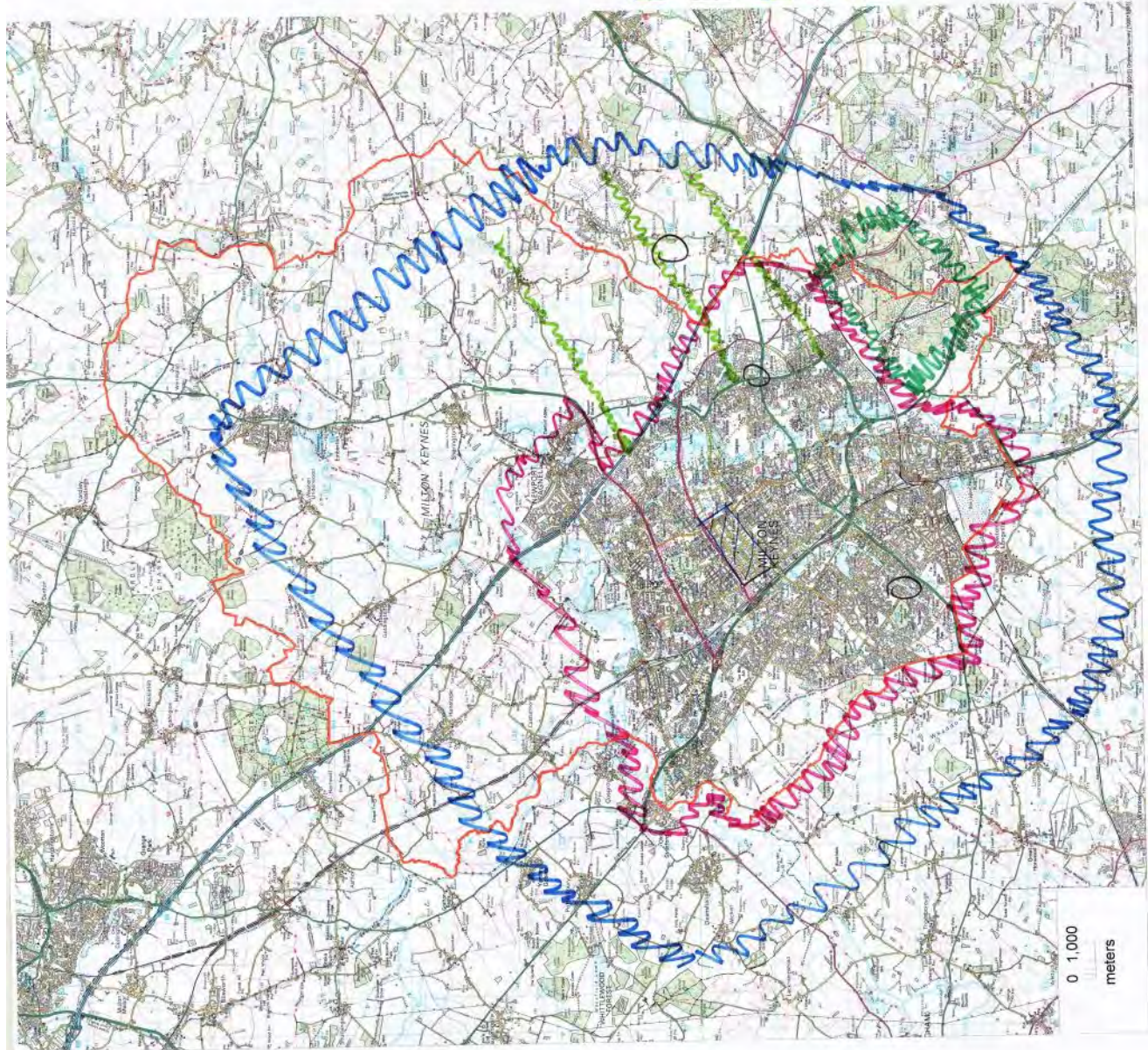
Integrated
 Transport
 System
 based on
 grid roads

• Estate
 design

Green
 Parks

Boundary
 park

THUR AM
Group 2

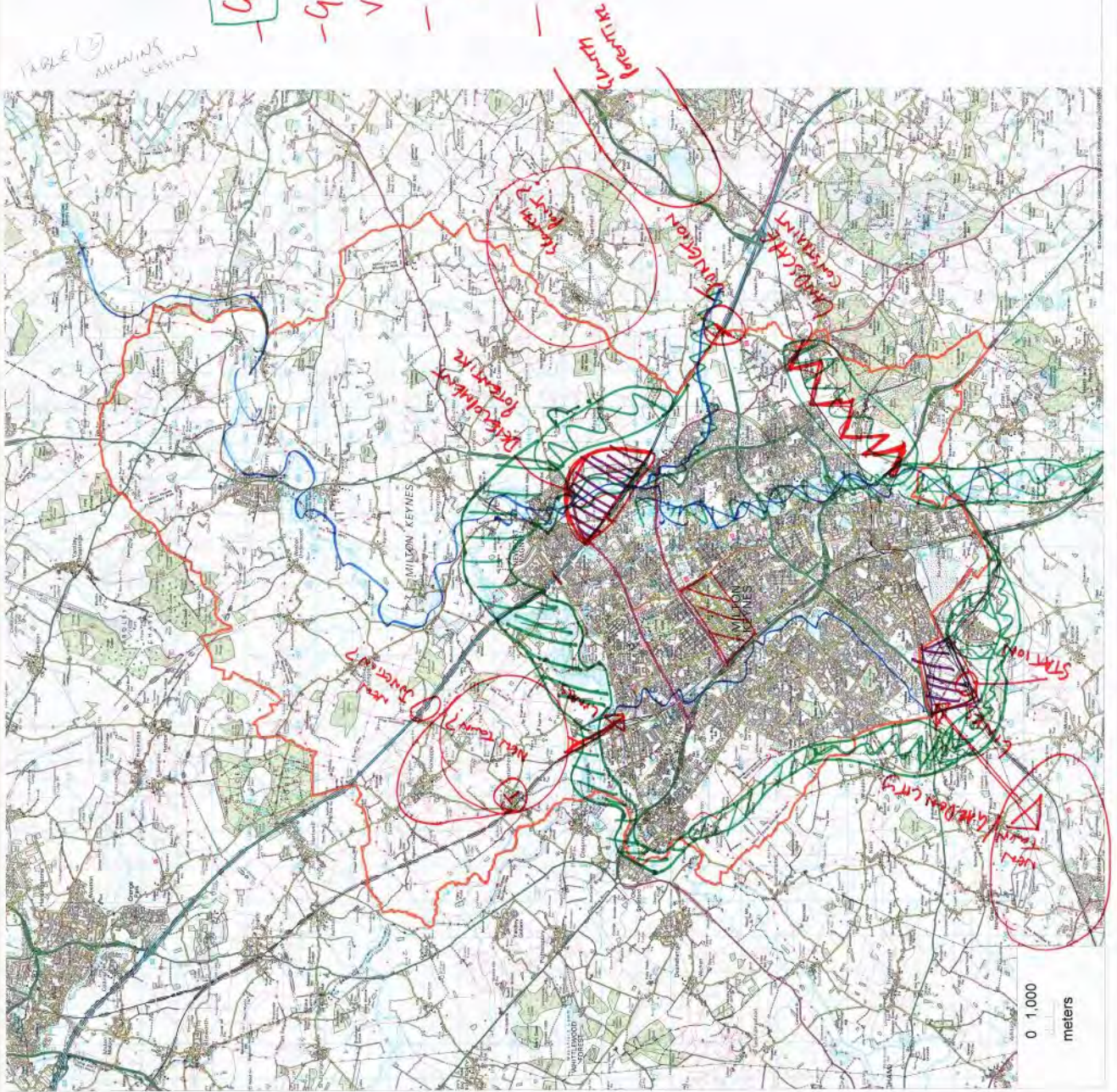


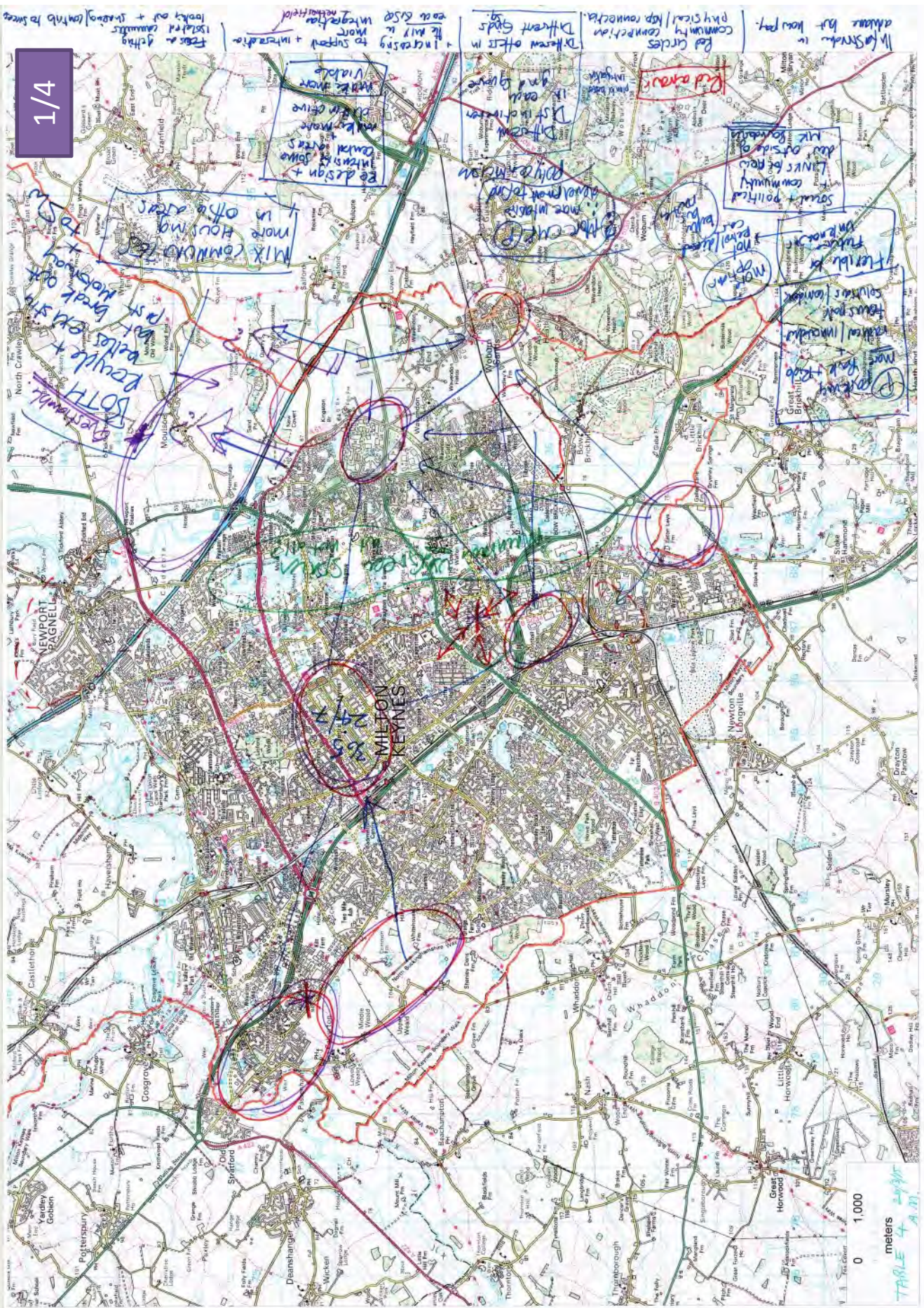
-  Future of city centre
-  Super local centres
-  Extension of grid system
-  Inner MK (250k)
-  Greater MK (100k)
-  Bow Brickhill remains rural

GREEN EDGE ESTABLISHED

- GREEN BUFFERS FOR VILLAGES
- TRANSPORT SOLUTIONS FROM GROWTH POINTS (NEEDS INVESTIGATING)

TABLE 2
MAINING
SESSION





1/4

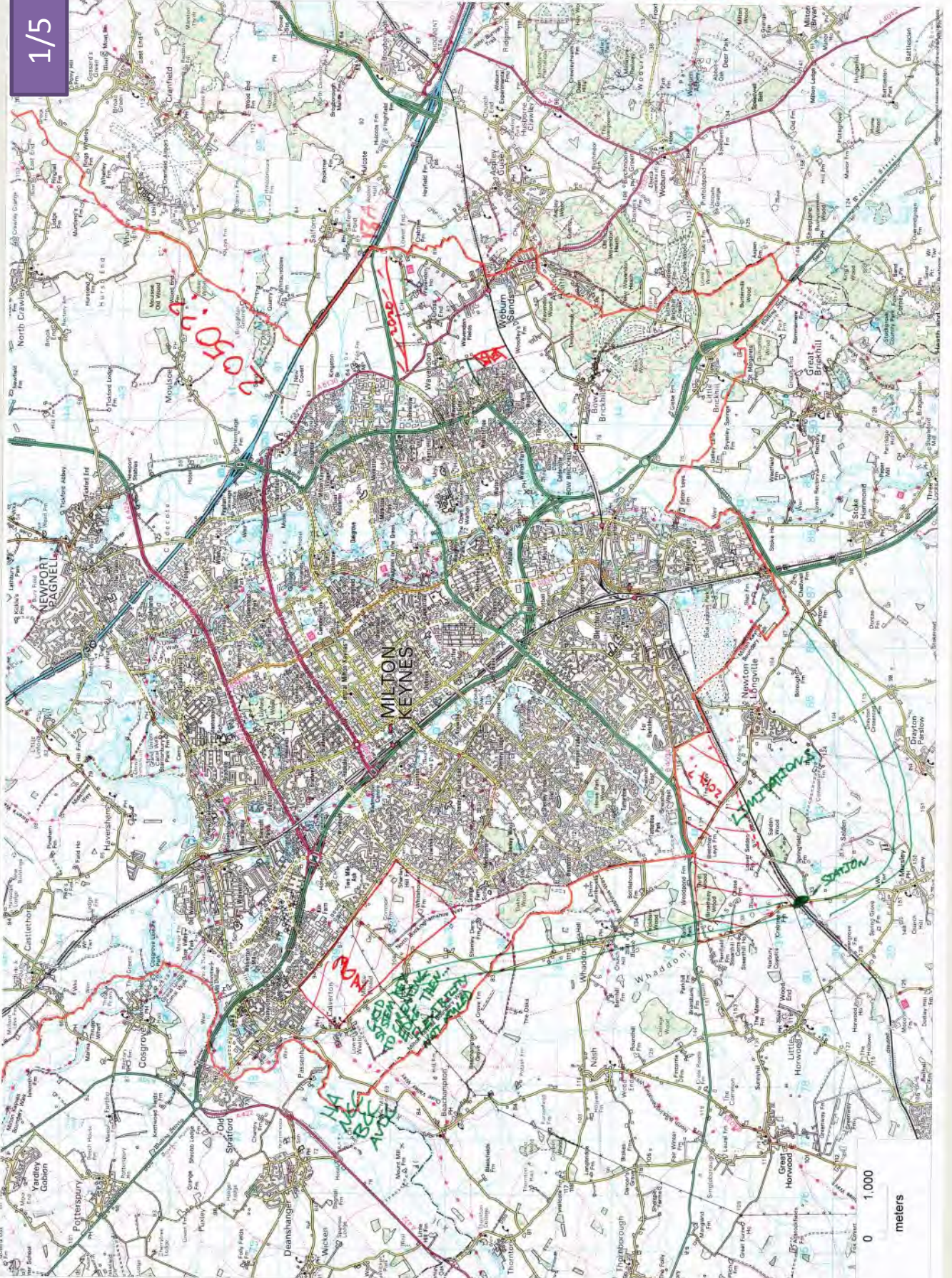


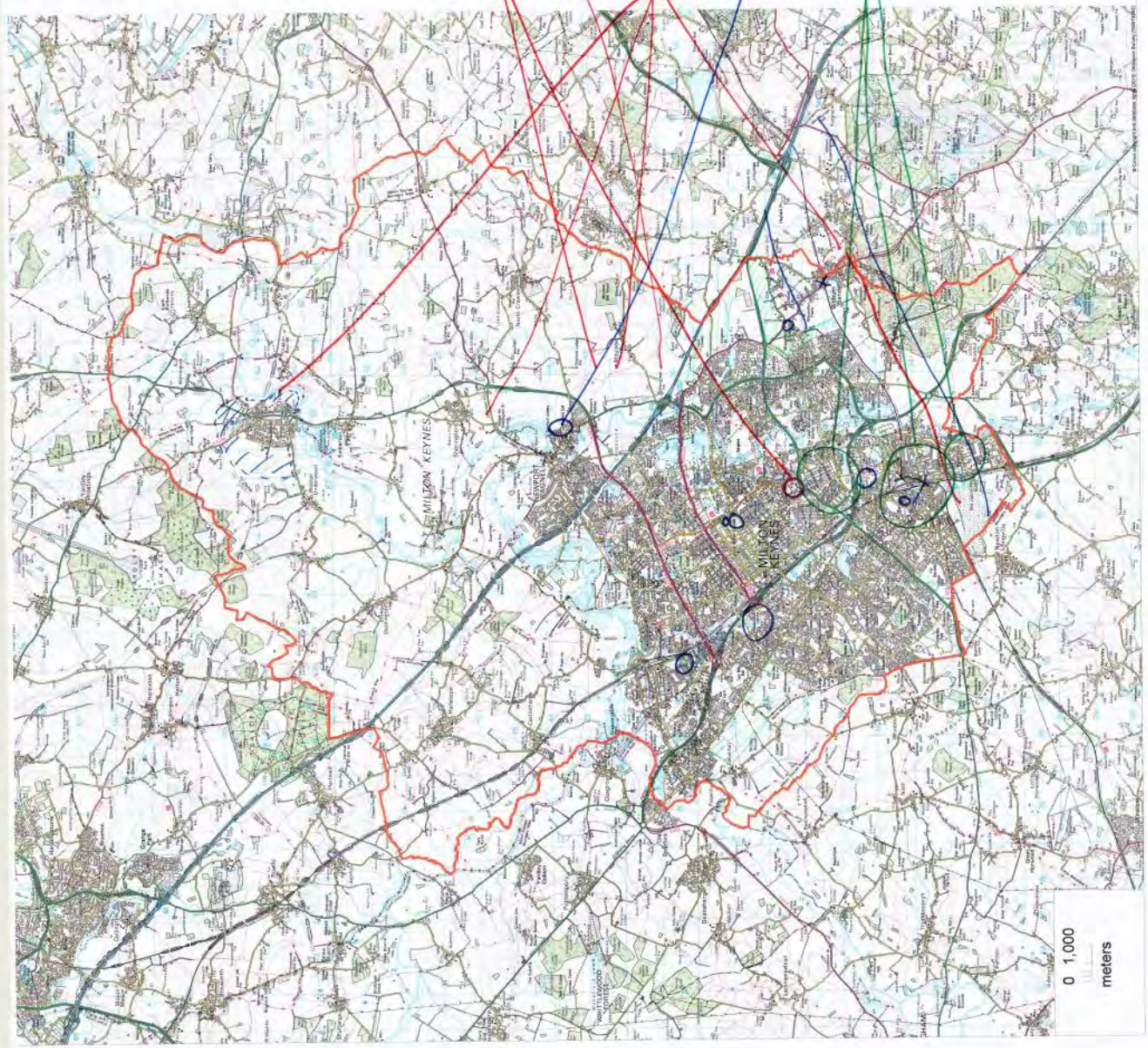
TABLE 5 - THURSDAY MORNING

TABLE 5 THURSDAY

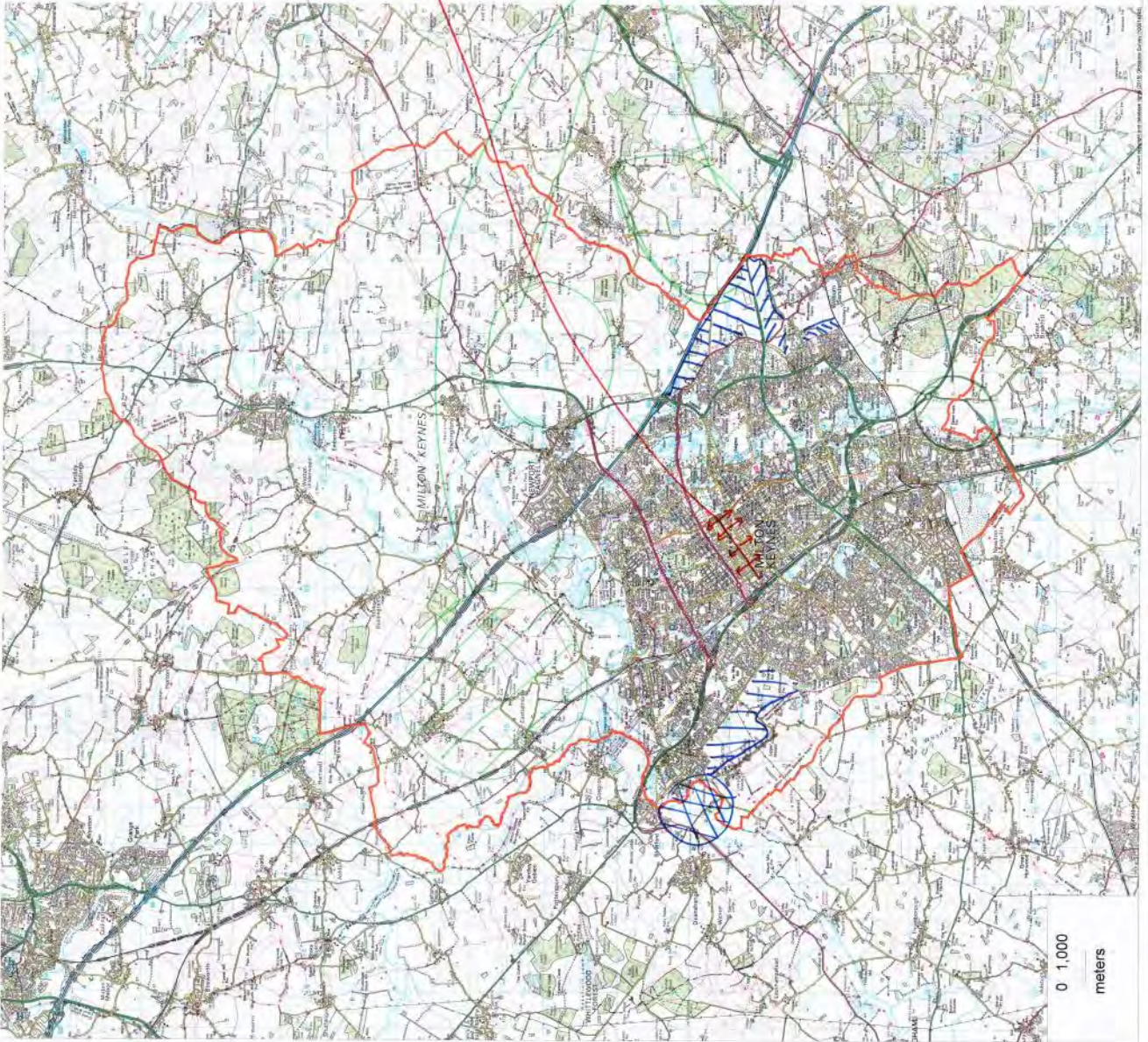
Table 6
Thurs. am.

GLUE - that make communities work

- * Sister hospital & university
- * Communication Links East of MI (North/East)
- * Housing south east + North of MI (Links Bletchley/N. Oxford)
- * create cultural diversity with facilities in other areas of MK. (arts/spa/environment)
- * Regeneration of existing areas



0 1,000
meters



LONGER TERM GROWTH OF EAS

- less dominance of midsummer as transport hub
- Better links with Station.
- Review of how to centre works Day + Night.
- All transport types

SMALL GARDEN SETTLEMENTS

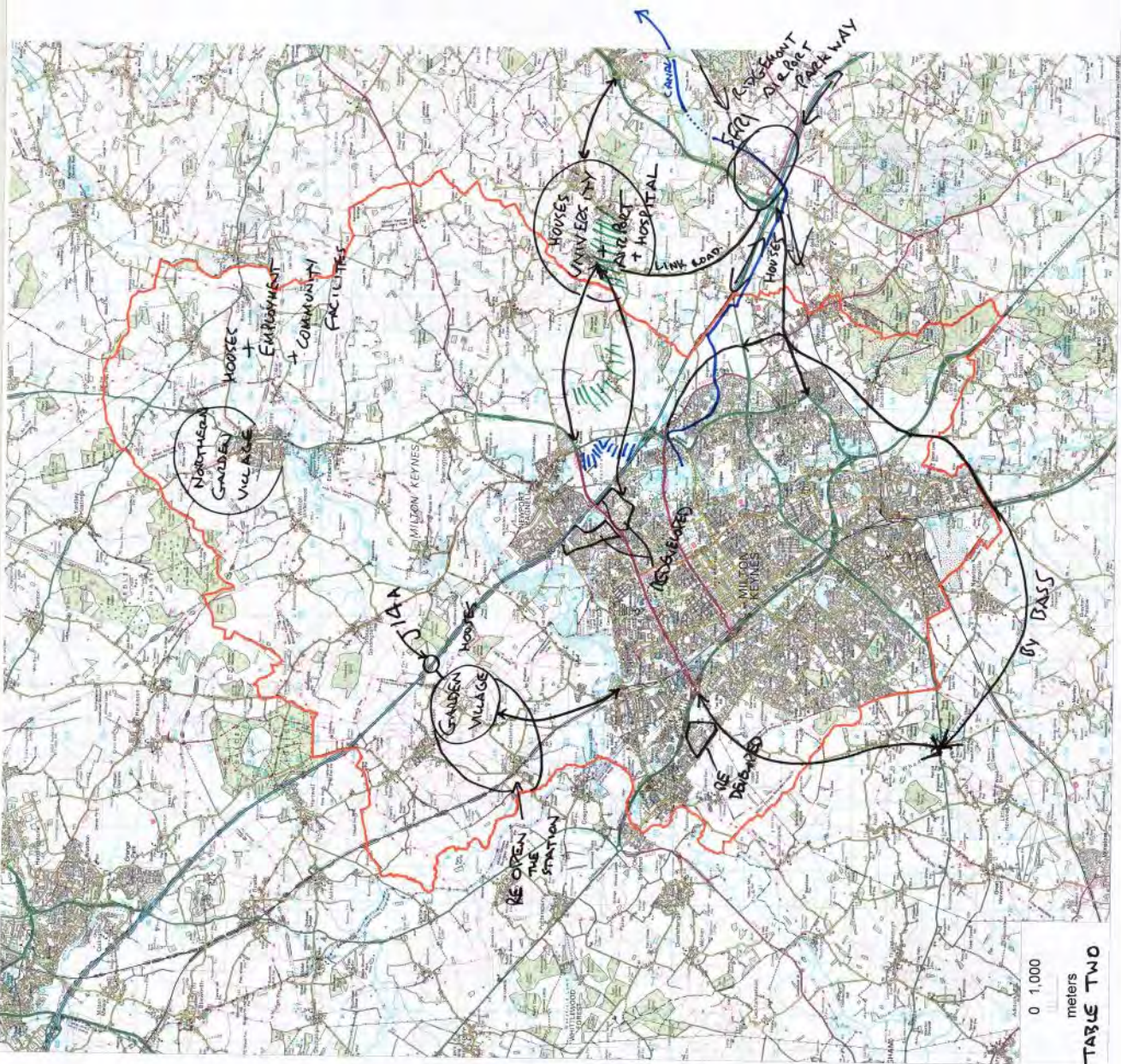
- Self sufficient.
- Linkage to economic + education hubs.
- RTS!

URBAN EXTENSION

- Intertwining into the existing City

Expansion Areas

TABLE 1
THURSDAY
PM Session



Thu PM

CLUSTERING OF COMMUNITY FACILITIES

with schools

MANAGING HOUSING MARKET/MIX/OWNERSHIP ETC.
MKC OWNERSHIP ETC.

Centre

Urban buzz rather than just a shopping centre

- Meeting places
- University - international school - accommodation
- Identity - heritage - reinforce
- Creative regeneration

Denser, taller (not necessarily space)

'Green belt'

Is this the best way to progress -> town centres

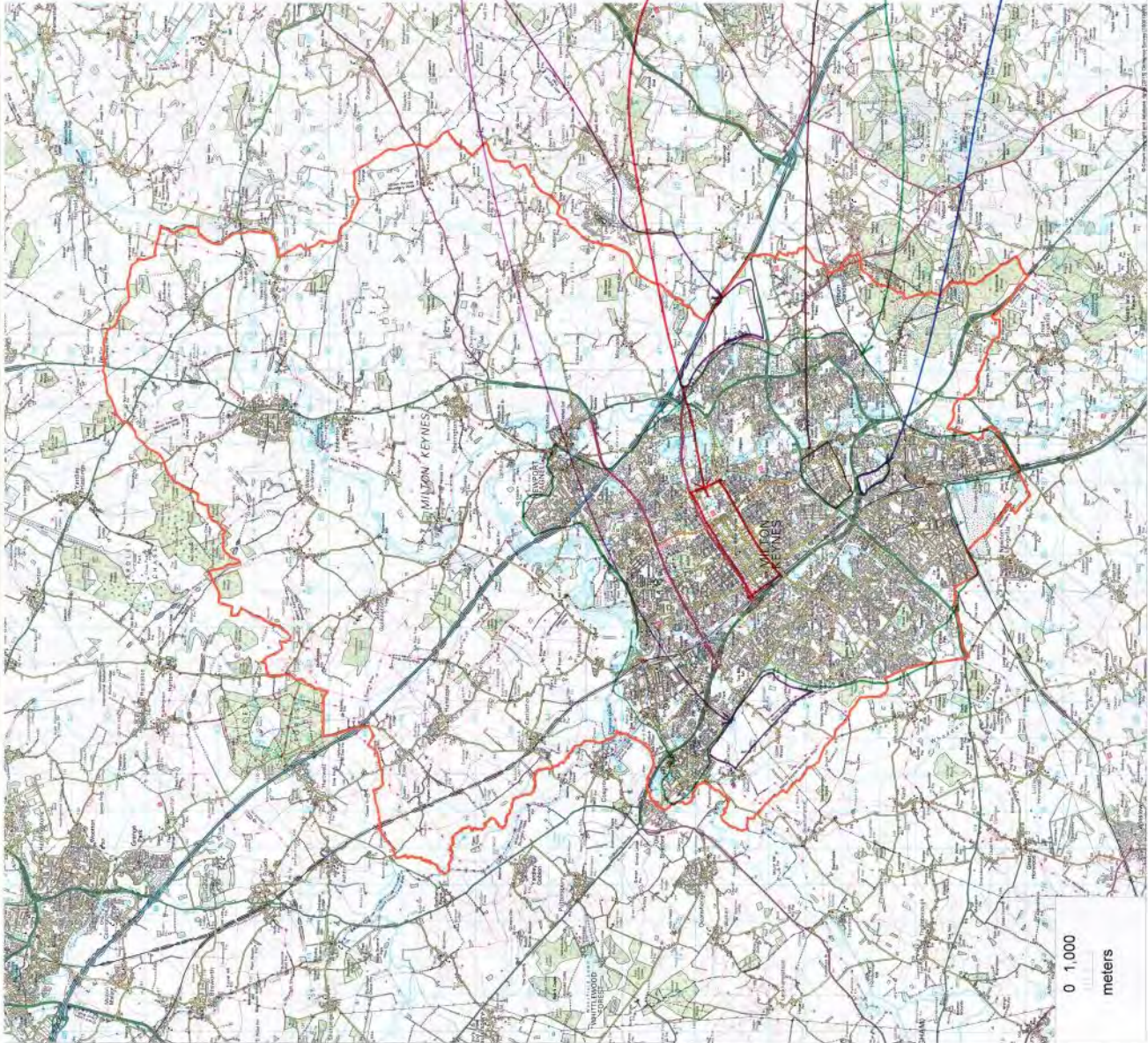
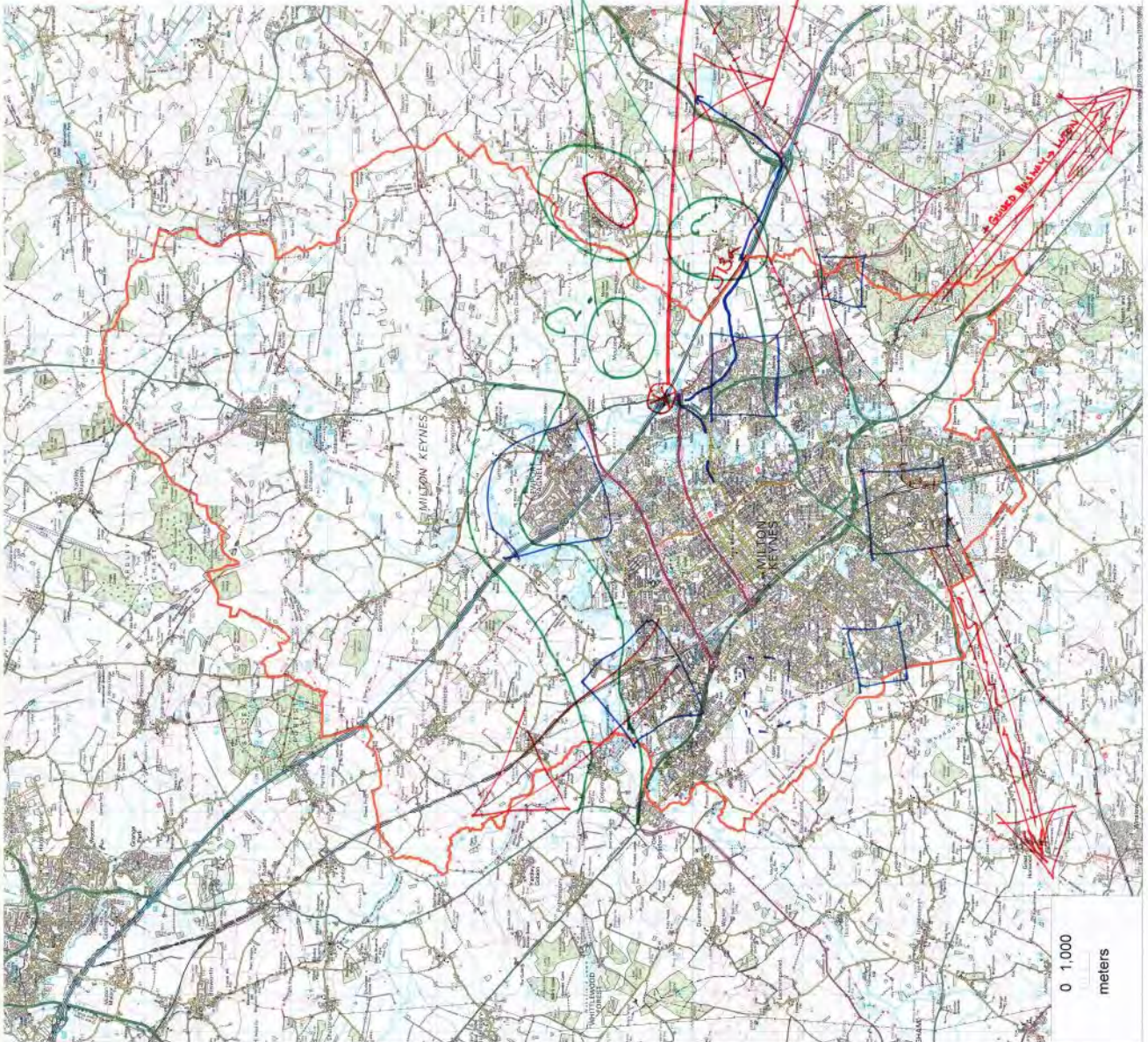


Table 4
Thurs pm.



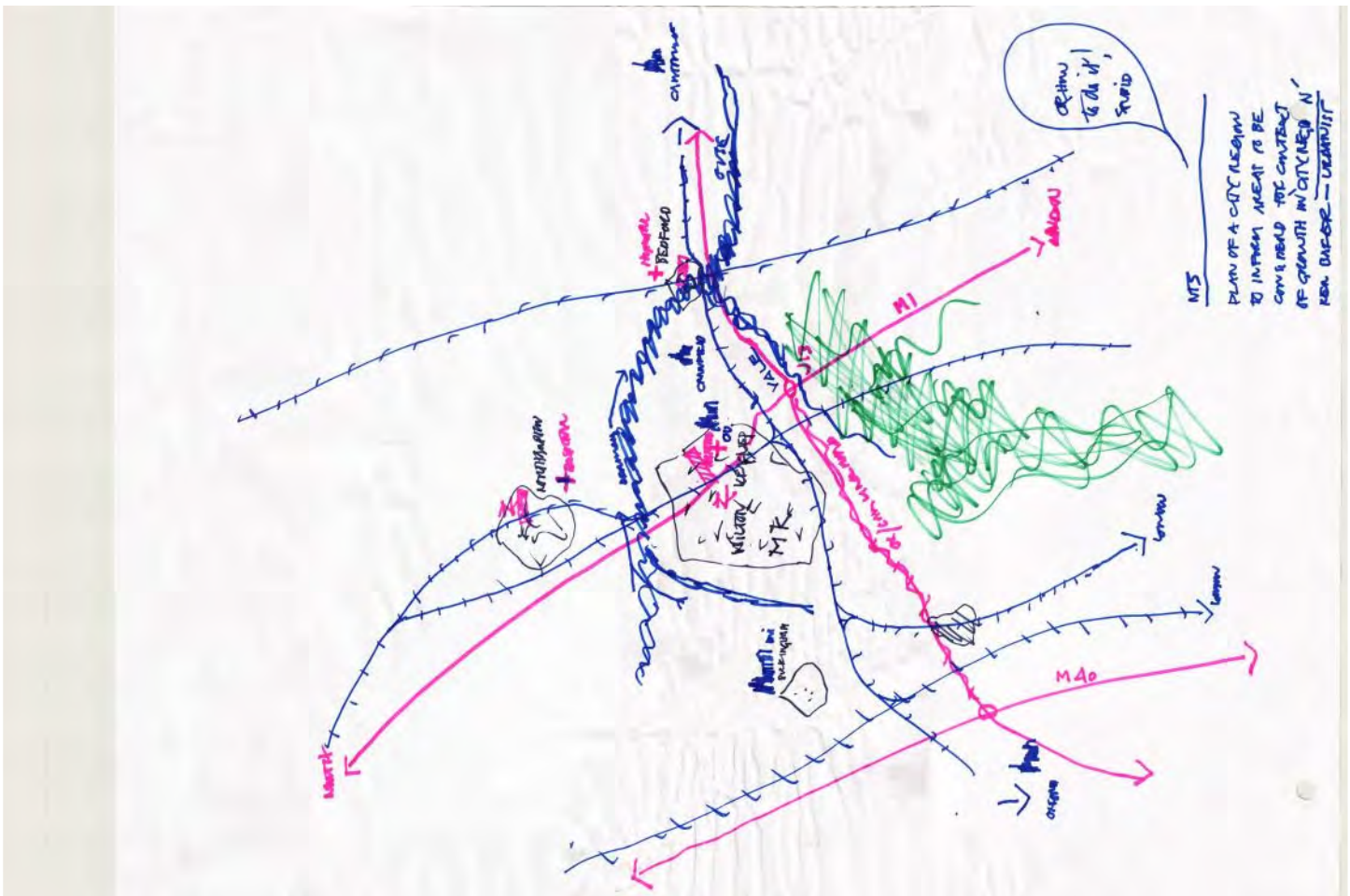


TABLE 1
FRIDAY

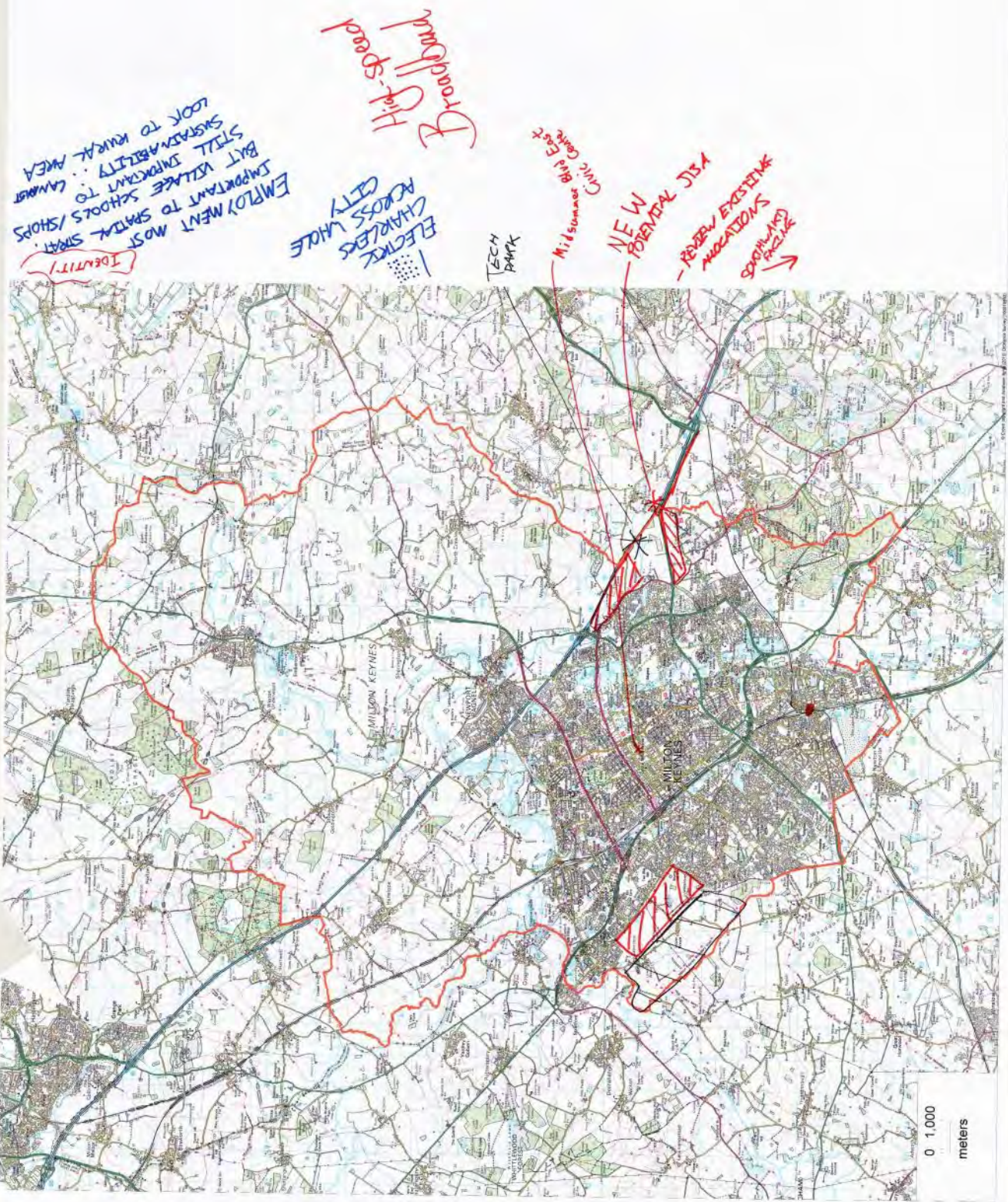
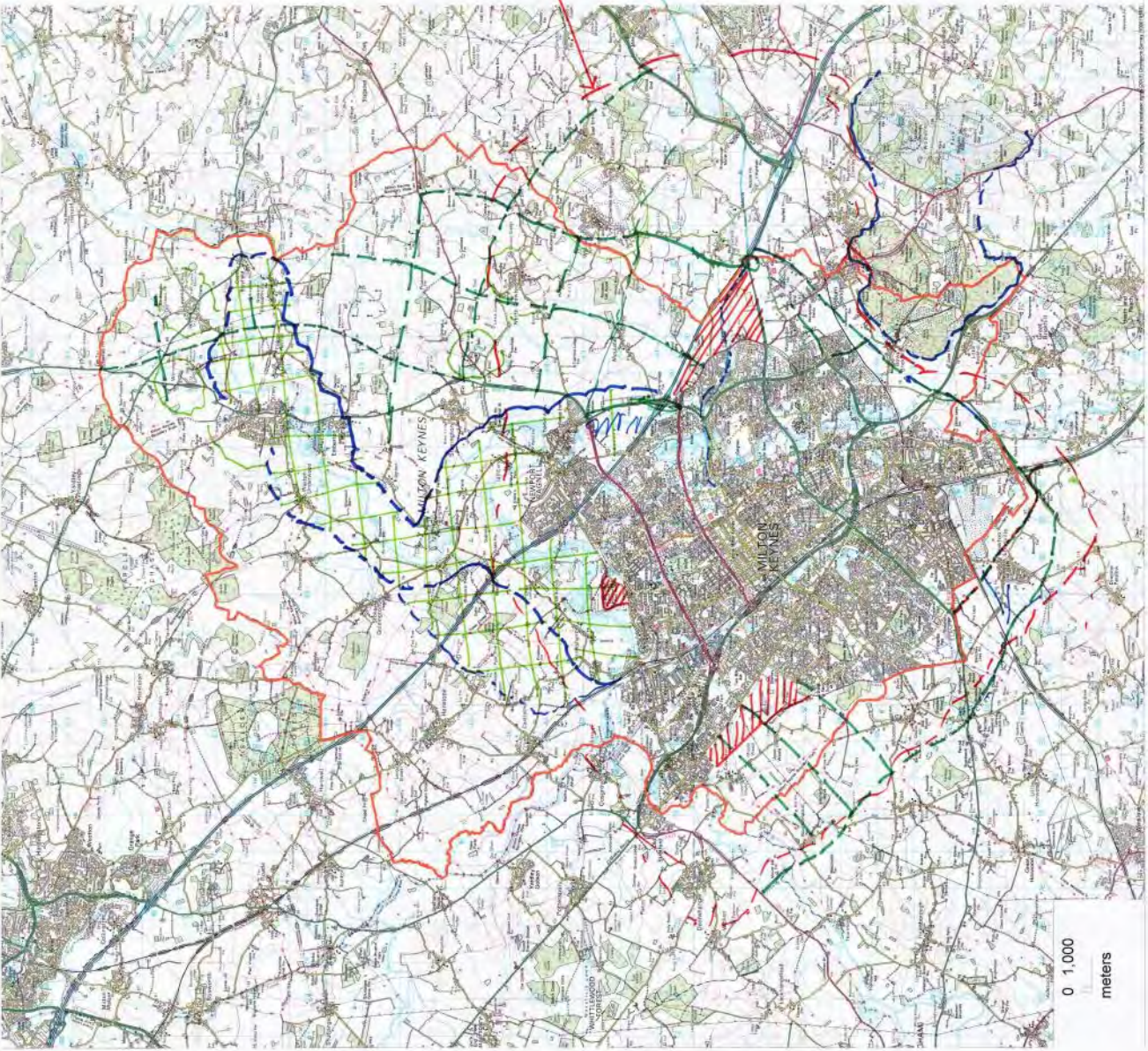
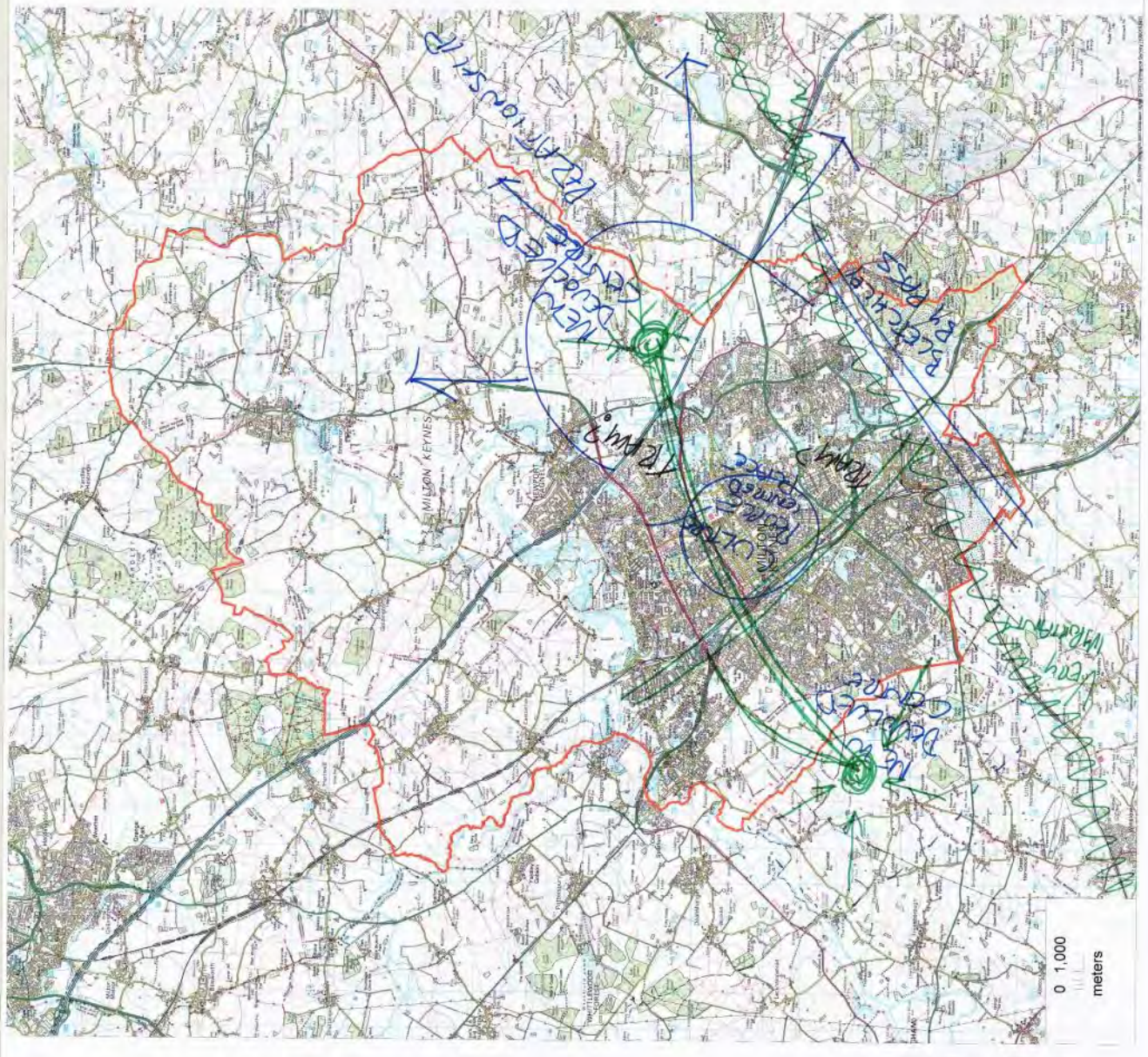


TABLE 2
PRIM

- Expanded grid road system.
- Green realm.
- Designated area.
- Reserve road strip





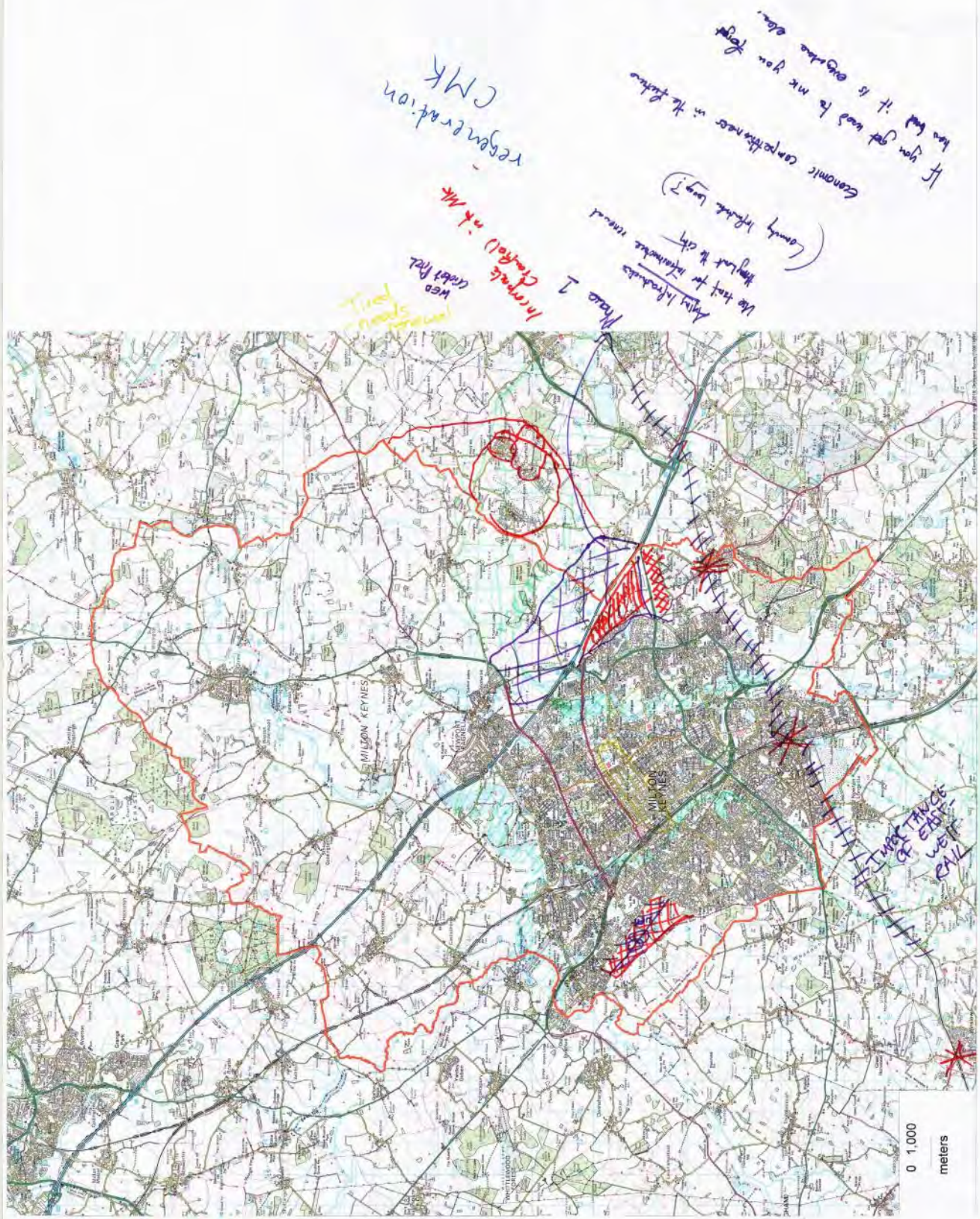


Table 4 Friday 27 March

GROWTH IS GOOD! AS LONG AS PLANNED WELL + LINKS WELL

T = transport infrastructure
Join the dots!

T = new transport hubs? N. Pog.

3/5

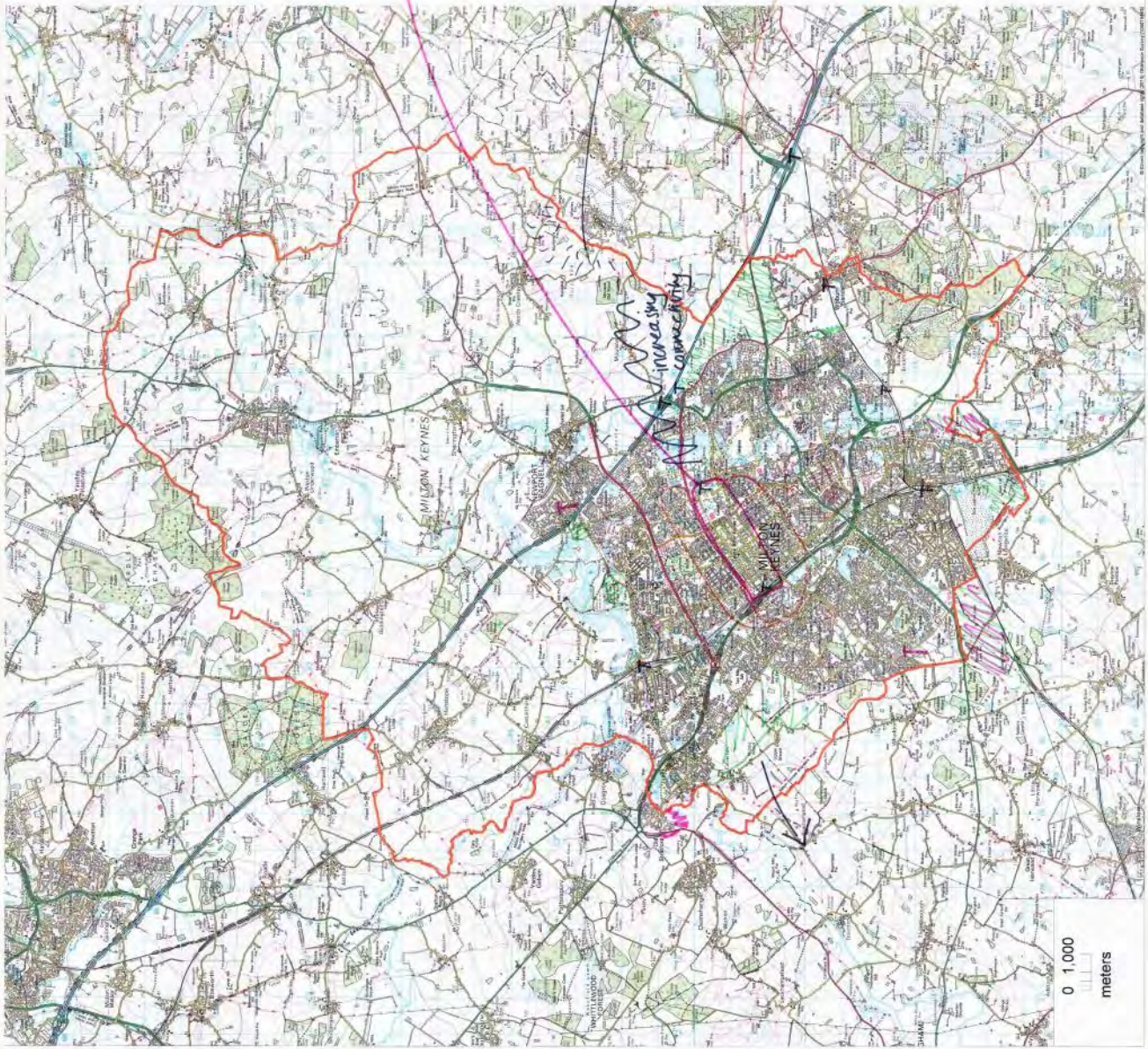
TABLE 5 FRIDAY

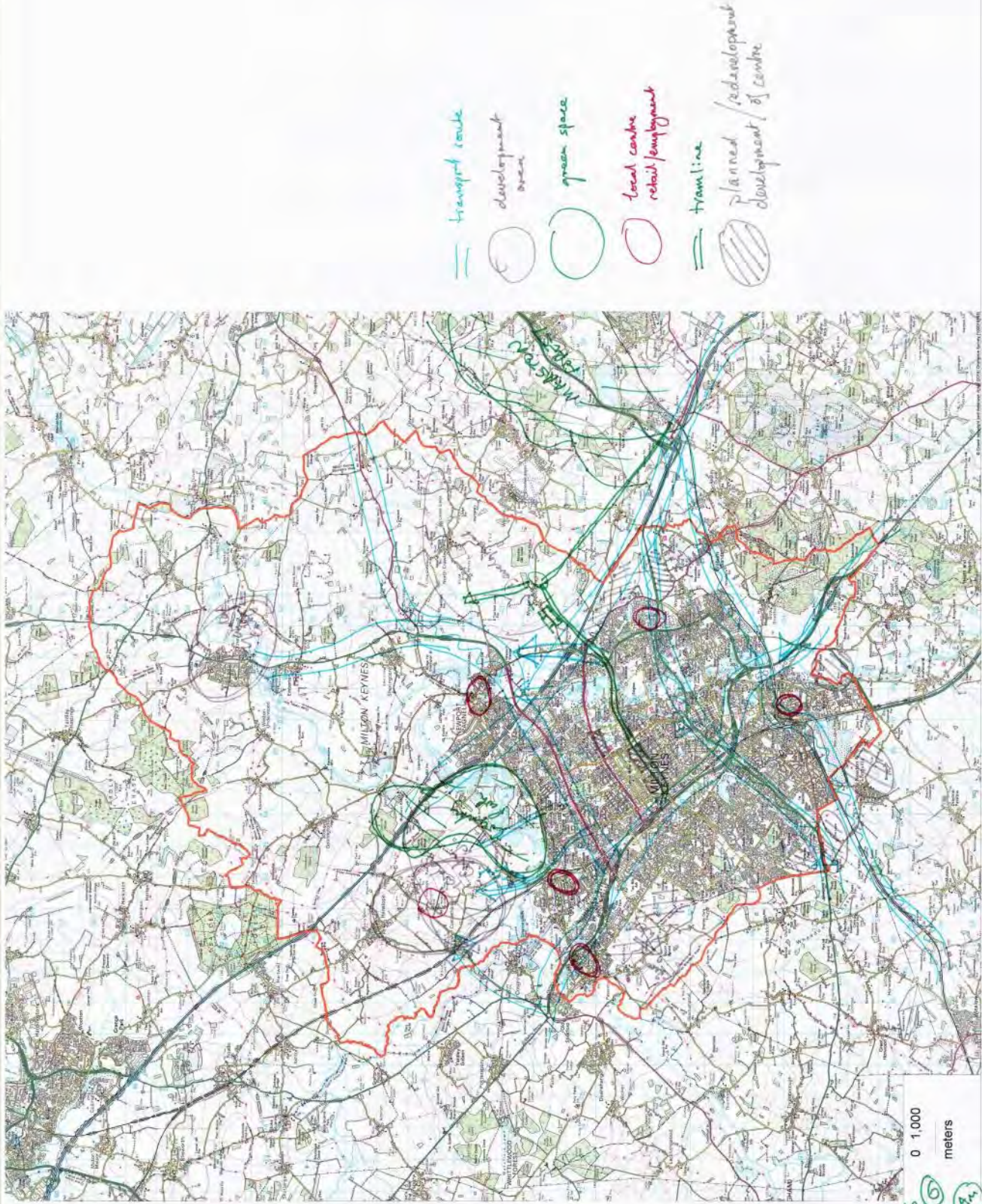
CMK
landmarks-building: retain existing + encourage new.
dishiniveness
it is a city.
independent shops
supermarket / food retailing
leave space for more housing over the next 25yrs.
populate the city centre
24 hr city.
real time information for transport.

CLANFIELD - DEVELOPMENT AREA / POTENTIAL

Keep the grid road structure for all forms of transport.

Quality of life
All worse life expectancy in car

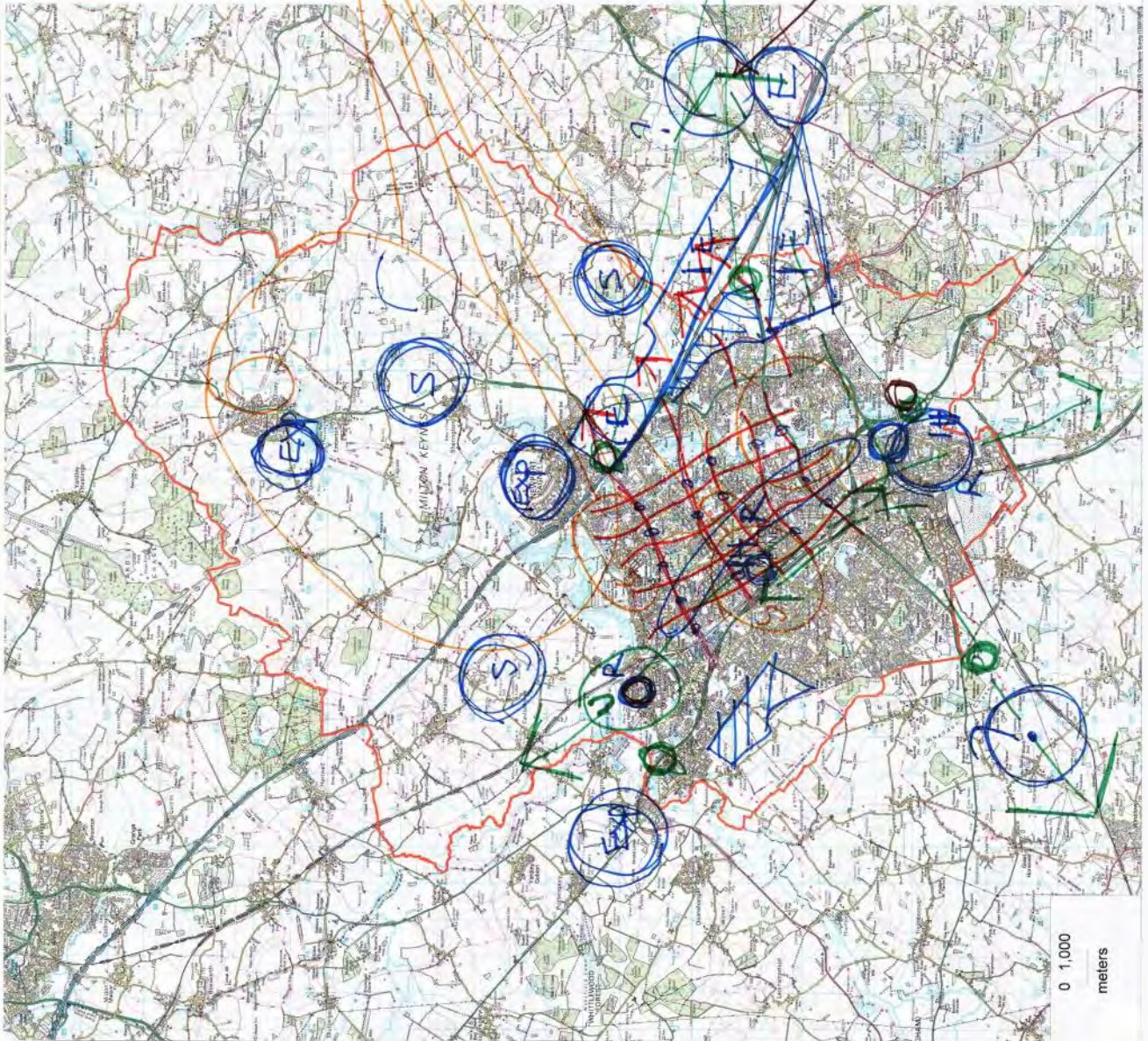




- transport route
- development area
- green space
- local centre retail/employment
- tram line
- planned/redesvelopment of centre

0 1,000 meters

Table 6 Friday AM



FUN!
Centres (Expanding CMK?)

- Sport - SPENDING SATURATE TRAVEL INTERNATIONAL SPORTING (Cultural) Youth
- Culture - developing niche markets

- Community - not more of the same time for a new home world - centralised/disorganised

- FUTURE GROWTH - HOUSING, EMPLOYMENT, OPEN SPACE
- R - REGIONALIZATION - E/W STRATEGY
- IE - INTEGRATED EDGE - E/W STANDARDS MORE THAN SMART
- S - SATELLITE EXPANSION
- E - EMPLOYMENT - IT ICH, CLUB

Potential growth points

- key interchange points
- UNIVERSITY RESIDENTIAL?

Mobility + Access

- Good Regional connectivity N → S
- Critical to develop E-N
- Interface between regional/national/local network
- Advanced transport
- green bridges

12/01/2015
12/01/2015

TABLE I
June 2015
- Mickle
- area
- racket
- Phil
- Robbie
- David
- from

• new inland junctions

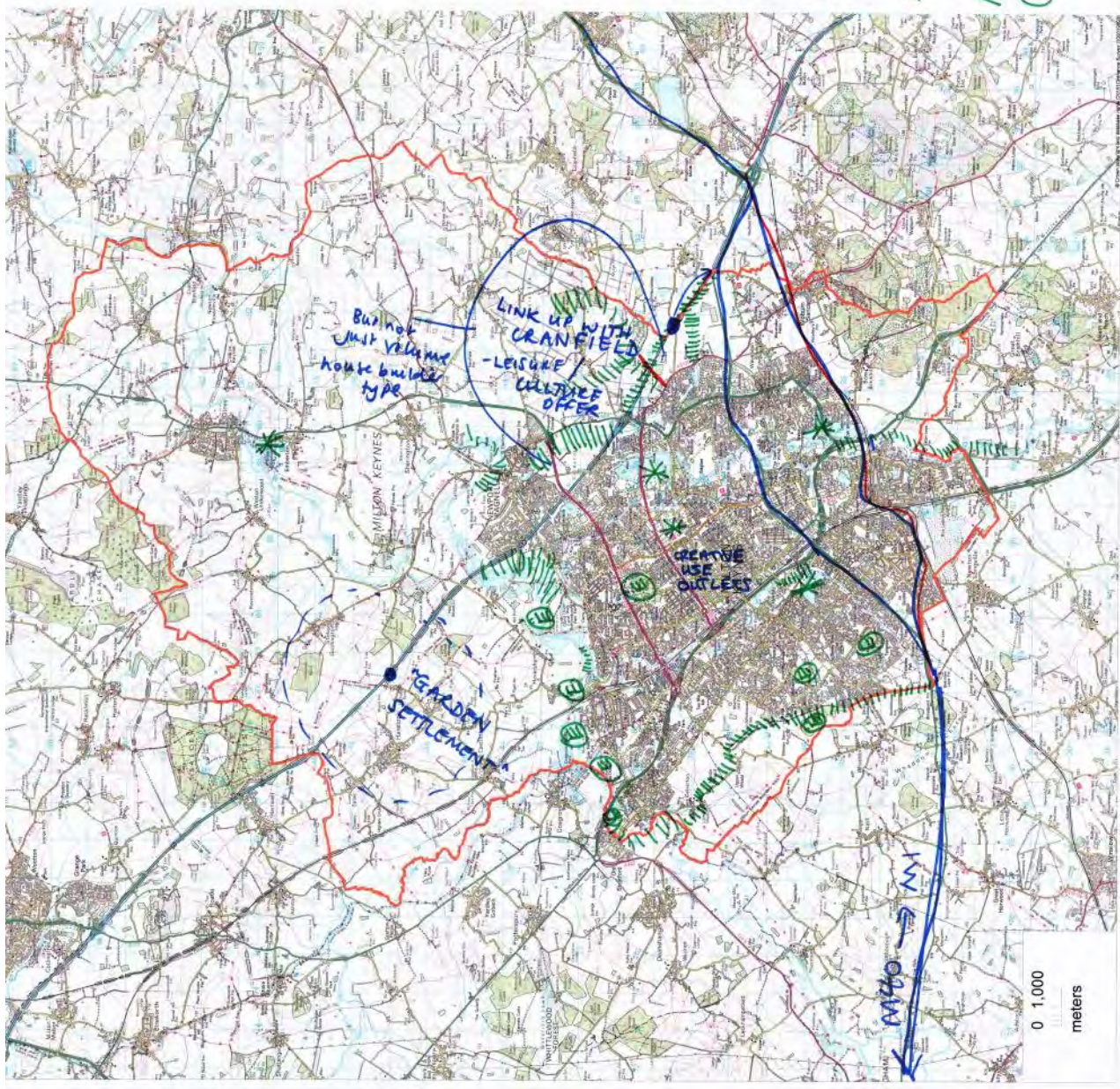
at Conjunction
suppose A122
(small green area
with a white circle
around it)

Grid
orientation
marked out

* Destination recreational/
cultural parks

Linear Park Extensions.

(E) Strong ecological 'core' areas
(but ecological links throughout
the entire green network)



9 future proofing all infrastructure

8 Cutting edge IT

MM

7 Encouragement of independent retailers + restaurants eg to regenerate Bletchley

1 Green Space to be protected + enhanced

3 Promotion of CMK as Regional Centre - Cultural / Art gallery

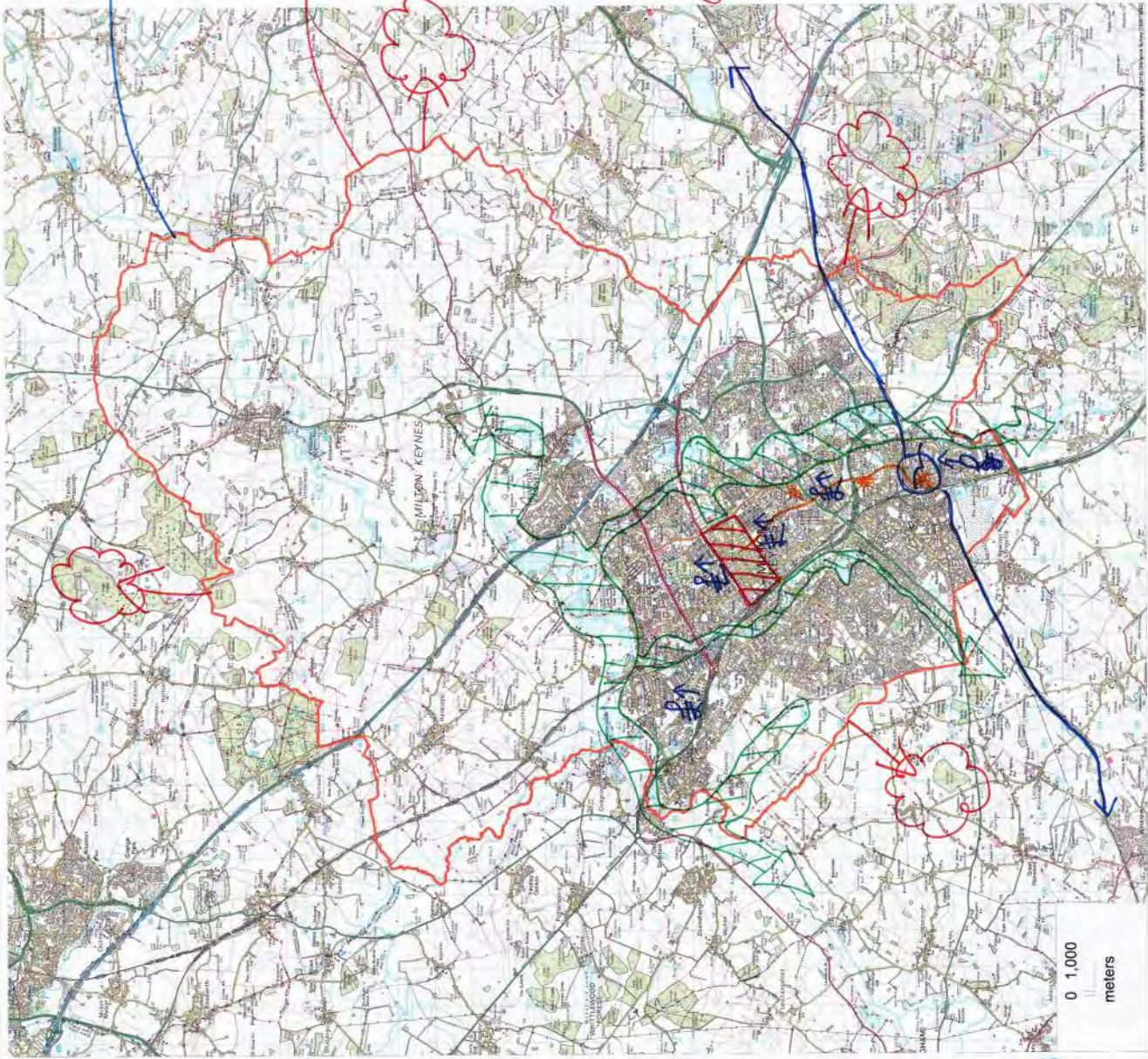
SC

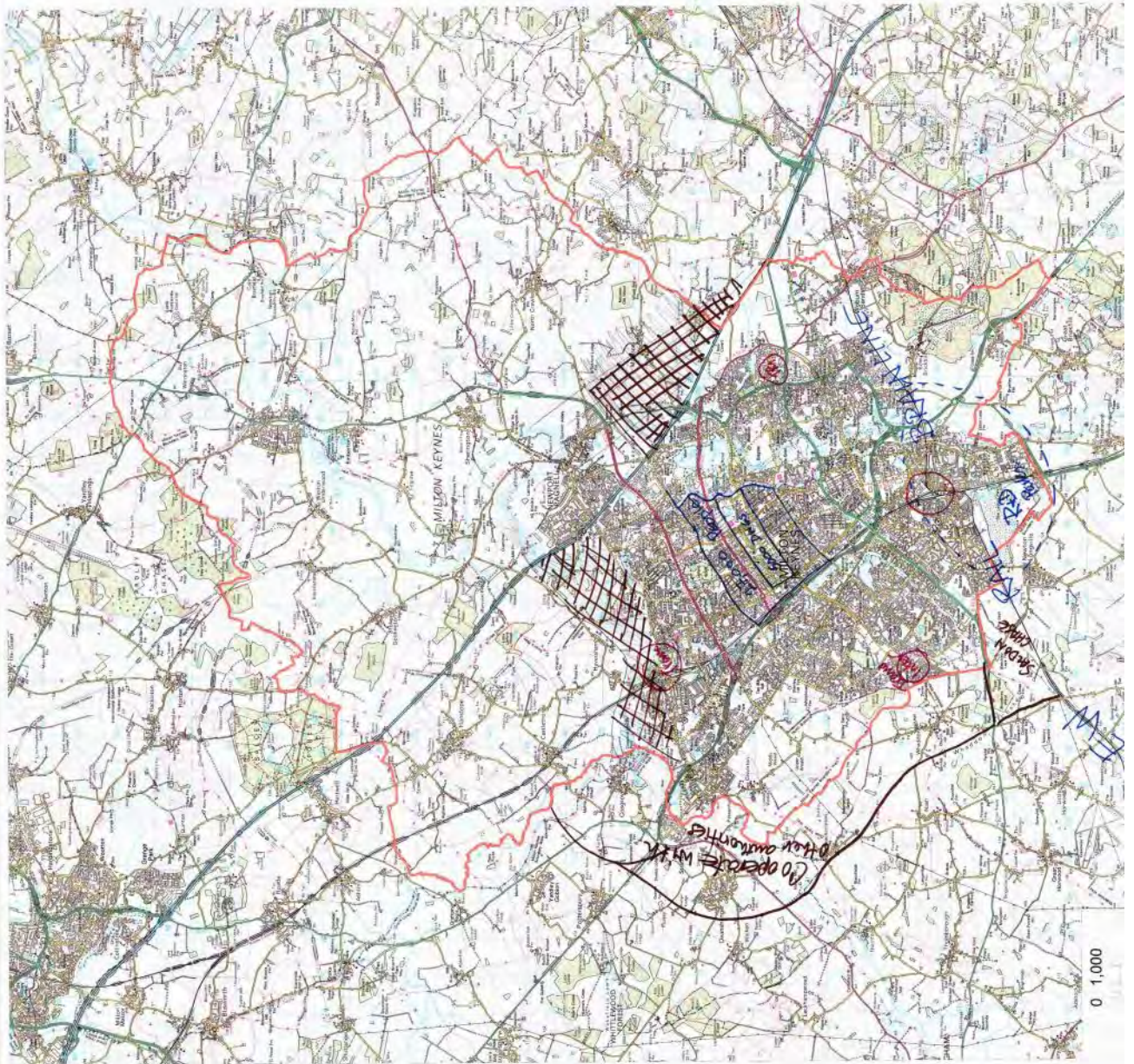
2 Shared economic prosperity

4 Tramway Thru key destinations

5 Integration of infrastructure + development eg East-West rail + Bletchley station + cooperation with other authorities

CB





NO GO AREAS

Cross Barrow
POUNDS

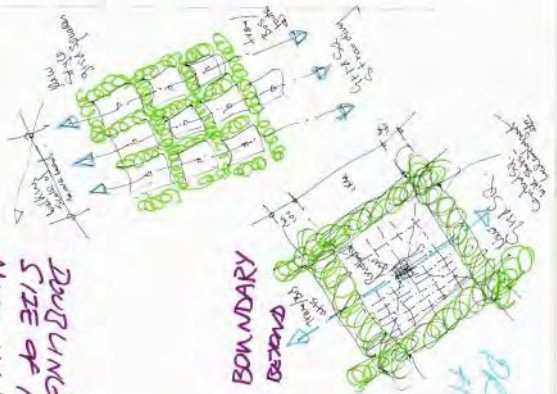


Rural SPECIAL ROLE →
NEWPORT PAGNEIL + OLNEY

Build via Neighbourhoods

Efficiency Standards for new homes + upgrade older
Roll out drainage / Environmental Standards / Green Infrastr.

TABLE 4
11-06-15

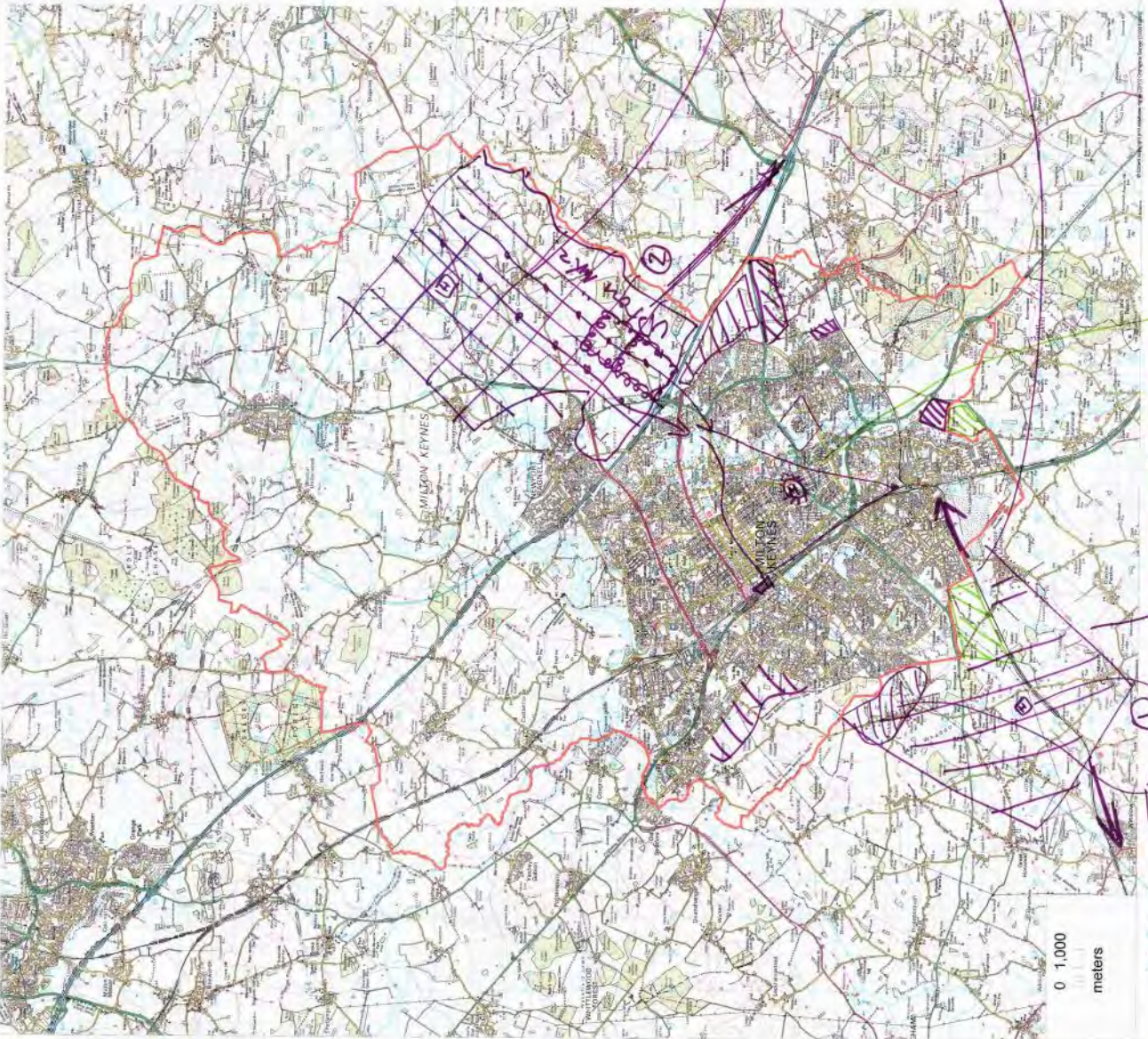
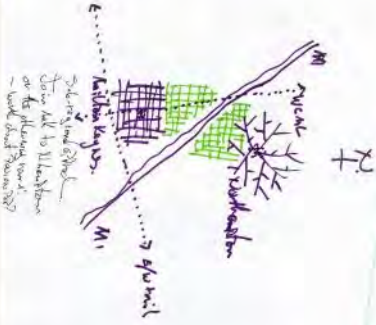


BOROUGH BOUNDARY
EXTENSION BEYOND

PRIMARIES
HOUSING

MUST HAVE
THIS SIZE OF MK
TRANSIT NETWORK
IND CLK E.G. LIGHT RAIL,
UNDERGROUND MONORAIL,
OR OTHER SYSTEM
SIMILAR TO DUBLIN, OR
DUBAI

STATION
ROCK



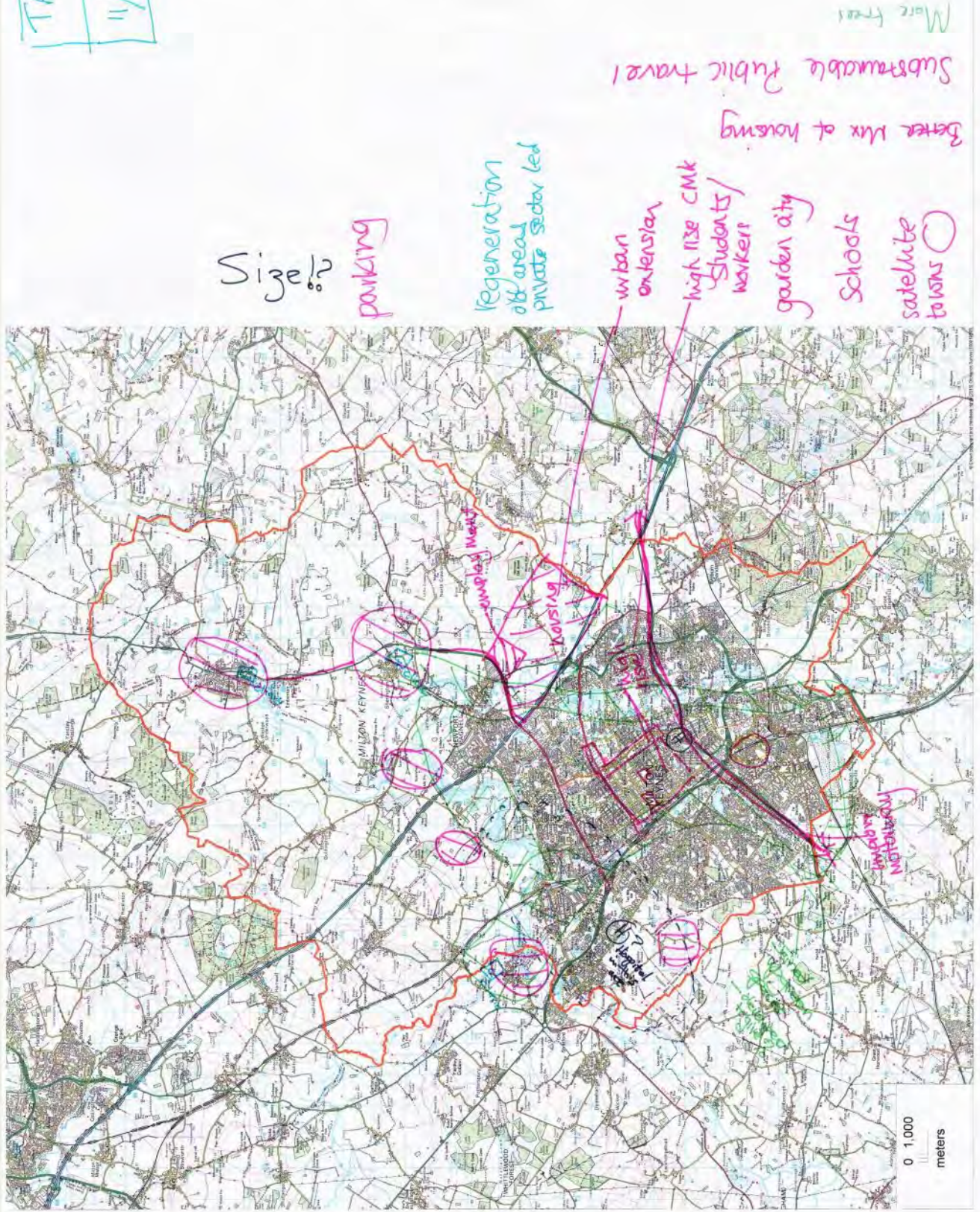
"FACILITATING"
REGENERATION

TRIPPLING IN SIZE

UNIVERSITY CAMPUS

EXPANSION SECTION

TABLE 5
11/6/15



Trace
W/letter

Comm. Dev. / Development
 - Greater job growth
 - Quality of life (cycle space etc)
 - Quality of Housing
 - Home by night!
 - Protect these areas!



Energy Economy
 High Value Business
 High Res. Housing (for not homes at all)
 to not use too much CRP land on Res.

Key location outside MK Bounding
 - Connectors

SW Rail
 Rapid bus so similar

Dispersed employment zones
 2 major District Centres

Big floppy cross - primary bus routes

Search Area for
 future growth.

Pre - 2000s, 2010s
 - included all the
 - Main Station
 All To Be Protected
 Next 100 days things
 - Local Council - Compare this
 - Local Council - Compare this
 - Local Council - Compare this

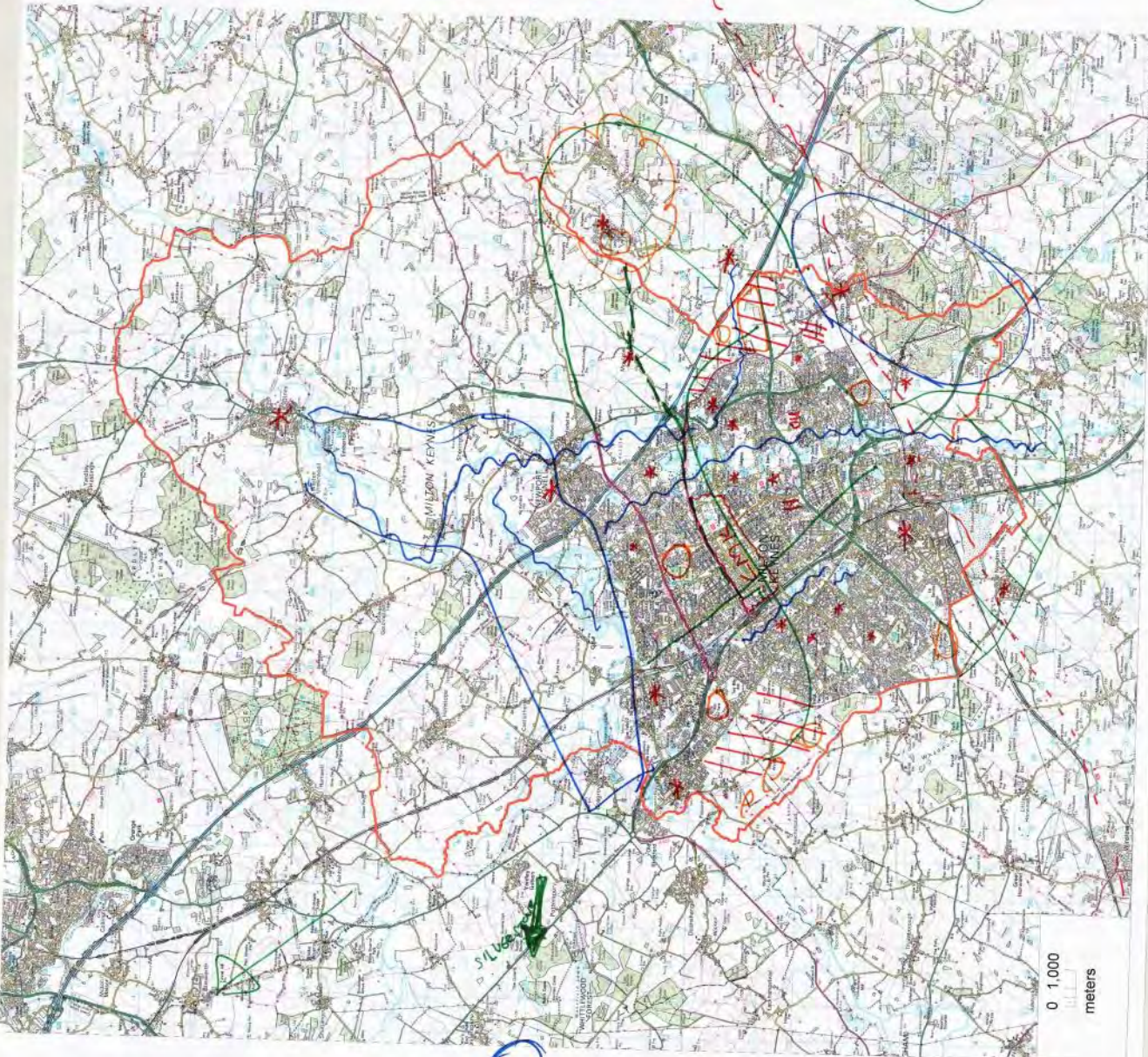
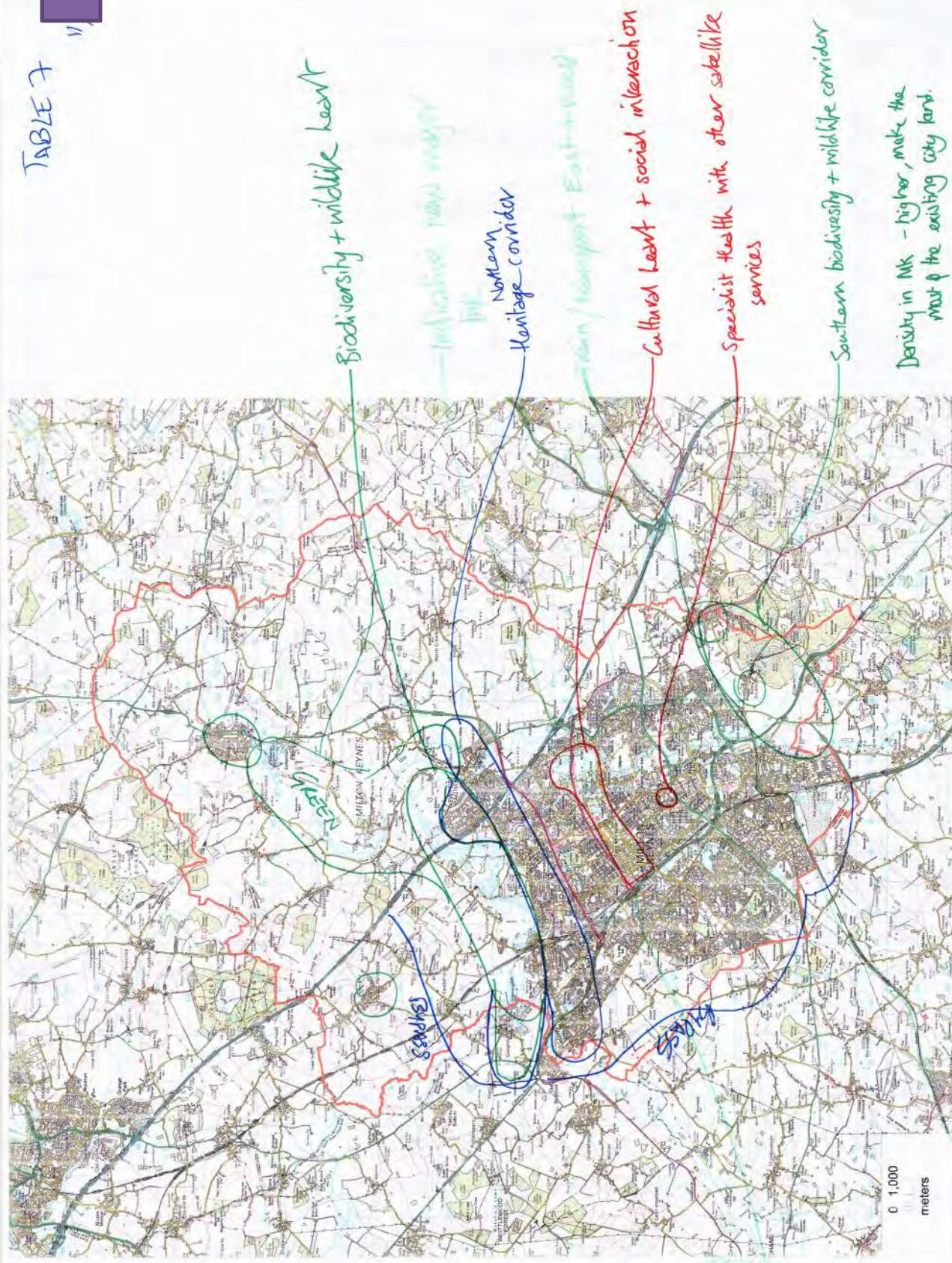


TABLE 7



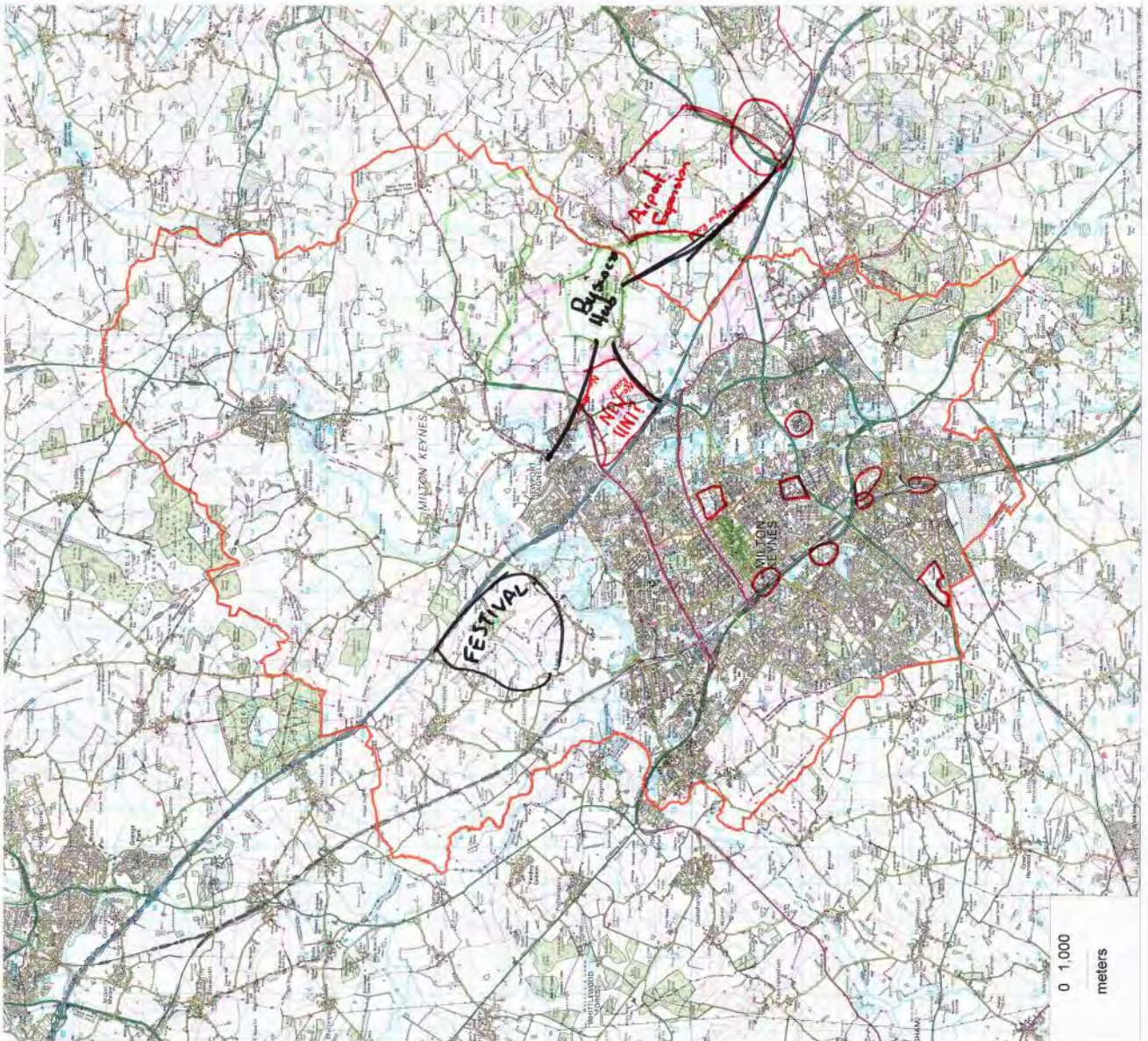
Density in MK - higher, make the most of the existing city land.

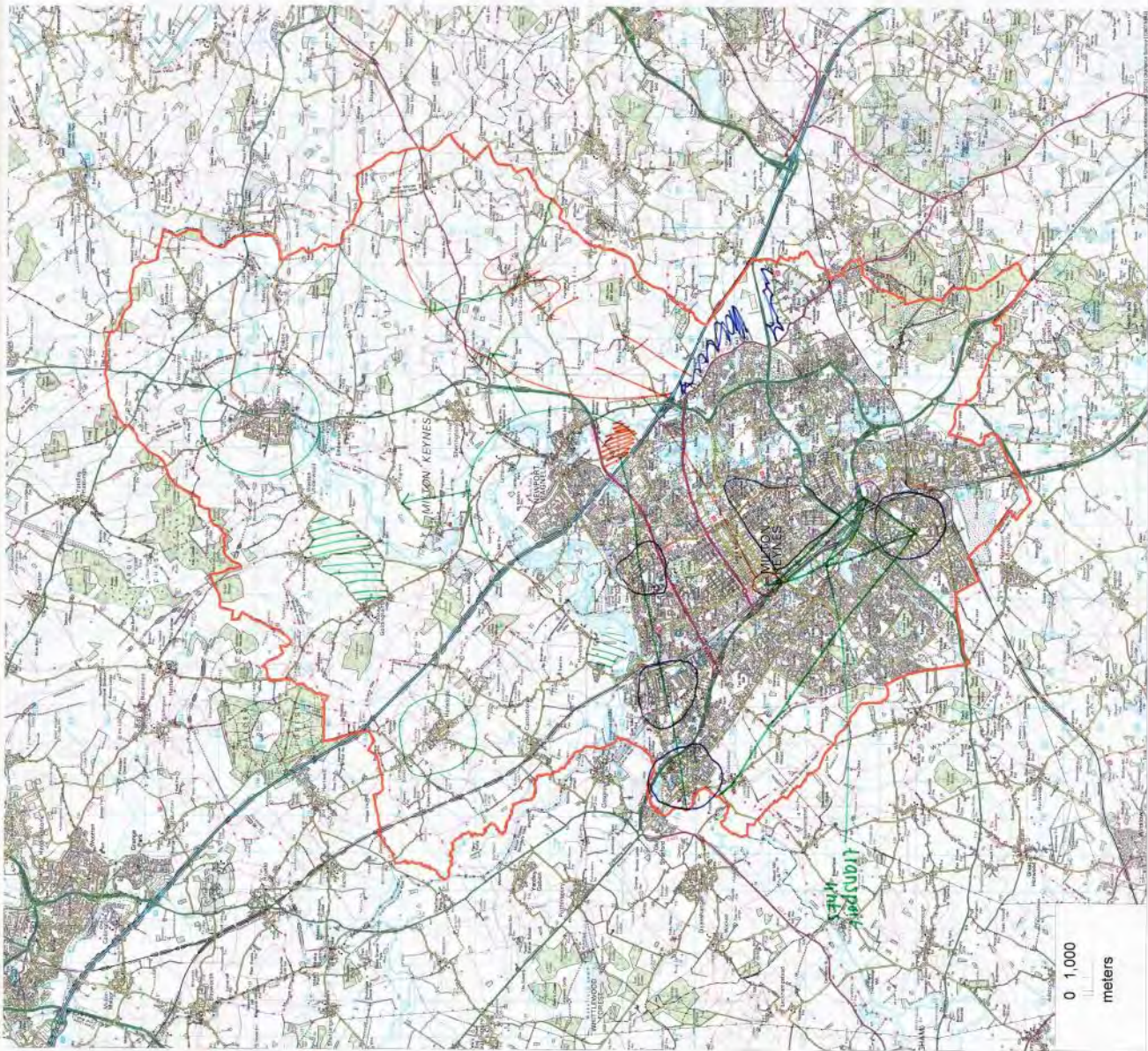
Protect the identity + integrity of market towns + villages.

Table 7 (1/4)

- carbon neutral university and business park
- circular mass transit maybe monorail

Thursday 9th April
Group 1





14th April
Thomson
Group 2

* Cultural / Musical
* Regeneration

Wards Affected:

All Wards

ITEM 13**CABINET****9 NOVEMBER 2015****HIGHWAYS ASSET MANAGEMENT POLICY**

Responsible Cabinet Member: Councillor Legg, Cabinet member for Public Realm

Report Sponsor: Mike Hainge - Service Director, Public Realm Service Group

Author and contact: Sarah Mulcahy, Highways Asset Manager Tel: 01908 254835

Executive Summary:

The Highway infrastructure is the most valuable asset under the Council's control. The Highway infrastructure is key to achieving the future vision of Milton Keynes. In order to support this vision, the policy aligns the Council Plan and the Local Transport Plan to ensure we have a strategic approach to Asset Management across the borough.

1. Recommendation(s)

1.1 That the Highways Asset Management Policy be approved.

2. Issues

2.1 The Council's largest asset in value terms is contained in the highways infrastructure which consists of:

- 56,000 street lighting columns
- 14,000 illuminated signs and electrical units
- 1170 km carriageway
- 1800 km footways
- 791 bridges
- 300 km redways
- 115 structures (mainly retaining walls)

As well as this there are significant numbers of street nameplates; un-illuminated traffic signs, traffic signal junctions, bus shelters and highways drainage systems. Also the asset will continue to grow in size year on year with the planned population growth for the borough to 300,000 people between now and 2026.

A highway must be available in perpetuity, so the council as the highway authority cannot allow the network to deteriorate to a point where it becomes unsafe to use.

Like all assets that are subject to constant use by traffic of varying intensity from a young child pedestrian through to an abnormal load the asset suffers from wear and tear. It is also constantly exposed to the weather so suffers from UV degradation, rain water attack, and corrosion as a result of ground conditions and the use of rock salt. All of these things mean that the highway

network needs constant attention to maintain it in a satisfactory condition for its use by residents to safely pass and repass along it. Periodically more sustained attention is required than simply a 'patch up' and major interventions are either required to extend the life of the asset through preventative maintenance such as surface dressing (tar and chip) or major reconstruction.

The policy evidences and supports our focus on whole life costs for asset management and the links across the council and how it feeds in to the future vision of Milton Keynes. It provides the high level strategic links across the council.

2.2 Options

(a) Do not approve the Highways Asset Management Policy- this will result in a significant funding loss. As the money received from Government is based on having an Asset Management Strategy and a life cycle management approach. This would impact the prioritisation of future works.

(b) Approve the Highways Asset Management Policy

3. Implications

3.1 Policy

This Policy has direct links in to the Council corporate Plan and the Local Transport Plan for Milton Keynes. The Local Transport Plan builds upon the boroughs Sustainable Community Strategy.

3.2 Resources and Risk

The 25 year investment programme is directly linked to the Highways Asset Management strategy. By approving this strategy it ensures that we have a clear comprehensive asset management process, which will identify future schemes and programmes of work which will be published electronically.

Y	Capital	Y	Revenue	N	Accommodation
N	IT	Y	Medium Term Plan	Y	Asset Management

3.3 Carbon and Energy Management

With the implementation of this Policy to support the Strategy for Highways Asset Management it means that we will manage the whole life cost of the asset rather than purely be responsive. This will mean fewer visits to sites and road closures for repairs. This allows Milton Keynes to improve the asset before it becomes significantly defective. The better the road surface the less carbon emissions are emitted. This also supports our investment plan for all of our illuminated assets, which will have a significant energy reduction, therefore saving on revenue spend on energy.

3.4 Legal

Milton Keynes Council as the Highways Authority has a statutory duty under Section 41 of the Highways Act 1980, to maintain adopted highways in a safe condition for all users.

3.5 Other Implications

One of the objectives of the Highways Asset Management Policy (HAMP) is to consider sustainability in the context of minimising the whole life costs of the assets and also to maximise the value of the asset to the environment and community.

N	Equalities/Diversity	Y	Sustainability	N	Human Rights
N	E-Government	N	Stakeholders	N	Crime and Disorder

Background Papers:

Highways Infrastructure Asset Management- HMEP

Annex:

Highways Asset Management Policy



Highway Asset Management Policy 2015-2019



www.milton-keynes.gov.uk/highways

Highways Asset Management Policy

Milton Keynes Council has the responsibility for managing the highway infrastructure and we recognise the essential role that the highways infrastructure has in supporting the council's vision and plan.

The highway infrastructure is the most valuable asset under our control and is currently valued at circa £7.188 billion. In order for us to achieve our vision for the future of Milton Keynes the Highways infrastructure is key. Therefore the council places high importance on the infrastructure and the long term investment in the management, development and maintenance.

Milton Keynes Councils Corporate Plan sets out the Vision for Milton Keynes, it captures the type of place Milton Keynes aspires to be for all those that live, work, learn and visit here. It has five main themes and throughout each of these themes Milton Keynes Council recognises the integral part that the highways infrastructure and management of its assets plays in achieving its corporate strategic objectives and visions.

Highways infrastructure, including the unique grid road and Redway networks, will be expanded and fully integrated into new developments and regeneration areas to support more sustainable communities. Connectivity to local towns, major cities, and international transport gateways and networks will be first class; and Milton Keynes will embrace new technology, being an exemplar for the latest developments in information technology, fuel technology, and new forms of transport.

By 2031, Milton Keynes will have the most sustainable transport system in the country, increasing its attractiveness as a place to live, work, visit, and do business. There will be a real transport choice to satisfy individual preferences, improve social value and encourage more sustainable travel behaviour. The transport system will provide fast and efficient movement of people and goods, and will be accessible for all. Everyone will have access to key services and amenities, including employment, health, education, retail and leisure.

In order to support, manage and deliver this vision the adoption of an effective Asset Management strategy has been aligned to support the Local Transport Plan Vision and Strategies:-

- Provide real and attractive transport choices to encourage more sustainable travel behaviour as Milton Keynes grows
- Support the economic growth of the borough through the fast, efficient and reliable movement of people and goods
- Reduce transport based CO2 emissions to help tackle climate change
- Provide access for all to key services and amenities in Milton Keynes, including employment, education, health, retail, and leisure and Improve safety, security and health

- Contribute to quality of life for all Milton Keynes residents, strengthening linkages between communities
- Establish a development framework that embraces technological change, in which Milton Keynes can continue to grow, pioneer and develop

The Highways Asset Management Strategy (HAMS) will govern how Highways Asset Management will be delivered in Milton Keynes. This strategy will take into account financial pressures and outline how the available resources will be utilised/ prioritised in order to maximise the benefits and minimise whole life costs.

This is a systematic and strategic approach that will enable us to make decisions over what services we want to provide and what we can achieve within our financial resources. It enables us to identify the best allocation of our resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future demands.

The HAMS will be supported with a Highways Asset Management Handbook for Milton Keynes which is supplemented by any area specific Handbooks such as the Central Milton Keynes Handbook for the Public Realm which will detail the specifications / design and maintenance characteristics.

Wards Affected:

All Wards

ITEM 14**CABINET****9 NOVEMBER 2015****HIGHWAYS ASSET MANAGEMENT STRATEGY**

Responsible Cabinet Member: Councillor Legg, Cabinet member for Public Realm

Report Sponsor: Mike Hainge - Service Director, Public Realm Service Group

Author and contact: Sarah Mulcahy, Highways Asset Manager Tel: 01908 254835

Executive Summary:

The Highway infrastructure is the most valuable asset under the Councils control. The Highway infrastructure is key to the achieve the future vision of Milton Keynes. The Highways Asset Management Strategy details how we will deliver the Highways Asset Management Policy and in doing so the Council Plan Vision and Local Transport Plan.

The Highways Asset Management Strategy (HAMS) will govern how Highways Asset Management will be delivered in Milton Keynes. This strategy will take into account financial pressures and outline how the available resources will be utilised/prioritised in order to maximise the benefits and minimise whole life costs.

This is a systematic and strategic approach that will enable us to make decisions over what services we want to provide and what we can achieve within our financial resources. It enables us to identify the best allocation of our resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future demands.

1. Recommendation(s)

1.1 That the Highways Asset Management strategy be approved.

2. Issues

2.1 The Council's largest asset in value terms is contained in the highways infrastructure which consists of: - 56,000 street lighting columns:

14,000 illuminated signs and electrical units

1170 km carriageway

1800 km footways

791 bridges

300 km redways

115 structures (mainly retaining walls)

As well as this there are significant numbers of street nameplates; un-illuminated traffic signs, traffic signal junctions, bus shelters and highways drainage systems. Also the asset will continue to grow in size year on year with the planned population growth for the borough to 300,000 people between now and 2026.

A highway must be available in perpetuity, so the council as the highway authority cannot allow the network to deteriorate to point where it becomes unsafe to use.

Like all assets that are subject to constant use by traffic of varying intensity from a young child pedestrian through to an abnormal load the asset suffers from wear and tear. It is also constantly exposed to the weather so suffers from UV degradation, rain water attack, and corrosion as a result of ground conditions and the use of rock salt. All of these things mean that the highway network needs constant attention to maintain it in a satisfactory condition for its use by residents to safely pass and repass along it. Periodically more sustained attention is required than simply a 'patch up' and major interventions are either required to extend the life of the asset through preventative maintenance such as surface dressing (tar and chip) or major reconstruction.

The current Transport Asset Management Strategy is no longer valid. The focus from the Department for Transport has dramatically changed since it was produced. The focus is now on whole asset costs and how best to manage this.

The self-assessment questionnaire that we are required to submit in order to receive any funding is now banded from Central Government. In order to still receive 100% of what we are entitled to we need to evidence that we are looking at life cycle management and ensure Asset management is the key focus in our programme selection and infrastructure management.

Whilst the current Highways Contract is delivering best value, high performance and significant efficiencies for Milton Keynes the Highways Asset Management Strategy will allow us to evidence this and become eligible for future funding.

3. **Options**

- (a) Do not approve the Highways Asset Management Strategy- this will result in a significant funding loss. As the money received from Government is based on having an Asset Management Strategy and a life cycle management approach. This would impact the prioritisation of future works.
- (b) Approve the Highways Asset Management Strategy

4. **Implications**

4.1 Policy

This strategy will support the Highways Asset Management Policy and has direct links in to the Council corporate Plan and the Local Transport Plan for Milton Keynes. The Local Transport Plan builds upon the boroughs Sustainable Community Strategy.

4.2 Resources and Risk

There is a need to ensure that our IT systems are upgraded in a timely manner so we stay compliant financially, as well as ensuring all Asset data can be held.

The 25 year investment programme is directly linked to the Highways Asset Management strategy. By approving this strategy it ensures that we have a clear comprehensive asset management process, which will identify future schemes and programmes of work which will be published on the internet.

Y	Capital	Y	Revenue	N	Accommodation
Y	IT	Y	Medium Term Plan	Y	Asset Management

4.3 Carbon and Energy Management

With the implementation of this Strategy it means that we will manage the whole life cost of the asset rather than purely be responsive. This will mean fewer visits to sites and road closures for repairs. This allows Milton Keynes to improve the asset before it becomes significantly defective. The better the road surface the less carbon emissions are emitted. This also supports our investment plan for all of our illuminated assets, which will have a significant energy reduction, therefore saving on revenue spend on energy.

4.4 Legal

Milton Keynes Council as the Highways Authority has a statutory duty under Section 41 of the Highways Act 1980, to maintain adopted highways in a safe condition for all users.

4.5 Other Implications

One of the objectives of the Highways Asset Management Strategy (HAMS) is to consider sustainability in the context of minimising the whole life costs of the assets and also to maximise the value of the asset to the environment and community.

N	Equalities/Diversity	Y	Sustainability	N	Human Rights
N	E-Government	N	Stakeholders	N	Crime and Disorder

Background Papers: Highways Infrastructure Asset Management- HMEP

Annex: Highways Asset Management Strategy

Highway Asset Management Strategy 2014-2019



www.milton-keynes.gov.uk/highways

Distribution

The master copy of this document is held by MKC Highway electronically, a signed copy is held by the Highways Client Service Manager.

A copy is also held by MKC Asset Manager.

Version Control

Title	Highways Asset Management Strategy
Version Number	1.0
Document Status	Final
Author/s	Andy Dickinson/ Sarah Mulcahy
Signature	
Date	October 2015
Date of Next Review	October 2016

DRAFT

Section 1

Strategic Objectives:

“Asset management is a **strategic approach** that identifies the **optimal allocation of resources** for the management, operation, preservation and enhancement of the highway infrastructure **to meet the needs of current and future customers.**”

From this definition key aspects of asset management are:

- Strategic Approach – a systematic process that takes a long-term view;
- Whole of Life – the whole-life/life-cycle of an asset is considered;
- Optimisation – maximising benefits by balancing competing demands;
- Resource Allocation – allocation of resources based on assessed needs;
- Customer focused – explicit consideration of customer expectations.

A Strategic Approach

Taking a longer-term view of how the council manages its assets. Such a systematic approach may transcend annual budget cycles and will be key if we are to maximise the long-term benefits of the resources available to us. It is envisaged that forward works programmes for individual assets will be developed covering 3, 5, 10 years and beyond to enable long term planning.

Optimal Allocation of Resources

The management of competing demands for funding; it is likely that the council will never have all the funding that it would like. Therefore trade offs have to be made between competing demands. Asset management assists this process by enabling the allocation of resources based upon assessed need.

The use of lifecycle planning and the minimisation of whole life costs are key asset management components that will help allocate resources to where they are likely to provide the best long-term benefits. Asset management enables such decisions to be made in the light of the risks and benefits associated with these trade-offs.

Communicate More Effectively with Customers

The development of levels of service for each of the highway assets will enable the council to communicate more effectively with customers about the service standards that can be afforded and expected.

In taking this strategic approach, we will investigate the long-term needs of our highway and transport network assets, taking into account;

- The complete life-cycle, including costs, of every individual component part of the network assets.
- Cost-effectiveness and the need to achieve maximum benefit by considering all priorities competing for the available funding.
- Agreed levels of service and methods of performance measurement, including citizen expectations and needs.
- Identification of all resources required, including materials to be used and their sustainability.
- The need for continuous improvement.

Applying these principles in Milton Keynes we will;

- Develop an Asset Framework.
- Document plans for our highway and transport assets that will cover their whole lifecycle from construction to removal/ demolition.
- Define specific levels of service and document methods of measuring and reporting on them.
- Strengthen the links between customer expectations and the establishment of service standards, taking into account available budgets.
- Prioritise schemes based on robust scheme appraisal & prioritisation process.
- Explore innovation to deliver a more cost effective solution to asset management of our network.

Asset Management Framework:

In order to effectively plan and implement a robust asset management blueprint Milton Keynes has developed a framework that links all the activities and processes that are required to establish, manage, develop, record, implement, review and improve asset management.

The core of the framework comprises of three main documents (Fig. 1) that form the basis for highways asset management in Milton Keynes ;

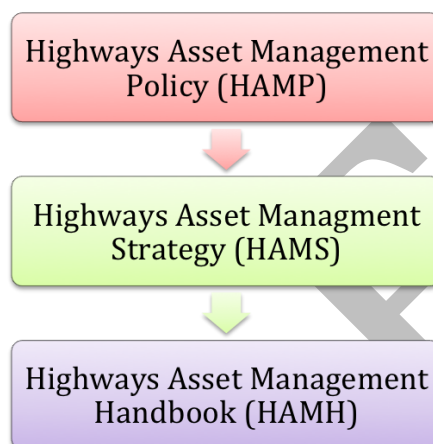


Fig. 1 – Asset Management Documents

Each of these documents is in turn developed/influenced from external policies, strategies, guidance and specifications which creates an environment which gives Milton Keynes highways asset management a strong context and planning framework for each of its individual highways assets.

These documents are delivered within this framework with the assistance of enablers and ultimately the delivery of the plans are supported by the new Highways, Street Lighting and Network Infrastructure Term Service Contract.

The responsibility for the planning and delivery of the asset management approach in Milton Keynes falls within the Highways Client Team and its current service provider Ringway Infrastructure Services Ltd.

The following diagram (Fig. 2) outlines in detail the framework for highways asset management in Milton Keynes.

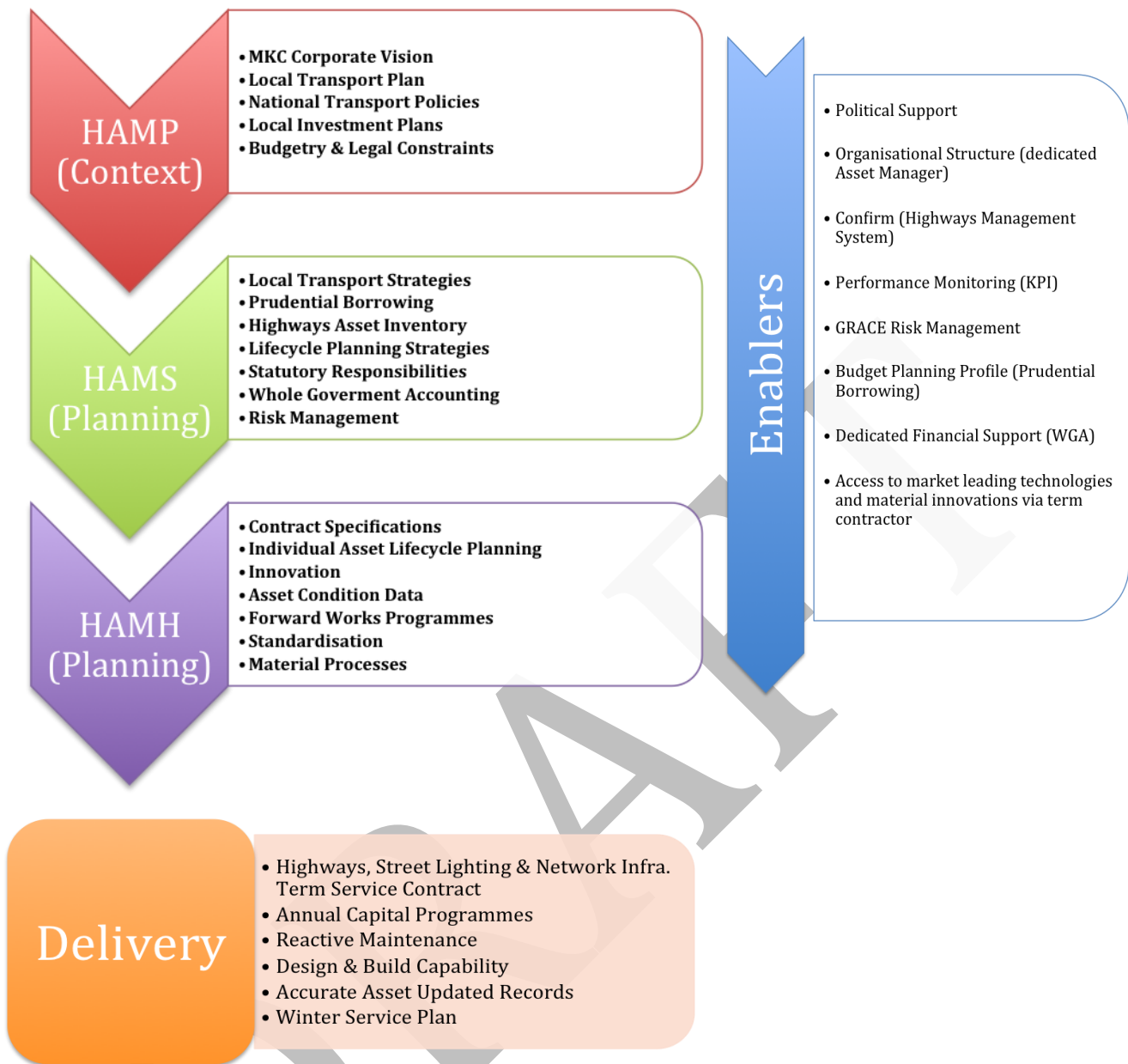


Fig 2. - Asset Management Framework

The principal elements within the above framework are outlined in the following section (Section 2) of this strategic document, they incorporate ;

- Inventory and Data Management
- Service Levels and Planning (scheme selection)
- Lifecycle Planning of Assets
- Budget Profiling (Prudential Borrowing)
- Asset Valuation and Whole Government Accounting (WGA)
- Risk Management

Section 2

Inventory and Data Management :

To provide effective asset management planning we require knowledge of an asset, its condition and its use. This entails the collection and importantly maintenance of asset data.

The following asset data types are required:

- **Inventory:** a detailed list of asset and its components providing information on numbers, size, type etc. for each asset group.
- **Condition:** a detailed account of asset and its components state, at any point in time as recorded by inspections and surveys. (i.e. % good, fair, or poor needing maintenance)
- **Use:** detailing how the data is utilised. There are operational users requiring access on a daily basis and strategic users who will use the data on a less frequent basis to prepare programmes and reports.

The data is required for a number of reasons, as follows:

- To maintain a sound knowledge of the asset including its condition.
- The ability to report performance indicators.
- The ability to operate whole life costing.
- The assessment of different levels of service depending upon funding.
- To enable deterioration modelling.
- The identification of future funding requirements.
- To use in the development of longer term works programmes.
- Whole Government Valuation assessments.
- To assist with resident and customer expectations.

Possession of reliable data empowers asset managers to:

- Assess the performance of the asset.
- Assess the maintenance requirements of the asset and develop long term, costed, forward works programmes.
- Value the asset and analyse depreciation over time.
- Drive efficiencies.
- Enable efficient inspection and repair regimes.
- Track and respond to customer queries effectively.

Inventory Capture

Milton Keynes Council has undertaken a number of asset data capture exercises since 2005 in order to build its asset record, these have ranged from physically capturing manually on site to a 3D electronic survey by omnisurveyor in 2007 of the A, B and C class network. In addition in 2012 a detailed full asset inventory survey was carried out of the footway and cycleway network.

In order to address the current gaps in the asset register Milton Keynes has in conjunction with its new partner Ringway Infrastructure Services (RIS Ltd) commissioned a full electronic asset survey by 'Yotta' of its entire highways network in 2014. The asset data produced from this survey will be imported in to Milton Keynes Councils Highways Maintenance Management System (Confirm) in order to enable full management of assets at an individual level. It is expected that this data will be functional in April 2015.

As part of the new term service contract for highway services the new term contractor (RIS Ltd) is required to record and update any modifications to the network and import the data as an update to the asset.

As part of the formal adoptions process of new infrastructure associated with developments the adoptions team within Milton Keynes council has engaged with developers to produce all new asset data in an electronic format that can be directly imported at the point of adoption in order that the asset is managed in accordance with Milton Keynes Councils requirements from its initial construction.

The current asset inventory data of the main categories, together with the confidence of that data and the measure of condition is outlined in the following table.

Highway Asset Inventory

Asset Type	Amount	Unit	Inventory Data Confidence	Condition Assessment
Carriageways	1251	km	High	SCANNER,CVI, SCRIM
Footways	1400	km	High	Enhanced FNS
Cycleway (Redways)	360	km	High	Enhanced FNS
Bridges	646	No.	High	Bridge Condition Inspections (BCI)
Culverts (0.9 - 1.5m span)	57	No.	High	Bridge Condition Inspections (BCI)
Retaining Walls	91	No.	Medium	Bridge Condition Inspections (BCI)
Streetlights	55000	No.	High	Structural and Electrical Inspections
Illuminated Signs	3520	No.	High	
Illuminated Bollards	1325	No.	High	
Subway Lighting	320	No.	High	
Belisha Beacons	39	No.	High	Service Inspections
School Crossing Flashers	129	No.	High	Service Inspections
Feeder Pillars	258	No.	High	Service Inspections
Non-Illuminated Signs	220,000	No.	Low	Highway Safety Inspections
Traffic Signals	78	No.	High	Service Inspections
Traffic Signal Pelican / Puffin / Toucan	41	No.	High	Service Inspections
Vehicle Activated Signs (VAS)	20	No.	High	Service Inspections
Variable Message Signs (VMS)	2	No.	High	Service Inspections
Car Park Management Signs	60	No.	High	Service Inspections
Electrical Subway Pumps	21	No.	High	Service Inspections
Road Gullies	55000	No.	High	Operational Inspections
Footway Gullies	5500	No.	Medium	Highway Safety Inspections
Rural Land	522000	m2	Medium	Highway Safety Inspections
Urban Verge	1.068million	m2	Medium	Highway Safety Inspections
Kerb	3000	km	Medium	Highway Safety Inspections

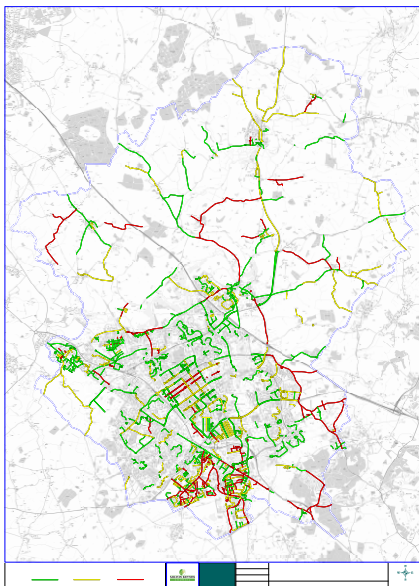
Asset Type	Amount	Unit	Inventory Data Confidence	Condition Assessment	
Culverts <0.9m	96	No.	No Info	Reactive Inspections	Service
Offlet kerbs, bypass kerbs & kerb drain		No.	No Info	Reactive Inspections	Service
White and Yellow Lining		m	Not Recorded	Highway Safety Inspections	
Safety Fencing	2602	m	High	Highway Inspections	Safety
Pedestrian Guardrail	298	sections	High	Highway Safety Inspections	
Subway Pumps	21	No.	High	Routine Annual Service Inspection	
Portcocheres	288	No	High	Routine Inspections	Service
Highway Drain		m	No Info	Reactive Inspections	Service
Bollards		No.	No Info	Highway Safety Inspections	
Weather Stations	3	No.	High	Annual Inspections	Service
Trees	114,275	No.	Low	Highway Safety Inspections	
Bus Stops, Shelters, Flag Posts		No.	No Info		
Street Furniture, bicycle racks etc		No.	No Info	Highway Inspections	Safety
Grit bins	426	No.	High	Annual Inspection	Service

High	Greater than 90% of required attributes at better than 90% accuracy
Medium	Between 50% and 90% of required attributes between 50% and 90% accuracy
Low	No Information available; Less than 50% required attributes collected. Existing information below 50% accuracy

We have recently carried out a Video Survey of our network to help complete the gaps in our asset inventory. These will be in the Asset Management System by March 2016.

The desirable condition of the network asset is one that minimises annual maintenance costs and also maintains a steady state with the minimum expenditure. Results from a condition assessment should reflect as many parameters as possible to enable the Engineer to make a balanced view on prioritising future maintenance work.

Condition surveys (both visual and machine based) of our assets together with Safety and Serviceability Inspections build up a bank of data to enable informed decisions to be made with regard to the most suitable treatment to be investigated. Also to make good use of that data to provide robust information to enable the best programme of maintenance works to be formulated.



Survey data can be further processed through accredited software to produce visual data maps and unit cost information can also be introduced in order to automatically select schemes and determine programme cost.

These condition maps can be tailored to identify specialist road condition states such as 'loss of texture', 'rutting' and 'structural failure'. These then allow the engineer to visually select sites for subsequent treatments i.e. loss of texture sites will be ideal candidates for a 'surface dressing' treatment.

In addition national and local key performance indicators are required to be reported on with regards to condition ie 130-01 Principal Road Condition.

The Service has sought to consolidate many of its historic inventory systems into a single GIS based platform (CONFIRM). Whilst this system continues to be developed, it is reasonably well developed for most major asset groups. The quality and completeness for some assets is more variable and efforts continue to develop this further.

We have comprehensive inspection and independent survey regimes for highway assets, tailored to suit the needs of specific assets groups and in line with national guidance and statutory requirement, where appropriate, which provide us with good quality information and informs effective risk management and decision making.

The condition of each asset group is fundamental to scheme selection based on needs. The scoring mechanism for prioritisation in line with condition is outlined in [Planning \(Scheme Selection\)](#).

Planning (Scheme Selection)

All asset types in Milton Keynes are assigned a strategic budget in line with service needs. Each service produces programmes of work in line with a series of factors based primarily on ;

- Strategic Objective
- Condition
- Importance of asset by hierarchy
- Risk
- Value for money
- Network management benefit

This approach to selection of schemes will enable clear identification of schemes for programming purposes based purely on engineering principles which will then support the authorities Asset Management framework and its approach to 'lifecycle planning' which will ensure that all key assets are managed in the most effective, efficient and structured way.

Carriageways

Strategic Objective

Milton Keynes strategic objective in relation to carriageways is to maintain a 'steady state' and to address the backlog of repairs to ensure that the road condition across all classifications is improved and the network is managed to maximise the whole life costs. The detailed approach to carriageways is outlined in the lifecycle plan, this determines how schemes are prioritised in line with the split between preventative treatment schemes and needs based schemes in order to achieve a cost effective balance of preserving roads that have not yet fully deteriorated and fixing those that have, schemes will be built up independently in each category. It is the authorities objective to create a rolling 5 year forward plan of all schemes.

In order to establish a base figure for road network funding based on a 'Whole Life' cost approach a calculation based on CIPFA principles has been undertaken to establish a 15 year budget proposal for capital investment to initially create a 'steady state' and then a process of improvements and a move towards a condition of a higher percentage of preventative treatments.

Budget

The budget assigned to carriageways is broken down to the following categories, programmes will be built for each category ;

- Grid Roads
- Principle Roads
- Non-Principle Roads
- Unclassified Roads

This budget is reviewed on an annual basis to ensure that adequate funding is assigned on a needs basis to maximise improvements over and above the steady state.

Condition

Condition	Score
Scanner (RCI) – Grids, Principal & Non Principal Roads	Max 200
Coarse Visual Survey (RCI) - Unclassifieds	Max 200
Engineers Visual Assessment	Max 200

Network Hierarchy

Hierarchy of Carriageway	Score
Category 2 – Strategic – All ‘A’ Roads	100
Category 3a – Main Distributor - Grid roads that are not ‘A’ roads and ‘B’ roads within the designated area.	100
Category 3b - ‘B’ roads outside the designated area & all ‘C’ roads.	50
Category 4a - Bus service routes within estates rural villages	30
Category 4b - All other roads	20

Risk

Risk	Score
SCRIM data (score if below intervention)	100
Skidding Accidents (8 points per incident)	Max 40
Claims History (10 points per claim)	Max 100
Number of reactive gang visits to repair pothole defects (10 points per visit)	Max 100

Value for money

Value for money cost savings are achieved by efficiencies driven within the new Highways Term Service Contract.

Innovative/specialist solutions may require some schemes to be deferred e.g. moving all microasphalt road surfacing to a single year will enable a specialist supplier to be identified and works programmed in the most cost effective manner.

Network Management (NM)

It is proposed that in order to maximise traffic management on the network and drive further efficiencies, capital schemes are combined, this will ultimately allow multiple work streams to be delivered to the benefit of the authority and the highway user. This category will add value to a scheme and therefore will be considered and attract a score of 50 if multiple works already programmed.

Priority Score (PS) Carriageways

$$PS = RCD \times (Hierarchy\ score + Length + Risk\ Score + NM) \times 1,000 / Cost\ Estimate\ (\pounds)$$

* RCD is RCI + Engineers Assessment

Footways/Cycleways (Redways)

Strategic Objective

The objective for the authority is to maintain the existing footways/cycleways to a condition that enables them to function effectively, provide a safe surface for users and eliminate the backlog of repairs to ensure that the asset is managed in the most cost effective way. The detailed approach to footways/cycleways is outlined in the lifecycle plan, this determines how schemes are prioritised in line with the split between preventative treatment schemes and needs based schemes in order to achieve a cost effective balance of preserving footways/cycleways that have not yet fully deteriorated and fixing those that have, schemes will be built up independent in each category. Surveys are carried out annually to determine condition and provide priorities and programme lists with costs for each treatment type. It is the authorities objective to create a rolling 5 year forward plan of all schemes to underpin this objective.

The capital investment realised by the 'Prudential Borrowing' has enabled an initial £6m investment over 2 years (2012 to 2014) to address the very worst sections of the network, this has arrested the decline and allowed the authority to start to plan towards a higher percentage of preventative treatments from 2016.

Budget

The budget assigned to footways is broken down to the following categories, programmes will be built for each category ;

- CMK Footways
- General Footways
- Cycleways / Redways

In order to establish a base figure for footways network funding the additional capital spend undertaken between July 2012 and April 2014 together with historical knowledge (internal bespoke surveys) has been used to establish a budget proposal for annual capital investment.

This budget is reviewed on an annual basis to ensure that adequate funding is assigned on a needs basis to maximise improvements over and above the steady state.

Condition

Condition	Score
Footway Network Survey (FNS)	Max 200
Engineers Visual Assessment	Max 200

Network Hierarchy

Hierarchy of Footway	Score
Category 1 – Primary Walking Route – All previously defined Primary Routes	100
Category 2 – Secondary Walking Route - Medium use route through local areas feeding primaries, local shopping areas incl. CMK not included in Cat 1	80
Category 3 - Link Footways - Link local footways through urban areas & busy rural footways	50
Category 4 - Local Access Footways - Low use, short estate roads & cul de sacs	20
Category 5 - Public Rights of Way	0

Hierarchy of Cycleway (Redway)	Score
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Category a – cycleway that forms part of the carriageway	100
Category b1 – Primary redways, identified in salting routes	100
Category b2 – All other redways	50
Category c – Leisure routes – not normally MKC responsibility	0

Risk

Risk	Score
Claims history (10 points per claim)	Max 100
Footway defects recorded 1-5	10
Footway defects recorded 6-20	30
Footway defects recorded 21-50	50
Footway defects recorded 51-100	100

Value for money

Value for money cost savings are achieved by efficiencies driven within the new Highways Term Service Contract.

Innovative/specialist solutions may require some schemes to be deferred e.g. moving all slurry sealing to a single year will enable a specialist supplier to be identified and works programmed to deliver the most cost effective solution.

Network Management

It is proposed that in order to maximise traffic management on the network and drive further efficiencies, capital schemes are combined, this will ultimately allow multiple work streams to be delivered to the benefit of the authority and the highway user. This category will add value to a scheme and therefore will be considered and attract a maximum score of 50.

Priority Score (PS) Footway/Cycleway

$$PS = FCD \times (\text{Hierarchy score} + \text{Length} + \text{Risk Score} + \text{NM}) \times 1,000 / \text{Cost Estimate (£)}$$

* FCD is Footway Network Survey + Engineers Assessment

Strategic Objective

The authorities objective for Street lighting is to undertake a programme of capital replacement of the existing stock over a fixed life to move towards a more sustainable asset. The detailed approach to Street lighting is outlined in the lifecycle plan. For Street lighting the major issue is the structural deterioration of the lighting column stock. The vast majority of columns in the borough are galvanised mild steel which have corroded below ground level making visual detection of any corrosion almost impossible. From specialist inspection data collected over the last 6 years it has been identified that 40,000 columns will need replacing over a 25 year period. The proposed investment would enable the replacement of approximately 2000 columns per year on a rolling programme, at a cost of £15m up to 2018/19 and follow a long term strategy of maintaining the assets for the future.

In support of this the authority has combined the column replacement with upgrading the lantern unit to a LED replacement, they will contribute to the 'dimming and trimming' programme which will reduce the energy output of the units, this will have an effect of reducing both the overall energy consumption and the carbon output. It is the authorities objective to create a rolling 5 year forward plan of all schemes to underpin this objective.

Budget

The budget assigned to street lighting is broken down to the following categories, programmes will be built for each category ;

- Grid Roads and Roundabouts
- Estate Roads
- Redways
- Unclassified Road
- CMK Parking Areas
- Industrial Estates

This budget is reviewed on an annual basis to ensure that adequate funding is assigned on a needs basis to maximise improvements over and above the steady state.

Condition

Condition of Units	Score
Structural Testing – Cat 1 (Avg. of section)	500
Structural Testing – Cat 2 (Avg. of section)	400
Structural Testing – Cat 3 (Avg. of section)	200
Structural Testing – Cat 4 (Avg. of section)	50
Engineers Visual Assessment	Max 200

Network Hierarchy

Hierarchy of Carriageway	Score
Category 2 – Strategic – All 'A' Roads	100
Category 3a – Main Distributor - Grid roads that are not 'A' roads and 'B' roads within the designated area.	100
Category 3b - 'B' roads outside the designated area & all 'C' roads.	50
Category 4a - Bus service routes within estates rural villages	30
Category 4b - All other roads	20

Risk

Risk	Score
No. Columns over 40 years old more than 50% in section	100
No. Columns over 40 years old 25% to 50% in section	50
No. Columns over 40 years old less than 25% in section	20
Number of reactive repair visits to repair lighting defects (10 points per visit) over the last 2 years	Max 100

Value for Money

Value for money cost savings are achieved by efficiencies driven within the new Highways Term Service Contract. With the implementation of new columns for streetlighting, they will also form part of the 'dimming and trimming' programme which will reduce the energy output of the units and thus the energy cost, this will have an effect of reducing the overall carbon output. With improvements to the highways network including cycleways the general public will be encouraged to use alternative forms of transport and thus contributing to carbon management.

Network Management (NM)

It is proposed that in order to maximise traffic management on the network and drive further efficiencies, capital schemes are combined, this will ultimately allow multiple work streams to be delivered to the benefit of the authority and the highway user. This category will add value to a scheme and therefore will be considered and attract a score of 50 if multiple works already programmed.

Priority Score (PS) Streetlighting

$PS = LCD \times (Hierarchy\ score + no.\ of\ columns + Risk\ Score + NM) \times 1,000 / Cost\ Estimate\ (\pounds)$

* LCD is Lighting Condition Index + Engineers Assessment

Strategic Objective

The objective for the authority is to maintain the existing bridge stock and structures to a level of condition that enables them to function effectively and eliminate the backlog of repairs to ensure that the asset is managed in the most cost effective way. The detailed approach to Structures is outlined in the lifecycle plan. Structures require a variety of treatments dependant on the nature of the deterioration which can vary from the occasional full replacement of a bridge through to individual bridge schemes to refurbishing waterproofing and/or parapets to both address the short term issues and to minimise whole life costs. A 15 year programme has been built up from the program of inspections carried out on the existing stock. The programme will be updated and amended following the periodic principal bridge inspections if more advanced deterioration is identified.

£14.2m of works to Bridges to be completed to 2018/19 and the full backlog of works being addressed by 2027 with maintenance thereafter.

It is the authorities objective to create a detailed 5 year forward plan of all schemes where possible to underpin this objective.

Budget

The budget assigned to structures is broken down to the following categories programmes will be built for each category ;

- Individual Bridge Structures
- General Concrete Repairs
- General Parapet Repairs
- Waterproofing

This budget is reviewed on an annual basis to ensure that adequate funding is assigned both on a needs basis together with a preventative approach to maximise improvements over and above the steady state.

Condition

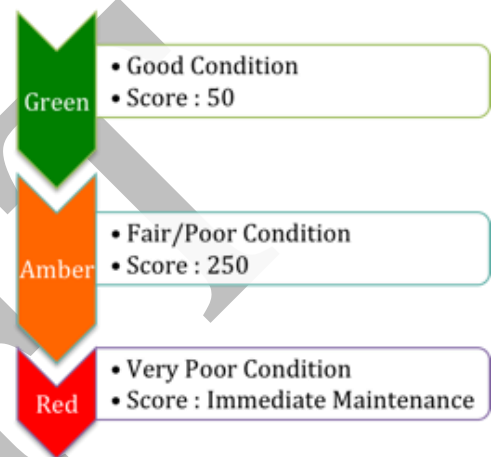
The Bridge Condition Index is determined from a detailed Inspection, in accordance with the 'Management of Highway Structures Code of Practice 2006' and 'The Inspection Manual for Highway Structures 2007'.

Structures with a Bridge Condition Index of an element less than 65 would have high priority reactive maintenance carried out. Structures with a Bridge Condition Index of an element less than 65 would have high priority reactive maintenance carried out. When a structural assessment identifies that all or part of a structure is considered to be, or is about to become, structurally inadequate or unsafe it would be prioritised for major maintenance.

Condition	Score
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Red - Very Poor – BCI score less than 40. High risk to public safety, immediate reactive maintenance followed by priority scoring on re-scored BCI	Immediate Reactive Maintenance
Amber – Fair/ Poor – BCI score between 40 and 80. Moderate	250
Green – Good/V. Good – BCI score above 80. All elements satisfactory, low	50

BCI Range	Average Stock Condition	Critical Stock Condition
100 → 90 Very Good	Bridge stock is in a very good condition.	Represents very low risk to public safety.
90 → 80 Good	Bridge stock is in a good condition.	Represents a low risk to public safety.
80 → 65 Fair	Bridge stock is in a fair condition.	Some structures may represent a moderate risk to public safety.
65 → 40 Poor	Bridge stock is in a poor/substandard condition.	Some structures may represent a significant risk to public safety.
40 → 0 Very Poor	Bridge stock is in a very poor/substandard condition.	Some structures may represent a high risk to public safety.



Load Assessment

Assessment of load carrying capacity must be carried out with a maximum spacing between assessments of 20 years.

Load Assessment	Score
3T or less	100
7.5T	60
Above 7.5, but less than 38T	50
40T/38T	20

Hierarchy

Hierarchy of Carriageway	Score
Category 2 – Strategic – All ‘A’ Roads	100
Category 3a – Main Distributor - Grid roads that are not ‘A’ roads and ‘B’ roads within the designated area.	100
Category 3b - ‘B’ roads outside the designated area & all ‘C’ roads.	50
Category 4a - Bus service routes within estates rural villages	30
Category 4b - All other roads	20

This section includes project risk, due to programming issues and the interests of third parties.

Risk	Score
Parapets not to current standards	50
Carriageway height clearance not to current standards	50
Structure on Close Monitoring List for more than 12 months	100
Weight restriction in place	100
Width restriction in place	80
Height restriction in place	80
Embankment failure	100
Scour	100
Foundation movement	100
Ecologically sensitive area – restrictions on when work can be carried out	25
Abnormal load route	50
Road over rail incursion site	100
Traffic management has been in place as an interim measure for more than 12 months	100
Bridge is owned by third party	25
Statutory undertakers plant requires diversion or supporting	25
Work requires FDC from the Environment Agency	25
Scheme requires land purchase	25

Value for Money

There is a national requirement to submit the value of bridge stock using the CIPFA Structures Toolkit.

The Bridge Management System (BMX) will enable lifecycle planning to indicate if intervention maintenance will reduce costs over the life a structure.

Network Management (NM)

It is proposed that in order to maximise traffic management on the network and drive further efficiencies, capital schemes are combined, this will ultimately allow multiple work streams to be delivered to the benefit of the authority and the highway user. This category will add value to a scheme and therefore will be considered and attract a score of 50 if multiple works already programmed.

Priority Score (PS) Structures

$PS = BCI \times (Hierarchy\ score + Load\ Assessment + Risk\ Score + NM) \times 1,000 / Cost\ Estimate\ (£)$

* BCI is Bridge Condition Index

Strategic Objective

The strategic objective for drainage has to be considered in line with the authorities role as Lead Local Flood Authority (LLFA), this establishes a responsibility upon the LLFA to investigate flooding events in accordance with Section 19 of the Flood and Water Management Act 2010. This duty also takes into account the Strategic Flood Risk Strategy and the Surface Water Management Strategy of Milton Keynes. Whilst the authority has a duty to investigate flooding events the criteria is also clearly outlined and not all events will be investigated.

Budget

The budget assigned to Drainage is purely needs based by priority and risk.

Capital drainage is a reactive service and once a problem is identified, the scheme is subject to a desktop exercise initially, followed by an investigation on site with either CCTV, jetting or tracing or a combination of all three. This will determine the extent, design and projected cost of the scheme, at this stage a priority assessment shall be undertaken in order to determine priority and at this stage it shall be entered into a programme either in the current year or in a future years programme.

This budget is reviewed on an annual basis to ensure that adequate funding is assigned on a needs basis to resolve individual problems. Should the scale of the scheme be such that a separate funding bid be made to either the Environment Agency or as a capital bid for funding within the authority the scheme shall still be programmed and a separate capital project shall be initiated in accordance with the authorities MK Approach system.

Risk by Priority (DRD)

Drainage Scheme Priority Matrix							
Impact Risk Probability	flooding affecting high speed roads and roundabouts (10)	where flood water has entered HD/BS/ES enclosing garages outbuildings and gardens (5)	flooding affecting redway underpasses (6)	flooding affecting emergency services ie fire station firecourts (4)	where flood water has entered garages outbuildings and gardens (3)	other flooding complaints sorted a) geographically, b) date order (2)	blocked gully outlets identified by routine road gully cleaning operation (1)
Extreme (7)	70	56	42	28	21	n/a	n/a
High (5)	50	40	30	20	15	n/a	n/a
Intermediate (3)	30	24	18	12	9	6	3
Low (2)	20	16	12	8	6	4	2
Negligible (1)	10	8	6	4	3	2	1

Risk Categories	
Extreme	Risk of Fatalities (including drowning)
High	Risk of Serious Injury
Intermediate	Risk of Damage to Property
Low	Risk of Flooding to non Habitable Land
Negligible	Localised Contained Flooding

Risk Factor	Priority Response Times
40-70	Immediate - Make Safe or Repair
20-40	24 Hours - Make Safe or Repair
10-20	28 Days
5-10	6 Months
< 5	Resolved by Routine Contractual Maintenance

Network Hierarchy

Hierarchy of Carriageway	Score
Category 2 – Strategic – All 'A' Roads	100
Category 3a – Main Distributor - Grid roads that are not 'A' roads and 'B' roads within the designated area.	100
Category 3b - 'B' roads outside the designated area & all 'C' roads.	50
Category 4a - Bus service routes within estates rural villages	30
Category 4b - All other roads	20

Frequency of Incident

Frequency	Score
Frequent occurrence (flooding following moderate rainfall)	100
Occasional occurrence (only floods following heavy rainfall)	60
Very Occasional occurrence (Only floods in exceptional rainfall)	20

Duration of Incident

Duration	Score
More than 2 hours	100
Between 1 and 2 hours	80
15 minutes to 1 hour	40
< 15 minutes	0
Unknown	40

Value for Money

Value for money cost savings are achieved by efficiencies driven within the new Highways Term Service Contract.

Network Management (NM)

It is proposed that in order to maximise traffic management on the network and drive further efficiencies, capital schemes are combined, this will ultimately allow multiple work streams to be delivered to the benefit of the authority and the highway user. This category will add value to a scheme and therefore will be considered and attract a score of 50 if multiple works already programmed.

Priority Score (PS) Drainage

$$PS = DRD \times (Hierarchy\ score + Frequency + Duration + NM) \times 1,000 / Cost\ Estimate\ (\pounds)$$

* DRD is Drainage Risk Data Score

Street Furniture

Strategic Objective

The authorities' objective for Street Furniture is to routinely maintain the existing stock and look to use innovation within capital schemes to upgrade the asset to ensure that it is sustainable and drives efficiencies that are then realised with the maintenance requirements. This is to include the conversion of assets from illuminated to low energy or non-illuminated assets where national standards are met.

Within Street Furniture the main assets are;

Directional Signs
Illuminated Furniture
Bollards and Pedestrian Guardrail
Street Name Plates (SNP)

The detailed approach to Street Furniture is outlined in the lifecycle plan. For Street Furniture the major issue is the high volume of a high cost asset that has again in line with a large amount of the infrastructure in Milton Keynes all been installed within a short period and is now at a stage where it has reached the end of its designed life. This is particularly evident for 'directional signs' on our grid road system where poor initial detailing has led to structural deterioration of a high percentage of posts and during high winds a large number of failures have been experienced.

Budgets will be set aside for each group to upgrade as individual projects on a yearly basis based on priority. This will be needs based and will be subject to an Engineers assessment and specific detailed inspection.

It is the authorities objective to create a rolling 5 year forward plan of all schemes to underpin this objective.

Budget

The budget assigned to street furniture is broken down to the following categories, programmes will be built for each category ;

- Directional Signs
- Illuminated Furniture
- Bollards and Pedestrian Guardrail
- Street Name Plates (SNP)

This budget is reviewed on an annual basis to ensure that adequate funding is assigned on a needs basis to maximise improvements over and above the steady state. However further funding avenues arise to support these assets throughout the financial year , which also enables the utilization of future technologies and enhancement of whole life cost of the asset.

For this asset group the Engineers detailed visual assessment will determine the scheme priority, but it will specifically take into account factors that

Condition

Condition of Units	Score
Engineers Visual Assessment via detailed inspection	Max 200

Network Hierarchy

Hierarchy of Carriageway	Score
Category 2 – Strategic – All ‘A’ Roads	100
Category 3a – Main Distributor - Grid roads that are not ‘A’ roads and ‘B’ roads within the designated area.	100
Category 3b - ‘B’ roads outside the designated area & all ‘C’ roads.	50
Category 4a - Bus service routes within estates rural villages	30
Category 4b - All other roads	20

Value for Money

Value for money cost savings are achieved by efficiencies driven within the new Highways Term Service Contract. With the innovation in the approach to street furniture benefits will be realised by savings in energies, carbon output and reduced maintenance. Assessments will be undertaken to measure the cost benefits impact of investing in new innovative technologies to determine whether schemes and or move towards different assets are viable.

Network Management (NM)

It is proposed that in order to maximise traffic management on the network and drive further efficiencies, capital schemes are combined, this will ultimately allow multiple work streams to be delivered to the benefit of the authority and the highway user. This category will add value to a scheme and therefore will be considered and attract a higher rating in the engineers assessment.

Planning of Lifecycle Management of our Assets:

Lifecycle planning is the prediction of future performance of an asset, or a group of assets, based on investment scenarios and maintenance strategies. The lifecycle plan is the documented output from this process.

With lifecycle planning MKC will be able to:

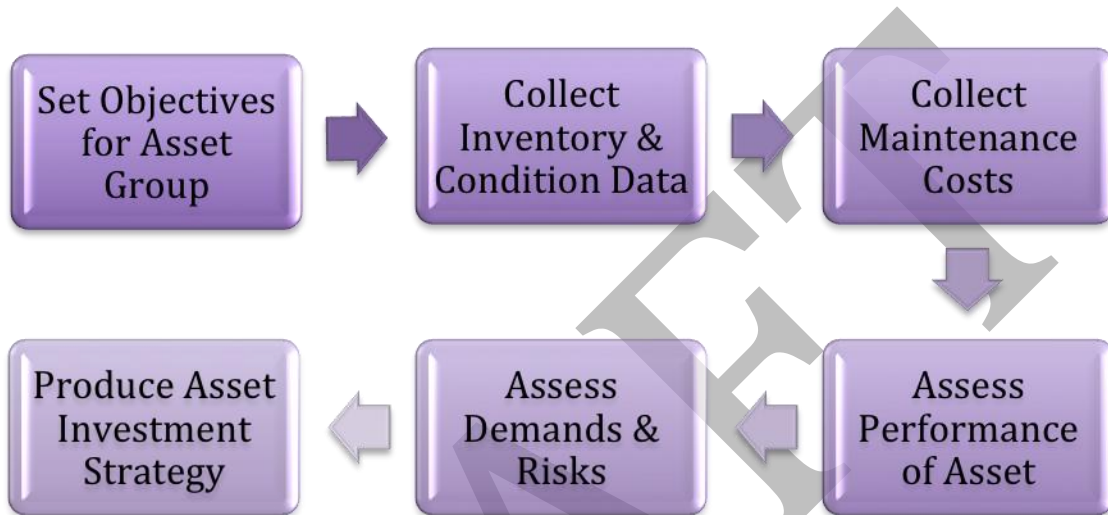
- Identify long term investment for highway assets.
- Predict future performance of highway assets for different levels of funding and different maintenance strategies.
- Determine the level of investment required to achieve the required performance.
- Determine the performance that will be provided to meet the available funding and/or future investment.
- Support decision making, the case for investing in maintenance activities and demonstrate the impact of different funding scenarios.
- Minimising costs over the lifecycle while maintaining the required performance.
- Selecting the right treatment at the right stage in the lifecycle of an asset.

The primary purpose of a lifecycle management plan is to document how a particular asset is managed and as an output identify current and future needs, and hence determine “performance gaps”, to be addressed through delivering forward works programmes and improvements in management practices.

Effective lifecycle planning is about making the right investment at the right time to ensure that the asset delivers the requisite level of service over its full expected life, at the minimum cost. With effective lifecycle planning we will detail how each asset is currently managed, and how investment decisions will be made.

In the lifecycle management plans we outline asset grouping objectives, asset performance and inventory information and what is planned for the asset group or individual asset, during each phase of life (i.e. from creation to disposal) in order to manage and operate the assets at the agreed levels of service whilst optimising lifecycle costs. In doing so, for each of the asset groupings, options will be identified and levels of service stipulated.

Asset Management Lifecycle Process



Lifecycle Plans indicate long-term maintenance need of an asset and start to identify the investment required to satisfy this need; this is a function of the Levels of Service and the Performance Targets.

Highway assets have lifecycles that include the following phases:

- **Creation of a new asset** – This may include a single asset such as a new bridge, new lamp column or sign post, or a series of new assets such as would be created through the construction of a new road.
- **Routine maintenance** – This is the reactive and cyclic activity to maintain the asset over time and examples include repairing of potholes, tensioning of safety fencing or cleaning of drainage or signs. It should be noted that different strategies for routine maintenance may affect the long term performance of the relevant asset. The approach to routine maintenance need to be considered as part of the lifecycle planning process. Effective routine maintenance has the potential to improve asset life.
- **Renewal or replacement** – This is the process required to bring the asset back to the required performance after it has deteriorated. This generally requires capital

expenditure, unless it is a smaller item of highway inventory, in which case it could be replaced as part of routine maintenance.

- **Decommissioning of the asset** – Most highway infrastructure assets are rarely decommissioned. However, there are instances where some assets are removed from service. This is likely to include the legal process of “stopping up” areas of the highway, closing bridges or removing street lighting, signs and barriers.

Lifecycle plans aim to identify the lowest long-term cost for the scope of work required in order to close the performance gap between the current and the target performance level of the asset and to sustain the performance at the desired level.

The plans start to optimise the cycle of activities that the assets will experience throughout their lives including (where necessary) planning, design, construction, operation, maintenance, rehabilitation/reconstruction and disposal. They can be used as general guidance to identify specific maintenance needs through the various stages of the asset life and provide a link to the short-term planning process.

Consideration of each of the above phases for highway assets will help drive a shift towards longer-term asset management and planning. Such a longer-term approach is a key element of the asset management approach and links all aspects of the asset management framework.

Ideally, life cycle plans present a record, from creation to disposal, of available asset information and cover key work activities used in the management of a highway network:

Operations and maintenance of the asset: Activities undertaken to ensure the efficient operation and serviceability of the asset, typically referred to as routine maintenance. Routine maintenance activities are revenue funded and are either reactive, such as pothole repair and white line replacement, or cyclical such as gully emptying and grass cutting.

Renewal or replacement of the asset: Provision for progressive replacement of individual assets that have reached the end of their useful life and cannot be sustained by routine maintenance alone. Typically referred to as structural maintenance these activities are funded by capital expenditure and include reconstruction, overlay, resurfacing and surface dressing of carriageways or footways, replacement of lighting columns and lanterns, remedial earthworks and replacement of highway drainage systems, i.e. pipe-work, manholes, etc, or major repairs to these systems.

Lifecycle Planning Outputs;

Typical outputs of lifecycle plans include:

-
- Identification of the short-term routine maintenance need (revenue cost);
 - Identification of the long-term maintenance need (capital cost);
 - Cost per year, i.e. the spend profile;
 - Cost per treatment per year;
 - Performance per year, i.e. performance progression.

Lifecycle plans will be updated throughout the maintenance planning process to improve the long-term predictions for maintenance need. This is due to assumptions being made about the deterioration models, resulting in change in performance due to treatment, and unforeseen changes to unit rates for maintenance work during the implementation of the process. The quality and completeness of inventory and condition used in the lifecycle plan will also have a bearing on the quality of the outputs. We will take into account the planned maintenance, including asset renewal/replacement, and routine maintenance and emergency activities. We will use detailed road condition data from annual surveys to produce estimates of maintenance backlogs, deterioration rates and standstill costs (the cost of maintaining the asset in its current condition).

Maintenance Strategies of our Assets:

As a direct input to the lifecycle planning is the development of the maintenance strategies for various asset groups. Maintenance strategies take into consideration different treatment options and balance renewal with routine maintenance. These take into consideration the service life for each treatment option and balance the costs over a predetermined period of time. The objective of this process is to provide a lifecycle plan that meets the asset management strategy.

The application of a lifecycle approach enables us to answer the following questions for a short, medium and long term period of planning for each asset:

- What funding is needed to meet the required performance targets?
- If there is insufficient funding to meet the required performance targets, what is the resulting asset performance expected to be?
- What funding is required to maintain the asset in a steady state or any other condition?
- What is the lifecycle plan that delivers the minimum whole life cost?

The process adopted to select the maintenance strategy has been aligned with the approach to asset management and provides the most efficient and affordable way of achieving the levels of service and performance targets. Typically, the selection of maintenance strategies considers:

-
- Minimising the overall whole life costs
 - Meeting statutory requirements (as a minimum)
 - Meeting performance targets
 - Management of risk

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Lifecycle Plan Contents

Section	Answers	Contains
The Asset	What assets do the council own?	Inventory details (type size, etc) Asset growth statistics
Service Expectations	What is each asset group required to do?	Customer expectations Council objectives for transport Specific user requirements Safety considerations, 3rd party use Environmental requirements, Network availability Amenity considerations
Management Practices	How is this asset group managed?	Policies Inspection Regime Condition Assessment Asset Acquisition standards Routine Maintenance standards Operational/Cyclic Maintenance Planned Maintenance standards Disposal standards
Investment	How much should be and is spent on this asset group?	Historical Investment Output from historical investment Forecast Financial Needs Valuation: GRC, DRC & ADC
Works Programme	How are works programmed for this asset group?	Existing forward works programme Works programme coordination Option Appraisal: treatment selection -At a project level -At a budget category level?
Risk	What are the risks associated with this asset group?	Risk identification and mitigation Major asset risks
Performance Management	How is the performance of this asset group measured and managed?	Performance indicators Current performance figures Target performance figures Performance Reporting
Strategies	What strategies are there for the future management of this asset group?	Details of specific strategies that direct where investment is targeted and what is expected to be achieved from them.
Service Improvement actions	What improvement would improve the council's management of this asset group?	Asset specific improvement actions

As part of the development of this plan we have created lifecycle plans (LCP's) to document how each of the key asset groups that make up our highway infrastructure are managed. Each lifecycle plan provides a definition of the standards that are applied to the management of the asset group in question and details of the processes that are used to ensure that these standards are delivered. Documenting the LCPs has allowed us to capture the knowledge of individual asset groups, to record this and enable it to be shared and developed.

Lifecycle plans are the core of our approach to highway asset management planning enabling us to manage the asset in the most cost effective method. They contain the detail that enables asset management practices, such as long term cost projection, performance management and risk mitigation and management, to be applied consistently across all asset groups.

An example Lifecycle Plan (Carriageway Lifecycle Plan) is given on the next page, the Highways Asset Management Handbook (HAMH) gives details of the lifecycle plans for all our asset groups.

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Budget Profiling (Prudential Borrowing)

It has long been understood that Milton Keynes' Highway Infrastructure (roads, footways, redways, streetlights and bridges/structures), having been constructed over a relatively short period of time, will require significant capital investment to address the current backlog caused by this asset reaching the end of its 'working life'. We are currently at the point where the asset backlog is growing and we are not arresting this decline with current investment levels, therefore the asset is and will continue to decline.

In anticipation of this pressure and in line with the Financial Principles adopted by the Council in 2009 to address future liabilities, the Council has since 2011/12 been setting aside £1m of revenue funding each year to contribute towards financing the necessary investment through prudential borrowing.

By 2014/15, therefore, the Council had financial resources to borrow approximately £50m to invest in the repair and replacement of highway infrastructure to start addressing this backlog. If that investment is properly targeted, it will significantly extend the life of the current highway assets and reduce maintenance costs. Indeed, over the long term (25+ years), the investment should be repaid by savings on short term maintenance costs.

This section sets out an evidence-based investment programme in highway infrastructure, designed to make best use of the capital resource that is now available.

The Council's largest asset in value terms is contained in the highways infrastructure which consists of :-

- 56,000 street lighting columns
- 14,000 illuminated signs and electrical units
- 1251 km carriageway
- 1800 km footways
- 791 bridges
- 300 km redways
- 115 structures (mainly retaining walls)

As well as this there are significant numbers of street nameplates; un-illuminated traffic signs, traffic signal junctions, bus shelters and highways drainage systems. Also the asset will continue to grow in size year on year with the planned population growth for the borough to 300,000 people between now and 2026.

A highway must be available in perpetuity, so the council as the highway authority cannot allow the network to deteriorate to point where it becomes unsafe to use.

Like all assets that are subject to constant use by traffic of varying intensity from a young child pedestrian through to an abnormal load the asset suffers from wear and tear. It is also constantly exposed to the weather so suffers from UV degradation, rain water attack, and corrosion as a result of ground conditions and the use of rock salt. All of these things mean that the highway network needs constant attention to maintain it in a satisfactory condition for its use by residents to safely pass and repass along it.

Periodically more sustained attention is required than simply a 'patch up' and major interventions are either required to extend the life of the asset through preventative maintenance such as surface dressing (tar and chip) or major reconstruction.

Looking at the key asset types individually:-

For Street lighting the major issue is the structural deterioration of the lighting columns. The vast majority of columns in the borough are galvanised mild steel which have corroded below ground level making visual detection of any corrosion almost impossible. From specialist inspection data collected over the last 6 years it has been identified that 40,000 columns will need replacing over a 25 year period. The proposed investment would enable the replacement of approximately 2000 columns per year on a rolling programme, at a cost of £15m up to 2018/19 and a long term strategy maintaining the assets for the future.

Bridges require a variety of treatments dependant on the nature of the deterioration which can vary from the occasional full replacement of a bridge through to individual bridge schemes to refurbish the waterproofing and/or parapets to both address the short term issues and to minimise whole life costs. A 15 year programme has been built up from the program of inspections carried out on the existing stock. The programme will be updated and amended following the periodic principal bridge inspections if more advanced deterioration is identified.

£14.2m of works to Bridges to be completed to 2018/19 and the full backlog of works being addressed by 2027 with maintenance thereafter.

Carriageways are assessed from continual surveys year on year which are reported as performance indicators. These surveys enable prioritisation of schemes and also provide a costing analysis for each scheme. The survey results show that the borough's carriageways have deteriorated to a point where major maintenance is required on:-

- Principal Roads (Strategic A class roads) – for 3% of roads
- Other A and all B & C class roads – for 6% of roads
- Unclassified Roads – for 10% of roads

From this a works plan is produced for the corresponding year based on condition. As road condition deteriorates and the priorities change the programme is adjusted accordingly to ensure that resources are targeted at those roads in the worst condition. The types of interventions vary from surface dressing to extend the life of the road, through preventing the ingress of water into the road construction through to full reconstruction where the road may have failed due to the use of inadequate materials in its original construction.

£21.4m of works to carriageways to be completed by 2018/19 and a long term strategy addressing all backlog and on going structural maintenance issues.

Footways & Redways are very similar to carriageways but normally of a lot 'lighter' construction. Surveys are carried out annually to determine condition and provide priorities and programme lists with costs. The recent survey showed that 22% of them needed major work with a high percentage of the high priority ones being in CMK. This was no doubt behind the Council Budget decision to bring forward £5m of investment in footways. A programme of works has been developed which takes into account deliverability for £7.4m of works to Footpaths and Redways to be completed to 2018/19 and a long term strategy addressing all backlog and on going structural maintenance issues.

Way Forward

In order to restore the network and other highway assets to a reasonable standard and then maintain the infrastructure to that standard the council will need to make a significant investment over a prolonged period.

To establish a base figure for road network funding a 'Whole Life' cost approach calculation based on CIPFA principles has been applied. This has been undertaken to establish an initial 15 year budget proposal for capital investment that can be extrapolated to 25 years. A significant capital investment and applying the 'whole life' principles will arrest the current decline and over a period have the effect of improving the network, enabling a sustainable approach to Highways Network Maintenance across all assets.

In anticipation of this budgetary pressure on the capital programme and in line with the financial principles adopted by the Council in 2009 to address future liabilities, the council has since 2011/12 been setting aside £1m of revenue funding each year to contribute towards financing the necessary investment through prudential borrowing.

By 2014/15, therefore, the Council will have financial resources of £4m to use for the repayment of borrowing to support the investment in the replacement of highway infrastructure to start addressing this backlog. By continuing to set aside additional resources of £250k per annum until 2022/23 the Council will have sufficient resources to fully finance the current backlog and move to a sustainable on going maintenance programme by 2038. If that investment is properly targeted, it will significantly extend the life of the current highway assets and reduce maintenance costs. Indeed, over the long term (25+ years), the investment should be repaid by savings on short term maintenance costs.

So as to target the needs of the various highway assets proposed spending has been broken down to a year by year requirement and the budget split in line with the yearly allocation.

The prudential borrowing cost has been worked out using the works programme identified and the estimated life of the assets. In accordance with the standard calculations for prudential borrowing, no principal is repaid in year 1 and interest is assumed at 4.5%.

The 25 year infrastructure investment programme can be fully financed through the use of prudential borrowing and current levels of Transport capital funding.

This programme of works will be regularly reviewed to ensure the long term strategy accurately reflects both asset need and resource availability. The impact on performance indicators will also be recorded and evaluated.

The costs of prudential borrowing can be met initially from resources allocated in the Medium Term Financial Plan, although these resources would need to be increased to £6m by 2022/23 to enable the programme to be fully financed.

The investment will assist to deliver the highways asset management strategy (HAMS). One of the objectives of the HAMS is to consider sustainability in the context of minimising 'whole life' costs of the asset and also to maximise the value of the asset to the environment and the community.

When undertaking the improvement works we will ensure that sustainability is maximised through the use of a checklist, consisting of:-

- Scope and scale of scheme
- Cost benefit analysis (whole life cost)
- Design aspects
- Materials and products
- Re-use and recycling

We have explored various sustainable initiatives in recent years applying these principles and will continue to reinforce these when planning and delivering the future schemes outlined in the Transport Infrastructure Investment programme.

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CIPFA (Chartered Institute of Public Finance and Accountancy) published the Code of Practice Guidance to Support Asset Management, Financial Management and Reporting on highway infrastructure assets.

The purpose of this Code is to support an asset management plan based approach to the provision of financial information about local authority highways infrastructure assets. The intention is that each authority should develop a single set of financial management information about these assets that is robust and consistent between transport authorities and supports:

- good, evidence-based asset management, including the development of more cost effective maintenance and replacement programmes
- delivery of efficiency savings and service improvements
- long-term financial planning and budgeting
- corporate capital planning and the operation of the Prudential Code
- performance assessment and benchmarking
- resource allocation, locally, at regional level and nationally
- production of transparent information for stakeholders on the authority's management of its highway assets
- production of financial information that is compliant with International Financial Reporting Standards (IFRS) and meets the needs of Whole of Government Accounts (WGA) and National Accounts
- any future move to current value financial reporting of the assets in local authorities' own accounts

With the introduction of Whole of Government Accounting (WGA), it is vital that the Council is able to assess the value of its assets, to identify what level of resources are required to maintain the assets at that value and to put in place a maintenance regime to ensure that this is achieved. It is also essential that the Council is able to quantify accurately the efficiencies it is able to make in its maintenance activities.

The valuation should be undertaken on an annual basis. This will monitor changes to the overall value, hence providing factual data for assessing the performance and suitability of maintenance policies. Milton Keynes has taken on board these recommendations and follows the principles as introduced in the WGA to assess the value of our assets.

Depreciated replacement cost (DRC) is a method of valuation that provides the current cost of replacing an asset with its modern equivalent asset, less deductions for all physical deterioration and impairment. **Gross replacement cost (GRC)** is based on the cost of constructing an equivalent new asset, and the difference between the gross and depreciated cost is the cost of restoring the asset from its present condition to 'as new'.

Annual depreciation (AD) is calculated by identifying all the capital treatments needed to maintain assets or key components over their life cycles and then spreading the total cost

evenly over the number of years in the life cycle. Calculated in this way, annual depreciation not only represents the annual consumption of service benefits but also provides a measure of what on average needs to be spent year on year to maintain the assets in a steady state.

Valuation will be considered in terms of **Gross Replacement Cost** and **Depreciated Replacement Cost, as well as the cost in terms of value to the borough.**

The key drivers for asset valuation are:

- To emphasise the need to preserve the highway infrastructure by placing a monetary value on highway infrastructure assets.
- To demonstrate asset stewardship by monitoring the asset value over time.
- To support Whole of Government Accounts and promote greater accountability, transparency and improved stewardship of public finances.

There are three key valuation figures:

Gross Replacement Cost (GRC)	Cost of replacing the asset.
Annual Depreciation (AD)	Cost of all capital treatments required to restore full service to the asset
Depreciated Replacement Cost (DRC)	Gross Replacement Cost less Annual Depreciation (Represents the net current value of the asset.) DRC=GRC-AD

Good asset management needs appropriate inventory plus up to date local cost data and condition information. It also needs an understanding of how assets or components deteriorate and, in particular, when they will have to be replaced or treated. Management and maintenance strategies together with the Highways Asset Management Handbook (HAMH) incorporates life cycle plans of our assets and is designed to optimise value of assets over their life cycle.

Life cycle plans and whole life costs

The life cycle plan identifies and costs all the capital works and their projected timing, and so provides the information needed to undertake long-term expenditure forecasting and to undertake a variety of financial modelling.

Developing life cycle plans and exploring options for street lighting, traffic management systems and street furniture is relatively straightforward. Carriageways, footways and

structures are more complex and also account for the great majority of asset value and maintenance expenditure.

For this, each of the core assets has been assigned a unit rate; these are based on replacement costs using centrally provided information. These have been provided centrally to ensure that all Local Authorities are able to calculate a GRC, regardless of their progress towards a full asset management approach.

Funding Categories

Funding for highways will always be either in the form of capital or revenue.

- **Capital** is the funding that is used to create a new asset, or to replace or substantially renew an existing asset.
- **Revenue** can be considered as the funding that contributes towards the operation and maintenance of an asset.

Capital Investment is provided as a block sum from central government. The Local Transport Plan Allocation is automatically allocated to the Council.

Revenue funding is raised from local tax initiatives and is allocated within the council based on a resource allocation model. The total monies allocated to the Highways Section are based on contracts and reactive works on a borough wide basis.

Additional funding can be requested on an annual basis through the Capital Finance Strategy which addresses the capital investment needs identified in the Corporate Plan, Improvement Plans, Service Plans and Asset Management Plans.

Funding for highways comes from a variety of sources, although there are four main headings under which allocations are normally made. These are:

- LTP capital
- Government Grants
- Borough Council capital
- Borough Council revenue
- Section 106 Agreements (generally capital, but occasionally revenue)
- Prudential Borrowing

The majority of the maintenance regime for highway network assets including roads, bridges and street lighting is safety related and of a re-active nature and funded through the highway network revenue budget. Planned and longer term maintenance is funded through Capital funding.

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Valuation of the highway assets:

Based on unit rates (CIPFA and local rates), the GRC for Council's highway and transport assets is calculated for the Whole Government Accounts (WGA). This includes all of the following groups:-

- Carriageways
- Footways and Cycle-Tracks (Redways)
- Structures
- Highway Lighting
- Street Furniture
- Traffic Management Systems
- Drainage
- Ancillary Assets
- Land

Asset valuation is the calculation of the current monetary value of council's assets.

The current asset value is determined by undertaking a Depreciated Replacement Cost (DRC) valuation. A DRC valuation is a method of assessing asset value which provides the current cost of replacing an asset after deducting an allowance for the wear and ageing arising from the consumed service life of the asset.

The DRC is derived from:

$DRC = \text{Gross Replacement Cost (GRC)} - \text{Accumulated Consumption (AC)}$, where GRC = the cost of replacing an existing asset with an equivalent new (modern equivalent) asset.

The GRC does not make any provision for improvements to the capacity of the asset.

AC = the consumption of an asset during its life due to ageing, usage, deterioration, damage, a fall in the Level of Service and obsolescence.

The numbers involved calculated are highly dependent upon the estimates of the service life of components of the asset. Good asset management practice provides all the information required for asset valuation.

Implementation of the Measurement Requirements for Transport Infrastructure Assets by 2016/17 – REVIEW AND INCLUDE RELEVANT

2. CIPFA/LASAAC has agreed that the 2016/17 edition of the Accounting Code will adopt the measurement requirements of the *CIPFA Code of Practice on Transport Infrastructure*

Assets (the Transport Code), ie measurement on a Depreciated Replacement Cost basis. This was confirmed in a new Appendix D to the 2014/15 Code.

6. After the CIPFA review the Department for Transport made £32m available for English local authority asset management in 2009/10. Of this, £28m was invested with authorities to improve on their databases and associated tasks and £8 million was passed to a selection of authorities to carry out innovative work and advise others.

7. Following from the earlier discussion document and roadshows this year on local highways maintenance funding from 2015/16 to 2020/21, the Department for Transport will now be undertaking a formal consultation on how funding for highways maintenance is allocated to English local authorities over the next spending review period starting 2015-16. As part of this they will be consulting on how they can reward those authorities that have taken up good asset management practices and have achieved efficiencies.

8. From the financial reporting perspective, the difference between the current value accounting approach adopted by central government and the existing historical cost approach adopted for the local roads network has become a more visible issue since the publication of Whole of Government Accounts (WGA) in 2011. The inconsistent accounting policies and the size of the potential difference between the valuation bases (estimated to have an impact of at least £200bn) is one of the main WGA qualification issues.

ACCOUNTING IMPLICATIONS

9. The decision by CIPFA/LASAAC that the 2016/17 edition of the Accounting Code will adopt the measurement requirements of the Transport Code will represent a change in accounting policy from 1 April 2016. This will require full retrospective restatement in accordance with the requirements of IAS 8 *Accounting Policies, Changes in Accounting Estimates and Errors* and IAS 1 *Presentation of Financial Statements* as adopted by the Accounting Code.

10. CIPFA/LASAAC considers that this change in accounting policy is equivalent to a change in IFRS and therefore has indicated that the Accounting Code will require the disclosures necessary for a change required by a new standard that has been issued but not yet adopted in the 2015/16 financial statements.

IMPACT ASSESSMENT

16. A robust project plan should be built on authority specific information provided through an impact assessment which is designed to identify gaps in current data, systems and processes.

17. The impact assessment should cover the following stages
 - I. Identification of transport infrastructure assets
 - II. Initial consideration of materiality
 - III. Review of asset data
 - IV. Complete systems audit
 - V. Gap Analysis

DRAFT

A COMMERCIAL PROPOSAL FOR THE COUNCIL

Responsible Cabinet Member: Councillor Middleton, (Cabinet member for Resources and Commercialism)

Report Sponsors: Tim Hannam (Corporate Director, Resources)
Tel: 01908 252756
Nicole Jones (Service Director, Finance and Resources) Tel: 01908 252079

Executive Summary

The Administration's published financial strategy, set out three touchstone principles: smarter, sustainable, different. These touchstone principles have and will continue to shape this Council's response to Central Government's national austerity programme. This commercial proposal is driven and aligns with the "different" principle, in that it seeks to recognise that this Council cannot simply continue to deliver services in the same way. By 2020, this Council will need to work more closely with external partners to create capacity and maximise benefits. This Administration is committed to continuing to re-imagine how services can be delivered, whilst seeking both significant financial savings and safeguarding insofar as possible the services so valued by residents across all of Milton Keynes' varied communities.

Milton Keynes Council has to make financial savings and reprioritise spending equivalent to £59m by 2019/20, this includes reducing the cost of overheads, including property by around 40%.

This proposal recommends that the Council undertakes market testing to inform the procurement of a joint venture partner or partners in order to:

- Generate efficiencies in any MKC service, unless specifically excluded, so as to secure cost reduction.
- Create new commercial offers or to enhance the existing offers from any MKC service, unless specifically excluded, with an income share for MKC as a result.
- Offer a partner the opportunity to work collaboratively with the Council in developing major investment schemes, so as to maximise ongoing income or generate capital receipts. The scope of the delegation to this vehicle will of course need to be confirmed in the light of potential risks or the type of proposals which may emerge.

Once market testing has been completed, further approval will be required to commence the procurement process. In order to secure the best possible outcome from this market testing exercise and to facilitate the procurement of a joint venture partner(s), it is sensible and prudent that the Council secures additional capacity to support, inform and enhance this exercise. This report recommends the procurement of advice and support to:

- Manage the project overall, particularly ensuring alignment with other service changes and the development of a shared service proposal.
- Prepare for and manage the market testing
- Support the development of formal procurement documentation
- Provide specialist technical, legal and financial advice.

This additional capacity will enable the Council to maximise potential benefits as quickly as possible. The procurement will ensure advisors have experience of similar models, to simplify the process as much as possible.

1. **Recommendations**

- 1.1 That market testing to inform the development of a commercial offer to the market, on the bases outlined in section 4, be agreed.
- 1.2 That the procurement of additional advice and capacity designed to support, inform and enhance this market testing exercise, as set out in section 8 including the detailed timetable, be agreed.

2. **Context**

- 2.1 The Council is under significant pressure to protect and improve services; addressing the national austerity programme. The combination of changes to Government funding and increased local demand, which is not recognised in funding settlements, means there is a need to identify savings and reprioritise spending equivalent to £59m by 2019/20.
- 2.2 It would be very challenging for the Council to seek to address this funding/demand issue by only reducing staff and services. The size and growth of Milton Keynes means that continued reductions of this scale would increase the risks to the continued delivery of statutory services. This report therefore proposes an approach to maximise the benefits to the Council of a more commercial approach, which has been outlined in the Medium Term Financial Strategy.
- 2.3 Milton Keynes is fortunate. The local economy is strong, there is a demand for housing and business growth and Milton Keynes Council (MKC) holds a number of assets which it could exploit to help to address the financial position. While there are some local ideas which would generate income or reduce costs (e.g. Anaerobic Digester; Specialist Housing; rationalising property; providing temporary accommodation for homelessness and a solar farm) the progress in actually implementing these projects and realising the benefits has been slow.
- 2.4 Creating income and/or capital receipts from these opportunities is essential to the quality and sustainability of service delivery over the medium term. All the opportunities identified have the potential to make a significant impact, but will take time to negotiate and deliver. It is clear relying on internal capacity to bring these proposals forward will not deliver the potential benefits in the timescale required.
- 2.5 In addition, as other opportunities are identified in the coming months and years, having external advice and expertise available through a JV would help us determine the best solutions to maximise and expedite the benefits to the Council.
- 2.6 It is also the case that some services have the capacity to be operated on a more commercial basis, leading to ongoing income streams for MKC. Again, despite some progress in identifying these opportunities and working with colleagues to develop new ways of working, there is limited internal knowledge and capacity both in terms of delivery and support arrangements (for example in marketing, promotion and charging).

3. **Commercial Approach**

- 3.1 MKC has been developing its commercial approach for a couple of years in a number of ways:

- a) The development of MKSP as a basis for commercial trading. This has enabled a focus on traded services, with some success. There has been a growth in traded income turnover from £950k in 2014/15 to an estimated £1.7m in 2015/16; mostly from schools. This is expected to make a contribution to overheads of c£250k. Although this is a welcome contribution, the level of likely growth will have limited impact on the scale of the budget gap (£59m) over the next four years.
 - b) All colleagues have been encouraged to be more commercially focused and several end to end reviews are currently underway to streamline processes and reduce transaction costs. However, there is limited capacity to take this forward and while some teams have embraced a change in culture, there are still some which have not recognised the need for change. There is limited internal capacity to co-ordinate this approach overall and to drive improvement.
 - c) A Commercial Development Board has been established to consider business cases from across MKC, which could potentially create income opportunities. This Board assesses the potential benefits, the need for investment and the relative risks to determine which proposals should be taken further. Several income generation schemes have been suggested and are being developed by the Board.
 - d) Taking a more commercial approach to investment, for example the Residual Waste Treatment Facility, which, although more economic for MKC alone, created the opportunity to benefit from selling capacity.
 - e) The creation of MKDP to develop the assets purchased from the Homes and Communities Agency, which allows specialist property and development expertise to be harnessed to maximise the value of the assets.
- 3.2 While all of this activity is helpful and makes a positive impact on budget requirements, it is clear that the necessary pace and scale of change will not be achieved incrementally. However, in creating this proposal, work should continue on smaller scale trading activity and collaborative working.
- 3.3 Opportunities for investment proposals will need to be evaluated to determine which continue to be progressed alongside procurement and which are included in the commercial proposal.

4. **Proposal**

- 4.1 The proposal is therefore to accelerate the commercial aspirations of the Council by seeking a partner or partners through a joint venture or similar model to improve efficiency and practices, thereby, generating cash savings; delivering capacity that can be sold; and identifying and progressing investment opportunities. Market testing will inform the development of the commercial offer including defining the services that may be included. In real terms, if there is sufficient interest in one or another service area, it will be considered for inclusion.
- 4.2 It is currently proposed that the following elements could be included in a commercial offer, the final form of which will be determined following market testing:
 - Planning administration
 - Building control

- Transport administration
- Trading standards
- Licensing,
- Crematoria and cemeteries
- Environmental health
- Taxi licensing
- Registrars
- Emergency planning
- Strategic asset management
- Progression of major investment schemes (e.g. Specialist dementia housing and Anaerobic Digester)
- Property management and facilities management

4.3 The Council's requirements from a commercial partner would be as follows:

- Maintenance of current service standards as a minimum
- Investment in a commercial offer and infrastructure
- Cost reduction to the council as a result of selling services
- Specialist property and investment knowledge
- Track record of asset management and financial cost reduction
- Ability to bring in specialist capacity
- Experience of managing proposals through to implementation, and a track record of delivery against forecast benefits.

4.4 It is currently expected that the commercial procurement will offer a joint venture partnership(s) to:

- Generate efficiencies resulting in a cost reduction from any MKC service, unless they are specifically excluded.
- Create new commercial offers or to enhance the existing offers from any MKC service, unless specifically excluded, with an income share for MKC as a result.
- Offer a partner to work with the Council in developing proposals to maximise ongoing income or generate capital receipts. The scope of the delegation to this vehicle will need to be confirmed, in light of potential risks or proposals which may be considered.

4.5 The nature of the relationship and the structure of the deal would be developed through a procurement process. Partnership governance and delegation levels would need to be carefully considered. To make the commercial proposition attractive the joint venture vehicle will need the capacity to make choices from a commercial perspective, but there will need to be some retained MKC decision making based on business case proposals, particularly when considering the best use of assets.

5. **Advantages and Disadvantages**

5.1 These are as follows:

COMMERCIAL OFFER TO THE MARKET	
Advantages	Disadvantages
<ul style="list-style-type: none"> • Could maintain or improve service quality • Achieve savings for the council • Secures investment in processes and ICT • Potential additional employment for MK, as a strong growth area with good transport links, which could be an attractive hub. • Substantial investment and ongoing infrastructure to create a commercial delivery model • Provides the additional capacity and strategic property management which is creating delays in MKC. • Accelerates the process of investment and returns with a financial benefit to the Council in the medium term • Enhances the specialist capacity where necessary • Takes a commercial view on investment proposals • Asset and service investment potential in MK • Complements the property expertise and work undertaken by MKDP 	<ul style="list-style-type: none"> • Need to get in early to develop our market offer and not suffer a lack of interest due to “market fatigue” • The size may be less attractive than a wider offer. • Will need to explain the rationale for excluding some services. • Will potentially share the potential benefits. • Will take time to develop the partnership and set up governance arrangements.

6. **Market Feedback/ Experience**

6.1 Some concept discussions have been conducted to date, which together with experience from key individuals has led to the understanding that:

- MKC would have a good potential commercial offer;
- There is value in being an early proposal, rather than allowing others to go first;
- There would need to be a mix of services to guarantee an annual return to offset the potential risks, but bigger benefit from some of the capital schemes;
- A commercial incentive has resulted in improved services in some areas.
- The final structure could be a joint venture or a series of joint ventures as appropriate;
- Size and scale If this approach is to be supported further market testing would be carried out to shape the offer.

7. **Relationship to MKDP**

- 7.1 MKDP will remain as the advisors to MKC on all general land development matters, with the commercial offer complementing this advice through more specialist expertise in the development of business cases for specialist assets.

8. **Additional Capacity**

- 8.1 One of the major reasons the Council has been unable to develop and exploit its assets and potential for income generation is a lack of internal capacity and skills. In order to progress the procurement of a joint venture partnership, at a pace to deliver benefits quickly some additional capacity will be required to:

- Manage the project overall, particularly ensuring alignment with other service changes and the development of a shared service proposal.
- Prepare for and manage the market testing
- Support the development of formal procurement documentation
- Provide specialist technical, legal and financial advice.

- 8.2 Similar models to the one potentially to be explored through a market testing exercise already exist in the local government market. As such, a range of companies able to assist the development of such models already exist in the professional marketplace. The first stage would therefore be to procure a package of support which will meet the majority of these needs. This would ensure that the responsibility for co-ordinating and resolving issues is managed through a contractual arrangement. The alternative would be to procure separate elements of support for project management, professional advice and procurement. This would mean the Council becomes responsible for negotiating between advisors and resolving issues, which may result in delays.

9. **Other Options**

- 9.1 The proposal is not prescriptive about the nature of the agreement so there are only three other options:
- 1) Do nothing – which from the evidence so far, would show some commercial development and potentially one or two investment opportunities being developed, but with a relatively marginal impact on the budget requirement.
 - 2) Outsource services - a procurement approach would determine the benefits from this type of arrangement, however, this would give the Council less flexibility about service delivery as the context for the Council changes and less control over service quality.
 - 3) Develop an alternative shared service model. However, the experience of procuring a regeneration partner has illustrated the benefits of having a single provider working on strategic asset management and the maintenance of assets. At present the Council is not aware of a potential shared service partner that is exploiting the use of assets and property in this way.

10. **Process**

- 10.1 There would be a period of informal market testing which will allow the scope to be fixed before the formal procurement. It is therefore important that alternative approaches, or items out of scope or items added into the offer are defined relatively quickly to help shape the procurement. The process of creating a joint venture would be through competitive dialogue procurement, its scope will be subject to a further Cabinet approval.

10.2 In order to achieve benefits as soon as possible, the procurement will need to be focused and well managed. It is anticipated this will be led by a team of senior managers from across MKC, informed by experienced professional advisors.

11. Timetable

11.1 The following timetable is aspirational, but considering MKC's financial position, the potential benefits and the wider context, we need to progress quickly. The programme timetable will be reviewed in light of soft market testing and appropriate specialist technical advice.

WHAT	WHEN
Procure appropriate external support	December/ January 2015
Planning and pre-procurement including soft market testing	January/ February 2016
Cabinet approval to go out to tender	March 2016
Formal invitation to tender and selection by PQQ	April 2016
Competitive dialogue – ISOS/ ISDS	June to August 2016
ISFS and evaluation	September 2016
Bid clarifications and final evaluation	October / November 2016
Preferred bidder and commercial close	December 2016 to February 2017
Mobilisation and formal go live	April 2017
Benefits realisation	Dependent on contract – could request some benefits early on

12. Implications

12.1 Policy

The recommendations of this report are consistent with the Council's Medium Term Financial Plan.

12.2 Resources and Risk

The first stage of this work will be to procure some additional advice and support to plan and manage this complex and challenging procurement. It is estimated that this will cost c£0.4m over a two year period. However, this work will be procured in a staged manner, so the commitment will only be for the soft market testing initially to confirm if there is a commercial proposal and the level of interest in the market. This cost will be funded from £0.2m one-off resource which is recommended as part of the 2016/17 Budget and £0.2m from the Value for Money reserve, which will be repaid from the benefits delivered by the procurement.

Once appropriate advice and support has been secured, more detailed plans and specifications will be developed, which will inform decisions on the potential procurement of a partner. The full procurement exercise will only be taken forward if soft market testing shows that there is an opportunity to create additional income for the Council and/ or capital receipts.

N	Capital (at this stage)	Y	Revenue	N	Accommodation (at this stage)
N	IT	Y	Medium Term Plan	N	Asset Management

12.3 Carbon and Energy Management - None

12.4 Legal –Market testing is a usual stage as part of developing a procurement process. There are no further legal implications at this stage.

12.5 Other implications – At this time there are no implications from these recommendations but in the longer term it is not envisaged that this would lead to TUPE transfers or capacity losses. The proposal should secure existing capacity and has the potential to grow it.

N	Equalities/Diversity	N	Sustainability	N	Human Rights
N	E-Government	N	Stakeholders	N	Crime and Disorder
N	Carbon and Energy Mgmt				

Wards Affected:

All Wards

LOCAL WELFARE PROVISION FROM APRIL 2016

Responsible Cabinet Member: Councillor Middleton – Resources and Commercialism

Report Sponsor: Service Director Finance and Resources
Tel: 01908 252079Author and contact: Alistair Townsend – Revenues and Benefits Service
Delivery Manager Tel: 01908 253713**Executive Summary:****Policy**

Safeguarding the most vulnerable within the communities of Milton Keynes features amongst this Administration's absolute key priorities. Despite improving economic and employment conditions, too many of our citizens still find themselves in crisis as their modest earnings fail to keep pace with increasing private rental costs, day to day living costs increase pressurising disposable income, and radical changes to their welfare support increasingly limit their take-home pay.

In Local Welfare Provision (LWP), this Administration makes explicit our commitment that when citizens find themselves in crisis, this Council will be there to offer invaluable help and support. Local Welfare Provision is a critical safety net fund, without it the direct and indirect implications felt elsewhere, would be an order of magnitude more significant.

As is borne out in Annex C of this report, LWP user case studies, the evidence is stark, this safety net fund has helped many weather crises in their lives during this last year. As Central Government's funding reductions increasingly reduce the Council's capacity to act, however, our ability to safeguard the most vulnerable is becoming increasingly pressurised. Relevant to answering this challenge, are the following wider policy discussions:

1. What synergies and efficiencies may exist between LWP and other lines of support elsewhere in the Council, the Public Sector, and the Third Sector.
2. How can this Council make the case to our citizens specifically, but more widely to Central Government, that LWP and other such schemes are not only morally right, but singularly cost effective in that they help avoid significant direct and indirect cost elsewhere.
3. How as a Council do we ensure that we act responsively and effectively, as Central Government's welfare changes impact on Milton Keynes and the needs of many of our citizens.

LWP Technical summary

The Government abolished elements of the Social Fund (previously administered by the Department for Work and Pensions - DWP) from April 2013 (under the Welfare Reform Act 2012) and transferred some (non ring-fenced) funding to Local Authorities. The funding was identified separately and paid by the DWP for two years (2013/14 and 2014/15) but from April 2015 funding was included as part of

the overall Revenue Support Grant.

On 8 December 2014 the Council made a decision to continue to administer the Local Welfare Provision (LWP) in 2015/16 and agreed a budget of £0.25m (for the payment of LWP) which along with the monies previously unspent, allowed the provision to continue (administration and payments) into 2015/16.

The LWP is administered within the Revenues and Benefit Service by a team that administer other discretionary payments (i.e. Discretionary Housing Payments and Discretionary Council Tax Reduction Fund Payments) dealing with some of the most vulnerable people in the community. The LWP is part of a holistic approach and response to get MK citizens who are in a short term crisis back on track, through the provision of goods, food vouchers, electricity/fuel vouchers, signposting, support, etc., in particular those who have been most impacted by the Government's Welfare Reform Agenda

The Government (and the Council) has recognised that the reforms are challenging for customers, hence the setting aside of some discretionary funding to help such customers transition to their new financial responsibilities and commitments, whilst being supported to get themselves back on track.

This report details proposals and options for the Local Welfare Provision scheme in Milton Keynes from 2016/17 onwards, in the context of reducing Government funding, the Council's budget challenges and the impact on the Council's most vulnerable citizens.

1. **Recommendation(s)**
 - 1.1 That the types of customer which benefit from awards made under the LWP scheme be noted.
 - 1.2 That the positive impact of LWP payments on other service areas be noted, in terms of their potential to reduce demand and /or avoid a current / future cost.
 - 1.3 That the continuation of the provision of a Local Welfare Provision Scheme as described in Section 6 be approved, along with the associated budget for both LWP payments and the cost of administration of such.
2. **Background, funding and approach**
 - 2.1 The Government abolished elements of the Social Fund (previously administered by the Department for Work and Pensions - DWP) from April 2013 (under the Welfare Reform Act 2012) and transferred some (non ring-fenced) funding to Local Authorities (LA). The funding was identified separately and paid by the DWP to LAs for two years (2013/14 and 2014/15). The amount paid to Milton Keynes Council is shown in the table below.

2013/14	
Programme funding	£0.747m
Administrative funding	£0.157m
2014/15	
Programme funding	£0.747m
Administrative funding	£0.145m

- 2.2 From April 2015 funding for the LWP was included as part of the overall Revenue Support Grant (a notional amount was 'identified' in the provisional local government finance settlement of £0.671m of the Revenue Support Grant (RSG) which was earmarked for Local Welfare Provision). This was a new income stream for the Council, as the grant had in effect been stopped and part of the indicative settlement had been earmarked. In January 2015, a government announcement confirmed that an amount within the RSG of £0.327m was for Local Welfare Provision and 'social care'.
- 2.3 By this time the Cabinet had already agreed (on 8 December 2014) the continuation of the Local Welfare Provision for 2015/16 and set aside a budget of £0.25m, which along with the monies previously unspent, allowed the provision to continue (administration and payments) into 2015/16.
- 2.4 The costs associated with the administration of LWP are primarily staffing (part of the Discretionary Payments and Welfare Support Team), computer software, and other general office overheads. They amount to circa £0.3m per annum. This includes both direct and indirect costs, as the provision is intrinsically linked to the delivering of the Benefit Service. The costs are managed as part of the overall Revenue and Benefits (R&B) Service budgets and associated reserves (for welfare). This position is becoming challenging, as the Council is under pressure to meet the requirements of the medium term financial plan. Whilst the costs associated with the administration are contained and managed within R&B, the overall impact of the LWP payments is felt (beneficially) in other areas, as avoided costs. Paragraph 4.2 provides a summary of the potential fiscal, economic & social value of the awards made. The table at Annex B provides details. Annex C provides some case studies to illustrate such 'cost avoidance'. Annex D provides feedback from a survey of stakeholders, carried out in May 2015, to establish the importance and impact of the LWP scheme on the service they provide.
- 2.5 In administering LWP it is important to look holistically at opportunities to support our most vulnerable customers and also administer Discretionary Housing Payments (DHP) (help towards rent) and Discretionary Local Council Tax Fund payments (DCTRF) (help towards Council Tax). The approach ensures that all discretionary payments are administered holistically, thus creating service synergies, with a view to getting customers on track, and on the journey of attaining sustainable self-reliance

- 2.6 The team works closely with colleagues in Adult Social Care, Children's Social Care, Housing, Neighbourhood Employment Programme (NEP) and key partner organisations (e.g. Job Centre Plus, CAB, Credit Union and Age UK) to ensure that awareness about the availability of the provision is raised and access is readily available to those most in need. Such close and joined up working, for example with Housing, contributes to outcomes of tenancy sustainment, which in the longer term reduce additional demand on the Councils temporary accommodation obligations.
- 2.7 LWP awards are made by reference to a set of guidelines, contained in a document that was agreed by the Cabinet by way of a delegated decision, on 17 March 2015, which is the Council's policy on Local Welfare Provision policy. The latest version of the policy can be found at <http://www.milton-keynes.gov.uk/benefits-council-tax/benefits-available/what-is-local-welfare-provision-lwp>

3. The Local Welfare Provision (LWP) Scheme

- 3.1 The LWP scheme provides a safety net for our most vulnerable citizens.
- 3.2 Awards of LWP are normally one off payments, usually in goods or services, and are a short term fix to prevent a long term problem.
- 3.3 The aims of the LWP policy are to
- prevent serious risk to the health, well-being or safety of the area's most financially excluded residents;
 - ease severe financial pressure on families in certain situations;
 - help those, without the necessary means, to either establish themselves in the community as a transition from care or prison or to remain in their community;
 - give flexible financial help to those in genuine need.

4. Statistics and information

- 4.1 During the financial year 2014/15, 487 support awards were made and 969 crisis awards were made. In 2015/16 (April to end of September) 353 support awards were made and 662 crisis awards were made. Further details on the types of awards and values, can be found in Annex A

- 4.2 **Fiscal, Economic & Social Value.** The table at Annex B provides data on a sample of 591 awards made between January 2015 to July 2015 and the events that they seek to prevent or facilitate. The fiscal, economic and social value of each event derives from the New Economy, Unit Cost Database, which has been used by the Department for Communities and Local Government (DCLG) to develop the Cost Savings Calculator tool, which enables Authorities to identify the benefits that derive from the Troubled Families programme.

In summary it demonstrates that the potential total value of the sample LWP awards is £3.89m. £1.9m of this sum is deemed to be a Local Authority fiscal saving.

As the Unit Cost Database does not provide figures on potential savings to the Authority in connection with awards made under the Council Tax Reduction Scheme, the actual figures are likely to be marginally higher.

The 591 awards examined in the sample were awarded a total of £0.08 million from the LWP fund, which represents approximately 40% of the awards likely to be made in a year.

Extrapolated to a full year value the potential fiscal saving to the authority is £4.77m (prior to deducting the value of the awards made).

Extrapolated to a full year the total saving to Central and Local Government combined is £9.7m

The cost of making the awards in the same period, including administration was £0.52m

Local Authority cost to value ratio is therefore 1:9 i.e. for every £1 spent there is a potential saving to the authority of £9.00

Central and Local Government cost to value ratio is therefore 1:18

http://neweconomymanchester.com/stories/832-unit_cost_database

Impacts and links with other welfare reforms

- 4.3 **Universal Credit (UC)**, the most significant welfare reform for six decades, is currently being rolled out nationally. The roll out is slower than originally anticipated, with the DWP 'piloting' and 'trailing' with pathfinders, early adopters, and 'test and learn' sites. Milton Keynes has recently had its 'Go Live' date confirmed as 16 November 2015.
- 4.4 UC applies to working age customers only, and it is anticipated that the full national roll will not be finalised until approximately 2019/20. It is acknowledged that UC will require a significant cultural and behaviour change. UC will be administered by the DWP as one single monthly payment in arrears, and paid into a claimant's bank or building society account. The single payment will include a Housing Element, paid in respect of the claimant's rent and which replaces Housing Benefit. It will be the responsibility of the claimant to ensure that they pay their rent to their landlord. This will be a significant change for many people, as under the existing Housing Benefit scheme, most tenants of public sector landlords (i.e. Registered Social Landlords and the Council as a Landlord) have their Housing Benefit entitlement paid directly to their landlord. Additionally, claimants currently receiving benefits, such as Jobseekers Allowance are used to receiving their benefit on a fortnightly basis and will need to make a transition to managing their finances on a monthly cycle.
- 4.5 LAs will be best placed to support people moving from legacy (existing) benefits onto UC, and a previous Cabinet Decision (taken on 13 October 2015) approved the delegation for the Director of Strategy to sign up to the DWP's Delivery Partnership Agreement, which provides a local and joint approach to supporting customers affected by the transition. In its document 'Universal Credit - Local Support Services Framework 2013' the Government highlighted that;

"It should be remembered that local government is ideally placed to be a key partner in delivering an approach based on flexible working to achieving better outcomes for individuals and families, increasing independence, and reducing demand on the welfare system. It aims to create incentives both to reduce the number of transactions and processes claimants have to navigate and reduce claimants' dependency on publicly-funded support".

It is anticipated that that LWP is a crucial and key component in delivering those better outcomes.

4.6 Local Council Tax Reduction Scheme (LCTRS) - this reform and the subsequent scheme as determined by the Council (from April 2013), saw the maximum level of support that working age customers can get in respect of their Council Tax limited to 80% (as opposed to 100% under the previous Council Tax Benefit Scheme). Whilst there is also Discretionary Council Tax Reduction Fund (DCTRF) which is also administered by the R&B Service, there are occasions, when, looking at cases holistically, a LWP award is made alongside or instead of a DCTR to resolve or to avoid a problem or a situation arising at a later date, in line with the LWP policy.

4.7 Social Sector Size Criteria Restrictions and the Benefit Cap (from July 2013) – both of these reforms have reduced the amount of benefit / support paid to customers. Whilst the Government provides separate funding, in the form of Discretionary Housing Payments (assistance with rent) that is also administered by the R&B Service, there are occasions when, looking at cases holistically, there is an opportunity for a LWP payment to also be made to resolve a problem or avoid a problem or a situation arising at a later date, in line with the LWP policy. Cap cases currently only have their Housing Benefit reduced. Under Universal Credit the cut will be deeper and reduce entitlement to income required for day to day living costs. This could create some severe hardships, which cannot currently be covered by Discretionary Housing Payments but could be alleviated by a LWP award.

4.8 Further reforms – the summer budget of 8 July 2015 confirmed further reductions in welfare spending through a package of reforms, which will undoubtedly impact our citizens. Some of the key changes include:

- The Benefit Cap which reduces from £26,000 per year to £20,000 per year (£13,400 for single claimants)
- The removal of the family premium in HB for the 3rd (and beyond) child
- Employment Support Allowance aligned to Job Seeker Allowance levels
- Tax Credit thresholds (for income) reduced from £6420 to £3850
- Tax Credit support limited to two children (where third child born after April 2017)
- Removing entitlement to housing support in UC for those aged 18-21
- HB backdating limited to 4 weeks (previously 6 months for working age and 3 months for pensioners)
- Freezing of certain benefits for 4 years (not pensioners or disabled people)

4.9 As these reforms roll out, the provision of a safety net in the form of LWP will become even more important to enable officers across the Council to work with their customers to help them transition. The Government has committed to increase the provision of Discretionary Housing Payments, however this can only provide assistance with rent and will therefore not be enough to offset the reductions in benefits, which are not rent related.

4.10 The provision of these intrinsically linked discretionary funds and support payments are managed holistically to assist customers deal with the impacts of the welfare reforms and help them move forward. Research into Welfare Reform shows that disadvantaged people will be most affected by the cumulative impact of the changes and will be in need of the most support. This again adds demand into the system for support to help people adapt to the change.

Impacts and links with other services

- 4.11 As described in Section 2.6, the Discretionary Payment and Welfare Support Team, which administers LWP, work closely with colleagues throughout the Council and key partner organisations. The administration of Local Welfare Provision is not a service that sits in isolation. By its very nature it impacts on other services, agencies and more importantly, our most vulnerable residents. The LWP scheme pays an important part in
- Preventing homelessness
 - Improving financial resilience/managing the impact of welfare reforms
 - Preventing accidents
 - Keeping people healthy
 - Helping people cope
 - Removing financial pressure to allow people to focus on recovery
 - Sustaining adults in employment
 - Keeping children in education
 - Keeping families together
 - Reducing crime
 - Managing debt
 - Providing a direct link to other discretionary funds
 - Maximising other benefits
 - Leveraging behaviour changes

Annex B provides further detail on this, as to how the aims of the LWP scheme reduce the call and cost on other services across the Council. This annex further provides indicative figures of the potential cost to other service areas, in the event that the provision was not available.

In May 2015 we surveyed 93 partner organisations and MKC services to establish the importance and impact of the LWP scheme on the service they provide. The results were unanimously in favour of retaining the service in its current format with a significant number indicating that the removal of the service would have a negative impact on both the effectiveness and cost of their own service provision. Annex D provides details of the feedback received from other services and partner organisations.

5. Financial position

- 5.1 The amount spent on awards in 2013/14 was £0.396m and the amount spent on applications in 2014/15 was £0.305m. The 2015/16 spend to date is £0.123m (as at 30.09.15) with a forecasted full year spend of £0.25m.
- 5.2 The unspent monies from the first two years of the fund provided by the DWP (administration and awards) were carried forward to fund the administration and award payments (above and beyond the budgeted £0.25m for award payments) of the LWP, together with the increasing administration of other discretionary payments (e.g. DHP's and DCTRFs) in 2015/16.

6. Financing the scheme in from 2016/17 and beyond - options for the Council

- 6.1 As described in Section 2.3, the Council has currently budgeted for an ongoing provision of £0.25m per annum on an ongoing basis. However all budgets are currently under detailed scrutiny.
- 6.2 **Option 1** - To continue with a scheme and fund to current level – i.e. £0.25m, and acknowledge that associated administration costs are contained within the R&B budgets, which are, as with all council services, subject to 'cross service staffing cuts' due to the wider budget pressures. **This is the recommended option**

6.3 **Option 2** - To cease funding the scheme and close down the LWP scheme. It needs to be noted that the provision and administration of other discretionary payments will continue (and indeed increase) as the government nationally seeks to reduce the welfare bill by £12billion over the coming five years, and looks to increase the provision of Discretionary Housing Payments nationally by £800million (160% increase) over the same five years.

6.4 **Option 3** - To continue funding the scheme at a reduced level, i.e. £0.15m and acknowledge that associated administration costs are contained within the R&B budgets, which are, as with all council services, subject to 'cross service staffing cuts due to the wider budget pressures.

7. Implications

7.1 Financial Impact – the full financial impacts are detailed in **Sections 5 and 6**

7.2 Policy

This LWP scheme has been developed in response to a policy change by the Government in 2012. The current operational procedures and policy, together with learning from the first 2½ years, have been constantly monitored and reviewed. The proposals in this report seek to manage the impact of national decisions in the context of the Council's Medium Term Financial Strategy.

Resources and Risk

This scheme has been carefully considered to mitigate risks wherever possible, and staff across the Council are aware of the scheme and its impact.

Any changes to the administration and funding of the LWP scheme brings with it risks and impacts as described within the report.

There is a risk that the demand for the LWP increases significantly, resulting in expenditure of the LWP scheme exceeding current estimates. The likelihood of this is low currently, but it could increase as we see the effects of the summer 2015 budget roll out over the coming years.

N	Capital	Y	Revenue	N	Accommodation
Y	IT	Y	Medium Term Plan	N	Asset Management

7.3 Carbon and Energy Management

There are no implications for the Council's Carbon and Energy Management Policy.

7.4 Legal

The Welfare Reform Act 2012

Other Implications

8. Equality Impact Assessment

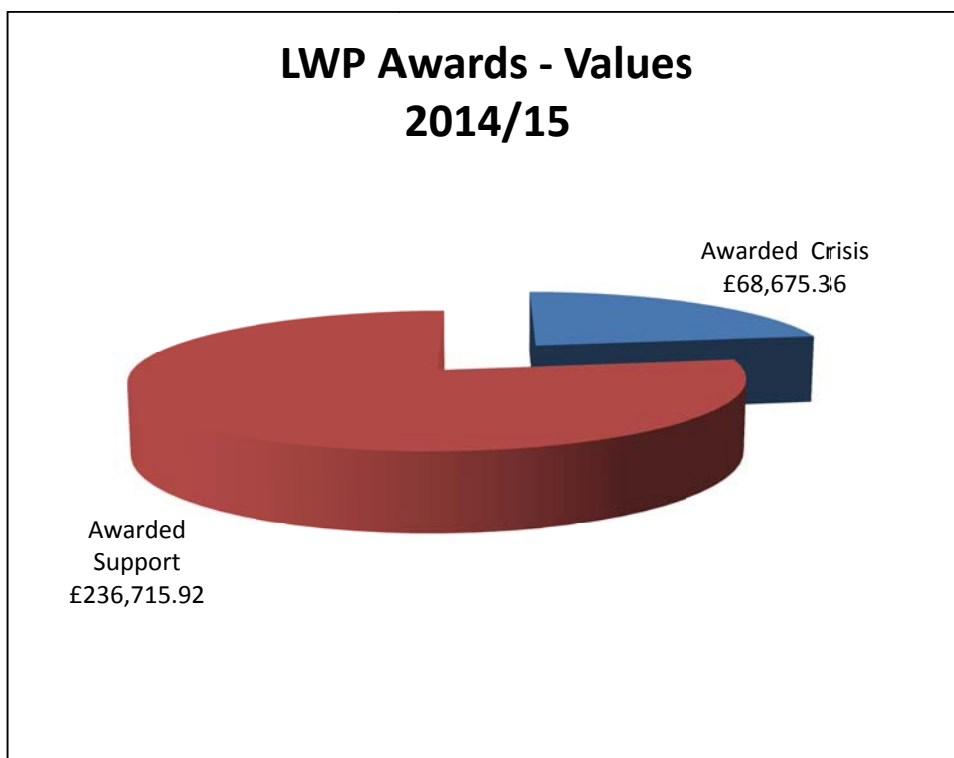
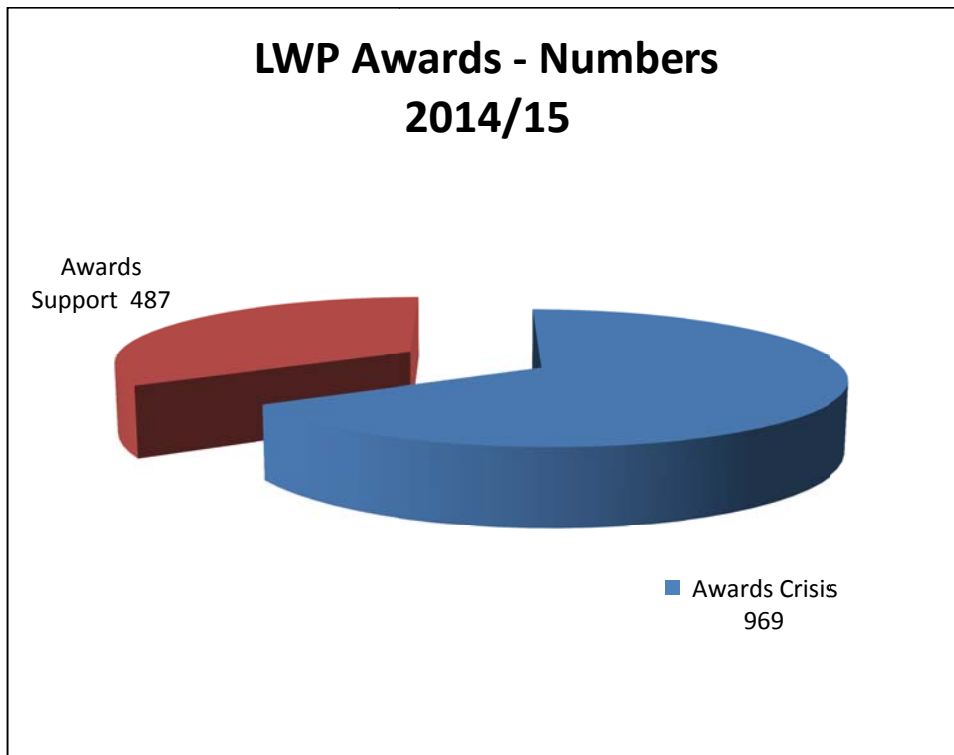
8.1 An Equality Impact Assessment was completed in respect of the original scheme in 2012. This can be found at <http://bit.ly/EqIA2012-14>. This assessed the fairness of the Council's approach and recommended continuing with the scheme as it is likely to advance equality of opportunity and unlikely to have an adversely impact people with a protected characteristic.

Y	Equalities/Diversity	N	Sustainability	N	Human Rights
N	E-Government	Y	Stakeholders	N	Crime and Disorder

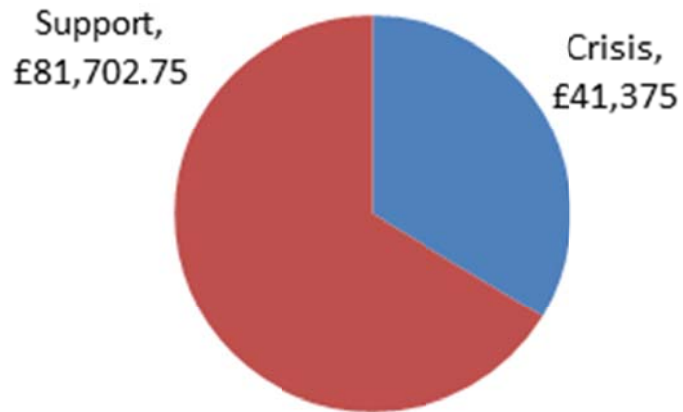
Background Papers:

- HM Government - Local Welfare Provision Review – November 2014
- HM Government - Local Welfare Provision in 2015/16 – a consultation document – October 2014
- Local Government Association – Delivering Local – How Councils are meeting local crisis and community care needs – September 2014
- London Councils - Tracking Welfare Reform – Local Welfare Provision – one year on – June 2014
- Children’s Society – Nowhere to Turn – 2013
- Centre for Responsible Credit - Where now for local welfare schemes – January 2015
- Local Government Association – Local Impacts of Welfare Reform: Impact Model – September 2015
- Information about the Inquiry into local welfare assistance and other Local Authority Discretionary schemes – Work and Pensions Committee – September 2015
- New Economy, Unit Cost Database, http://neweconomymanchester.com/stories/832-unit_cost_database

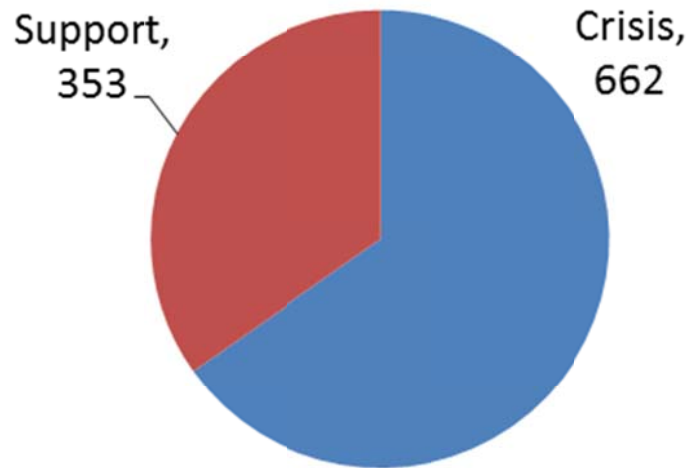
Annex A - Summary of spend and breakdown of cases



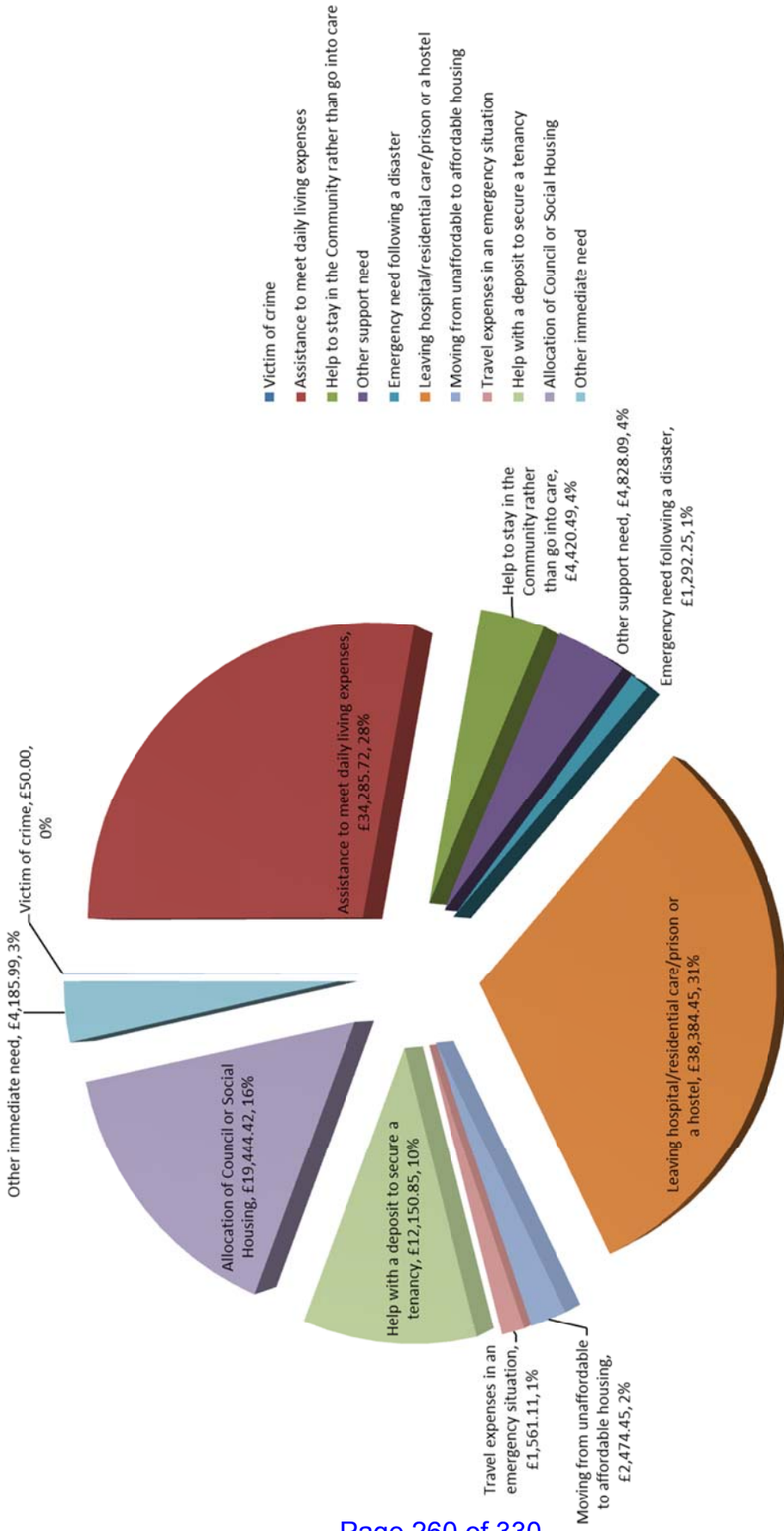
Total Awarded April 2015 - September 2015



Number of Applications April 2015 - September 2015



Total Awarded By Event April 2015 to September 2015



Annex B: Potential Fiscal, Economic & Social Value of LWP awards

Taken from a sample of 591 awards made between January 2015 & July 2015

Page 1

Cost saving detail - Reason for award	Total Value	Unit	Number of potential incidents	Total all Public Bodies	Fiscal total	Economic total	Social total	Grand Total
Housing Related								
Prevention of								
1) Eviction from LA accommodation	7,276	Per incident	3	£21,828	£20,727	£0	£0	£20,727
2) Homeless application	2,724	Per application	60	£163,440	£158,220	£0	£0	£158,220
3) Rough sleeping	8,605	per year	142	£1,221,910	£1,221,910	£0	£0	£1,221,910
4) Home claim	52	per application	8	£804	£416	£0	£0	£416
Social Services								
Prevention of								
5) Child Taken into care	52,676	per year	9	£474,084	£474,084	£0	£0	£474,084
6) Child remaining in foster care	722	per week	3	£2,166	£2,166	£0	£0	£2,166
7) Older person going into residential care	555	per week	3	£1,665	£1,110	£555	£0	£1,665
8) Older person needing home care	199	per week	2	£398	£266	£132	£0	£398
9) Older person needing day care	142	per week	2	£284	£190	£94	£0	£284
10) Additional Support need - person with learning disability	355	per week	17	£6,035	£6,035	£0	£0	£6,035
11) Additional Support need - person with physical disability	180	per week	47	£8,460	£8,460	£0	£0	£8,460
12) Additional Support need-person with mental health issue	59	per hour	90	£5,310	£5,310	£0	£0	£5,310
Education								
16) Enable Higher Education	6,400	per year	1	£6,400	£0	£0	£0	£0
Page 2								
Cost saving detail - Reason for award	Total Value	Unit	Number of potential incidents	Total all Public Bodies	Fiscal total	Economic total	Social total	Grand Total
Value to Local Authority								
Value to Local Authority								

9 NOVEMBER 2015

				incident s				
Employment								
18) Enable a JSA claimant to enter work	25,111	Per claimant per year		17		£0	£0	£0
19) Enable ESA claimant to enter work	22,327	Per claimant per year		2	£426,887	£0	£0	£0
20) Enable IS Claimant to enter work	17,108	Per claimant per year		0	£44,654	£0	£0	£0
21) Enable a person to Remain in Employment	21,515	Per claimant per year		10	£0	£0	£0	£0
Health								
23) Prevention or reduction of Alcohol misuse	3,580	per year per person		11	£39,380	£0	£0	£0
24) Prevention or reduction of Drug Misuse	16,894	per year per person		17	£287,198	£0	£0	£0
25) A&E attendance	117	per incident		4	£468	£0	£0	£0
26) Hospital admission:	1,863	per episode		85	£158,355	£0	£0	£0
27) need for Outpatient Care	114	per admission		14	£1,596	£0	£0	£0
28) need for GP / Nurse contact	125	per hour		169	£20,449	£0	£0	£0
Crime								
29) Anti-social behaviour	673	Per incident		5	£3,365	£1,095	£0	£1,095
30) Domestic violence	10,639	Per incident		11	£135,641	£3,828	£0	£3,828
31) Youth Offending - case management	3,620	per year		1	£3,620	£3,620	£0	£3,620
32) Other incident of crime	3,194	Per incident		35	£111,790	£0	£0	£0
33) Prison sentence	34,840	per person per year		9	£313,560	£0	£0	£0
Fire								
34) Domestic building fire	51,129	per incident		4	£204,516	£0	£0	£0
35) Non building fire	7,363	per incident		1	£7,363	£0	£0	£0
Totals				782	£3,886,779	£1,565,073	£596	£1,565,669

Annex C: Case studies

Crisis/Event	Support Provided	Outcome
<p>Applicant had been allocated a council property. He has severe dementia and minimal household items as previously had been living in the marital home. The applicant is only 60 years old and apart from dementia is fit and well. For this reason no care homes would take him & the only option was care plan. The move could not take place until the property was suitably furnished.</p>	<p>Support given in white goods and beds, household items and curtains to enable the claimant and carers to move in.</p>	<p>Having a full time carer has meant that he is now fully supervised and likelihood of accidents or injury is considerably reduced. Previously, the applicant had been wandering off, which had involved the police and hospital admissions.</p>
<p>Applicant has custody of two children and was living with parents. He suffered mental health issues when relationship with mother of children initially broke down, which required intervention and support from Adult Mental Health Services. The claimant was likely to become homeless in the very near future and the Council had established that they had a statutory duty towards him.</p>	<p>Rent in advance (RIA) and deposit to enable a move into privately rented accommodation.</p>	<p>The intervention prevented homelessness & a need to house the applicant in temporary accommodation. The award decreased the likelihood of the need for further contact with mental health services & prevented the need for any involvement with Children and Families Practice (CFP)</p>

Crisis/Event	Support Provided	Outcome
<p>Applicant has three young children. Issues as to the wellbeing of the youngest child were being dealt with by CFP as current flooring was unsuitable to put young child down on and he was at crawling age. The private rental landlord was not willing to help as the carpet had been reasonable when the applicant moved in.</p>	<p>Carpet provided in lounge</p>	<p>Agreed to carpet and this meant CFP could close the case as this was their only concern with health and safety of child.</p>
<p>First seen by LWP in April 2014 at which point the applicant was a homeless alcoholic and in a very bad state. Many of his issues appeared to be a consequence of the loss of a child and relationship break down. Further help was given and referral to YMCA and to engage with CRI</p>	<p>Fuel and food as JSA had stopped. YMCA referral Signposting to CRI (Charity providing free treatment and support to vulnerable people facing addiction, homelessness and domestic abuse).</p>	<p>He no longer needs help from CRI. Is no longer homeless. Has straightened himself up, is managing his life, has formed a new relationship and is generally very positive. Passed several courses in last few months-BOSIET HUET MIST CSCS. Has also been doing speeches for CRI on his success and initiating courses on alcohol awareness at YMCA.</p>
<p>Recently made unemployed as lost his job.</p>	<p>Help with food. Referred him to NEP.</p>	<p>Has now found a permanent full time position via the NEP and is no longer reliant of benefits.</p>
<p>Out of work for 4 years, secured a new job but did not have suitable clothes, Jobcentre unable to help.</p>	<p>Gave assistance with clothes and a Food Bank Voucher.</p>	<p>Is no longer reliant on benefits. Housing Benefit and Council Tax Reduction claims have ended.</p>

Crisis/Event	Support Provided	Outcome
<p>School reported issues with children smelling to Children's Services. Joint visit completed and identified that property needed clearing and improvements made.</p>	<p>Provided a clearance company along with decorating packs for applicant to decorate the property and new carpets in children's bedroom and hallway, stairs and landing as heavily soiled with animal urine.</p>	<p>Follow up visits verified issue greatly improved and further improvements are likely to be made.</p>
<p>Came in with Mother, was very subdued and was clearly anxious about being in the office. Had withdrawn himself from society following having to give up his job and being advised by JCP that he could not sign on. Malnourished and severe mental health issues. Rent arrears.</p>	<p>Assistance with gas, electricity and food plus a monthly bus ticket to enable him to get registered with a GP and engage with the DWP to sort his benefits out. Referred him to Connection Floating Support.</p>	<p>With assistance from his support worker he was awarded a back date of Housing Benefit; however he was still served with eviction but has now been offered a new property. He did attempt suicide but is now getting support and is also being treated for his malnourishment. Homelessness prevented and appropriate support in place enabling him to move on.</p>
<p>Applicant was in a bail hostel and needed to find alternative accommodation - he found a room but could not secure the property without a month's deposit and one week's rent in advance.</p>	<p>One month's deposit and one weeks rent in advance</p>	<p>Prevented homelessness and provided a stable environment for him as he is determined not to return to prison.</p>

Crisis/Event	Support Provided	Outcome
<p>Applicant's mother had died suddenly and he was unable to take over the tenancy as it had already been passed to his mother. He and his two siblings were going to be homeless. He and his sister were both working and his brother was in college.</p>	<p>Deposit and rent in advance paid to allow them to secure privately rented accommodation.</p>	<p>Prevented homelessness and need for placement in temporary accommodation (B&B) for 2 adults and one child. Retained employment and child in education (temporary placements out of area can make travel to employment and college particularly difficult dependent on where they are placed).</p>
<p>Since being released from prison claimant has struggled with his mental health. He had been placed in temporary homeless accommodation in Luton and had walked from Luton to MK which took him over a day as his ESA had been stopped because he missed an appointment (which he did not know he had). He had been told to apply for mandatory reconsideration but he was not sure what that was. He was in pain and unable to get his medication due to being in Luton.</p>	<p>Assist with food and credit on his phone in order for him to request a mandatory reconsideration to reinstate ESA. Assisted him with a weekly travel ticket to obtain his medication.</p>	<p>Able to obtain medication and prevent further harm to health. Contact made with DWP to reinstate benefits.</p>

Annex D

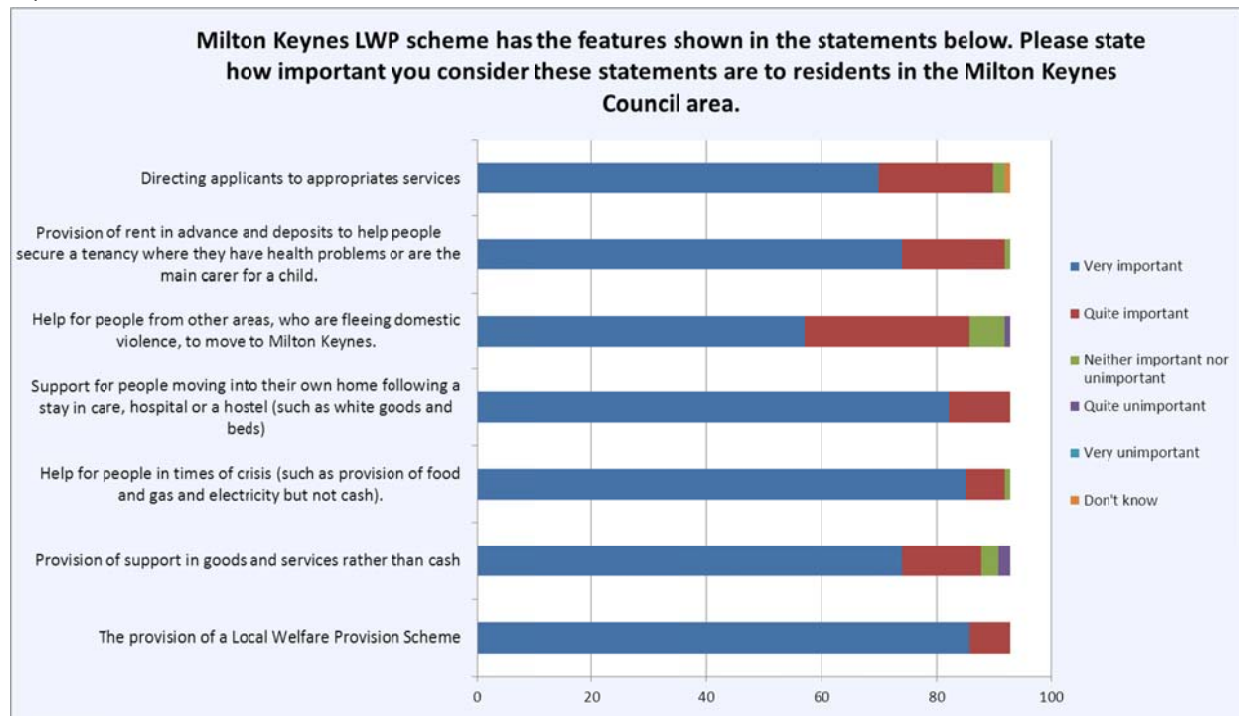
LWP review - May / June 2015 - Survey of stakeholders

Survey Summary Data

Local Welfare Provision Review

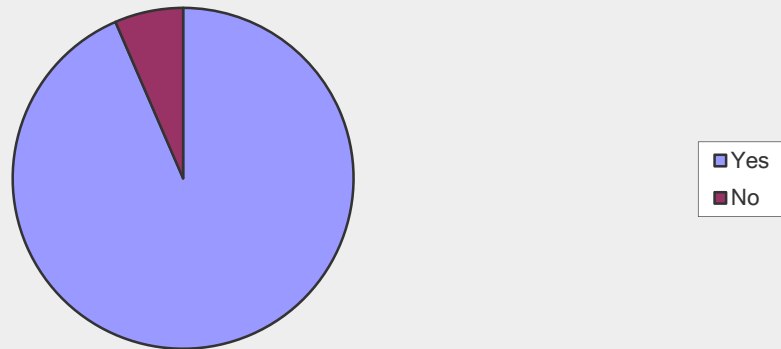
Which one of the following best describes the type of organisation you work for?		
Answer Options	Response Percent	Response Count
Advice Sector/Charitable organisation	23.1%	18
Voluntary Sector	11.5%	9
Milton Keynes Council/MKSP	34.6%	27
Private Sector Business	3.8%	3
Other Government Department	5.1%	4
Other (please specify)	21.8%	17
<i>answered question</i>		78
<i>skipped question</i>		15

Question 1.



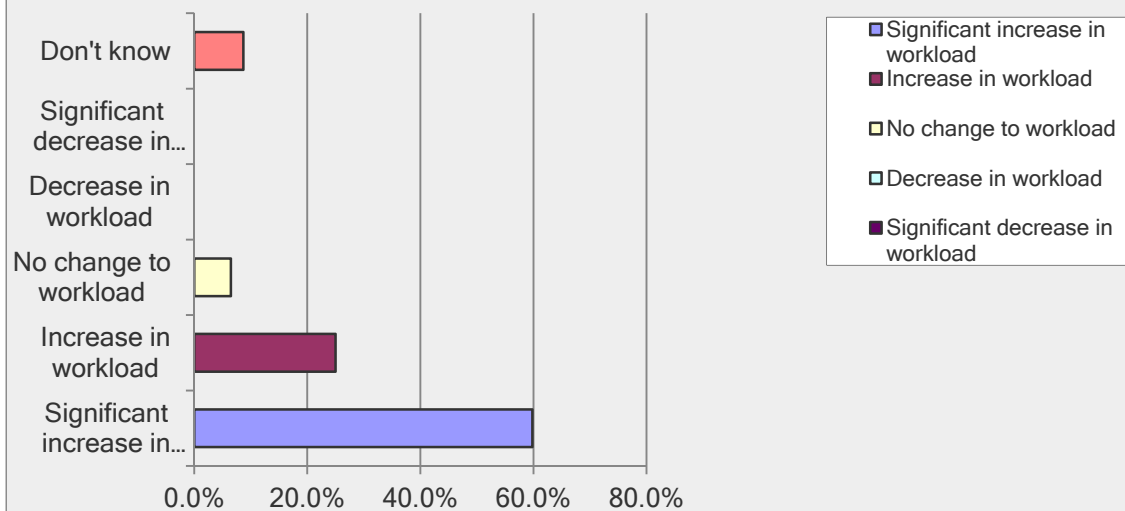
Question 2

We have various ways for people to make an application for LWP. People can apply on the web, over the phone and in person. They can also apply through a trusted partner. Do these methods meet your needs?

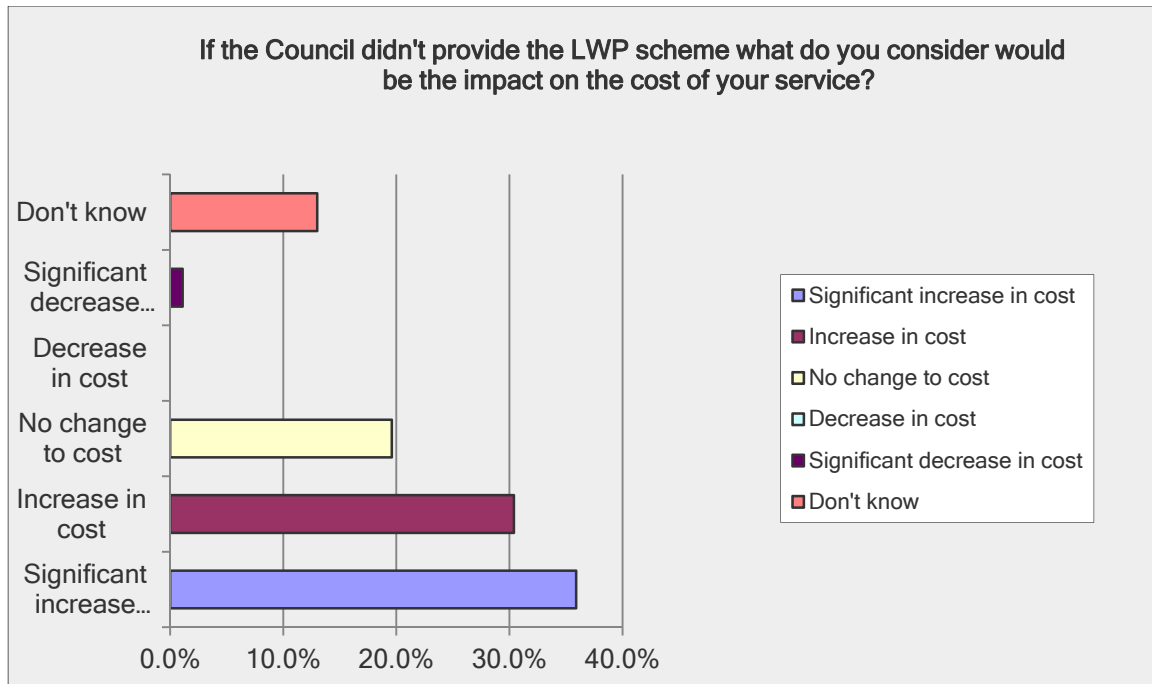


Question 3

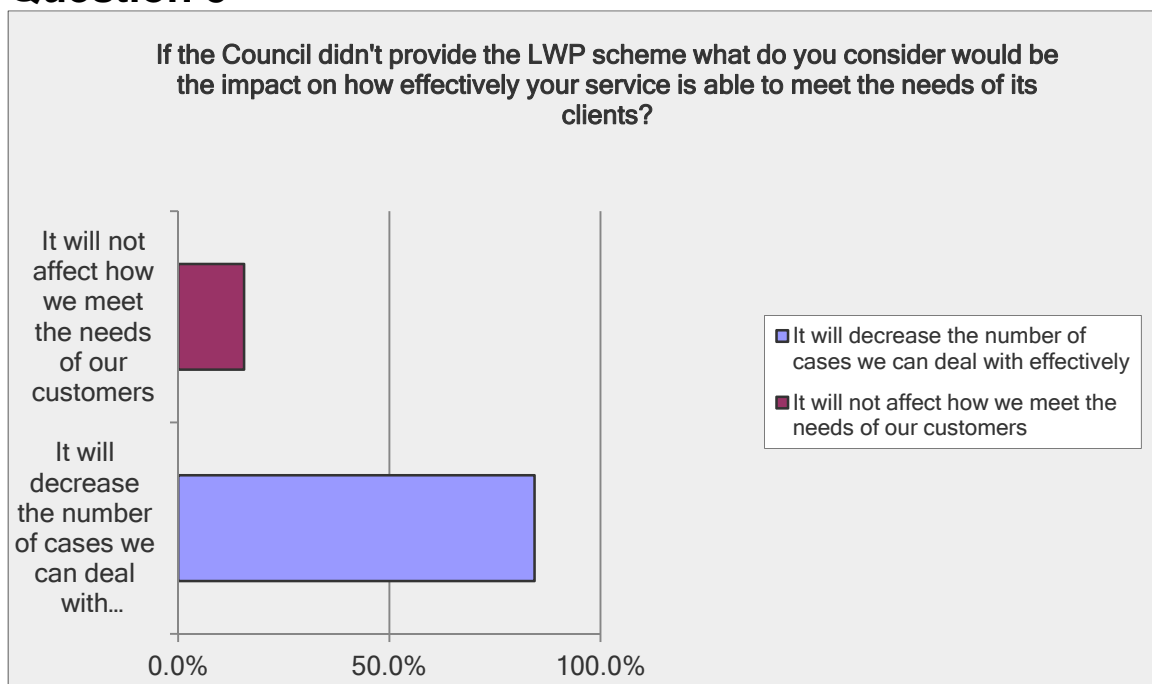
If the Council didn't provide the LWP scheme what do you consider would be the impact on your service's workload?



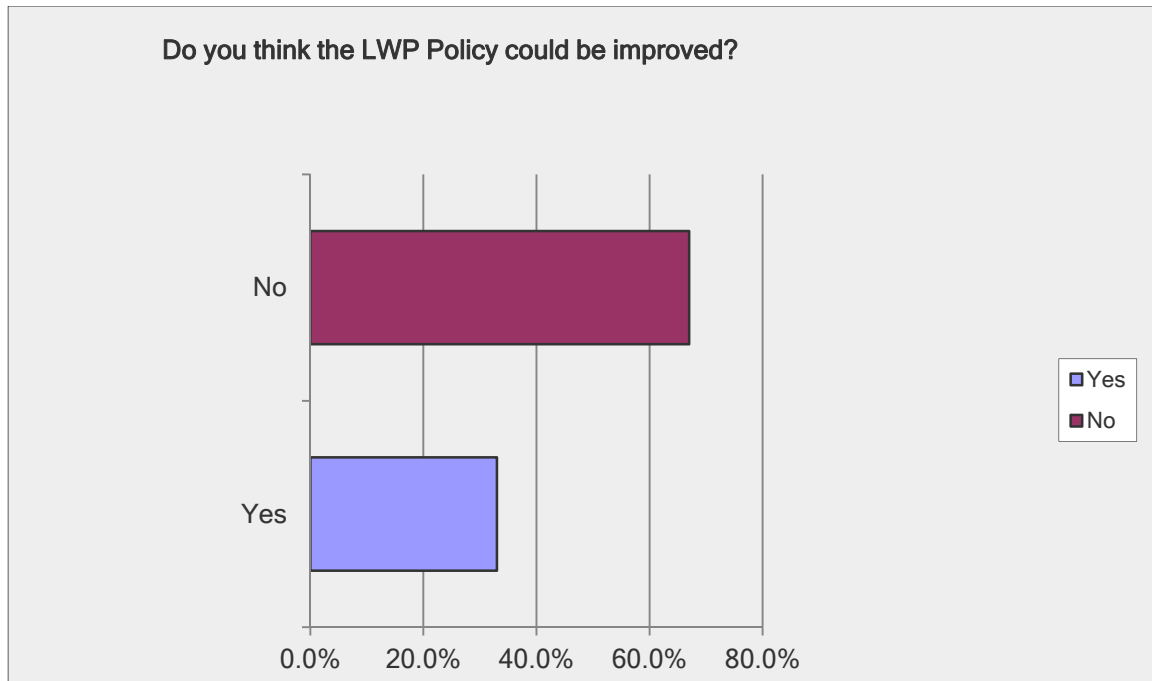
Question 4



Question 5

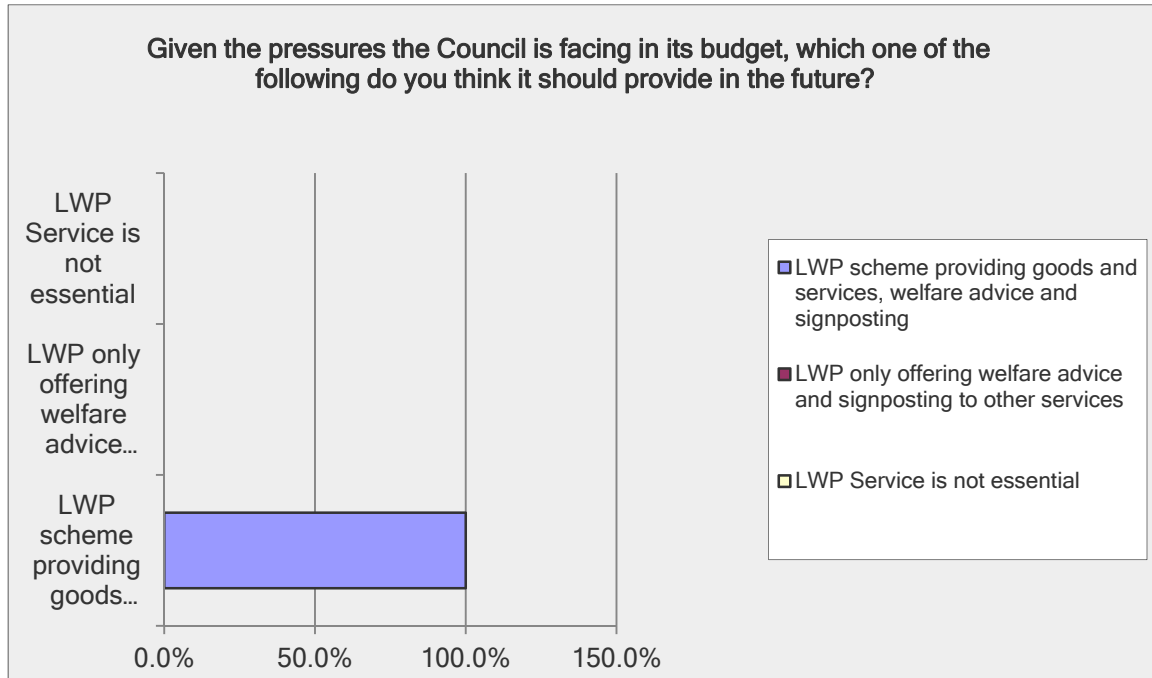


Question 6

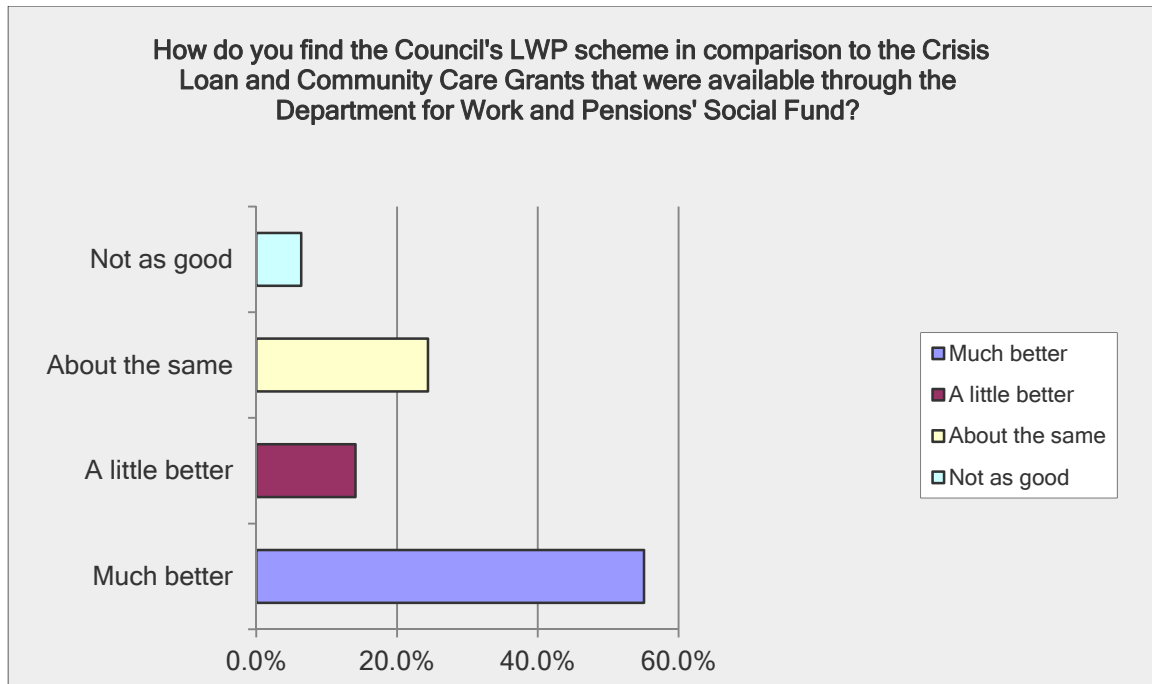


Question 7 – See stakeholder comments section

Question 8



Question 9



Stakeholder Comments on LWP service.

Contents

- 1) General Comments in relation to the LWP service – relates to Q1
- 2) Comments regarding methods of applying - relates to Q2
- 3) Reasons for impact if there is no LWP – relates to Q3, Q4 & Q5
- 4) Can the LWP provision be improved and in what way? - relates to Q6 & Q 7.
- 5) Comparison to previous Social Fund - relates to Q9:

1. General Comments in relation to the LWP service

- 1.1 This service has been essential for clients I have worked with, by providing support that has prevented deterioration in their physical and mental health, safety and their financial wellbeing. It has enabled them to maintain their independence and make sustainable improvements to their lives
- 1.2 It is a brilliant service; staff are rigorous but are eager to respond flexibly to genuine crisis and urgent need. Also have important conversations with people who are welfare dependent about responsibility. This service has prevented very, very poor people from disappearing down the drain pipe of social exclusion.
- 1.3 LWP is a critical service, and 'absolutely critical' should be an option on the tick list of answers. Without the LWP facility people who are already in a crisis would have nowhere to turn. If they try to approach the Job Centre (As in previous years) there is a wait, they can't afford to call them, there are delays....LWP is a team of real people dealing with real people in a real crisis and is an invaluable service.
- 1.4 Many of my service users have used this service when no other options were available, and found it invaluable. There are thorough checks and balances in place so only genuine cases are supported. Staff show initiative in signposting to other support services when they feel ongoing - even if it be short term support is required to get the applicant back on track. This helps save costs in future if person has early preventative support. Due to tough economic times there is a great need for a Local Welfare Provision Scheme. Giving food/goods/top up electric or whatever the need avoids misuse and waste - ensuring the need is met properly at first stage. This is an invaluable service giving value for money in the long term as well as short. Cuts would lead to hardship and deprivation among many vulnerable groups of people - young, homeless, those with children, disabled people and those with mental health problems etc.
- 1.5 It is crucial that this service carries on to help customers as without this a lot of problems can arise: Debt, ill health, failure to pay rent as have taken credit for items. Provides security for people knowing that they have been helped and acknowledged thus leading to better mental health.
- 1.6 Very important for vulnerable client and service is accessed by many clients of Mk Act.

- 1.7 Very important to Children and Family Practices - we would be lost without this fund to fall back on when families are in crisis!
- 1.8 We work with some of the poorest and neediest people in Milton Keynes and without LWP some would have been really struggling to stay alive, let alone look after themselves without LWP
- 1.9 Local Welfare Provision is helping families to make significant lifestyle changes that were not before possible. As there are no cash transactions directly to families, resources are allocated to where it will benefit families most.
- 1.10 The continuing existence of your scheme is crucial to the local community. It assists those who are least able through no fault of their own to maintain their dignity and wellbeing.
- 1.11 The service is also important to people who are not main carers or have health problems. By not being able to access a tenancy or home or sustain their tenancy or home people without problems become people with problems so the prevention of this will put less strain on the system in the long run.
- 1.12 LWP has helped to get people the support and helped they need.
- 1.13 The service we have received has been excellent in that we always get a quick decision and it has been invaluable.
- 1.14 The Support offered by the Local Welfare Provision has been extremely valuable to help us to assist tenant to secure a property and when tenants are struggling they have assisted the tenants with sorting out their funds and budgeting going forward.
- 1.15 These questions are worded in such a way that the intentions of those voting could be easily misinterpreted. For example in Q2, are you asking if I think there should be an option of goods or cash, or are you asking if I think you should never give just cash? And in Q3, I believe that support for people in crisis is vital so help with food or utilities is "very important". However, this answer could be taken as an indication that I think help in the form of cash should not be an option, which is not what I believe at all.
- 1.16 This has been a fantastic, fair and quick to access service that is vital to our client group. The process is simple and ran by knowledgeable, experienced and fair staff who offer and excellent service to the clients that we support or refer into this service.
- 1.17 This is a valuable preventative service
- 1.18 This is a vital service - without it we would be unable to help some of the families referred to us.
- 1.19 This provision is not widely known and I think it would have helped a lot me people if perhaps it was advertised
- 1.20 Valuable service, efficiently and effectively delivered, providing essential support to members of the Milton Keynes Community.
- 1.21 Whilst I understand that managing a repayment element of this scheme, there are some people for whom some short term help, that can later be repaid, would be a useful option. The limitations (e.g. rent in advance only for people who meet the criteria) may be one element of this - whilst we are unable to support people who don't meet this to get off the street, there are some issues.....

- 1.22 I refer to LWP a lot- both in times of crisis if they have no money for electric/gas or need a foodbank voucher or at the beginning of the tenancy. Without it, people would struggle to maintain a decent standard of living.
- 1.23 I think it's very important to be able to make a decision based on as much information as possible to determine how deserving the recipients are.
- 1.24 I work in Adult Social Care. Excellent service and helpful team. No issues experienced.

2. Comments regarding methods of applying

- 2.1 Applications for LWP should be face to face either direct to council or through a trusted partner
- 2.2 Access to LWP needs to be available through various channels to ensure that the services be accessed by all members of the community in times of crisis / need
- 2.3 All options should be available.
- 2.4 Also provision for support of an advocate/supporter during meetings
- 2.5 Although I guess people also need to be aware of the provision so they can apply
- 2.6 Applying through a trusted partner like ourselves (XXXXXXXXXX) is essential as most of our client have 1. Not enough credit to call and hold on to speak to someone at the council 2. No access to the internet or not enough knowledge of how to use it 3. Not enough confidence to ask for themselves in person
- 2.7 Because it makes it quicker for employees to access and complete form.
- 2.8 Covers most methods of making application - good to give people the choice.
- 2.9 Flexible means of access
- 2.10 Given the needs of those who apply, the widest availability of making an application is crucial. Trusted partner in particular is most welcome.
- 2.11 Good to have different methods for different needs
- 2.12 Have used these methods and they work well.
- 2.13 However, some people need to make an application before they are our tenants - where we have identified vulnerability, so it would be helpful for goods to be delivered to new address the day they have the keys - not an application the day they sign for their tenancy - as they will still have numerous days without household equipment.
- 2.14 I have mostly used the web to apply and I have had a reply very quickly. I did not know that it could be done over the phone so may use this in the future.
- 2.15 I have used the website and it was very effective.
- 2.16 I like this method as when I reply through this I know my customer well and the forms are quick and easy making this service more accessible when in crisis. Guinness relies a lot on

this service as sometimes when a customer is really vulnerable it can be hard to get all the information needed and most of the time Guinness have the health and vulnerability information on file.

- 2.17 I tend to call up and state my case to the amazing team.
- 2.18 I think the existing methods available are accessible to everyone.
- 2.19 It gives all the options for contact
- 2.20 It is accessible to all residents this way
- 2.21 It is important to have various ways of making an application, because peoples' experiences and resources are varied. What is suitable for one person may not be suitable for the other person.
- 2.22 It's important to provide alternatives in order that people with different needs can access LWP
- 2.23 It's very easy to do
- 2.24 It's vital for people to have a range of ways to access this provision. Despite assumptions we might make, not everyone has access to a phone (or has credit on their phone) or the internet and particularly so at a time of crisis/need.
- 2.25 LWP team are usually very helpful, It's nice to apply online but also get assistance when needed.
- 2.26 Not all people have access or relevant skills to apply on line
- 2.27 Not everyone has access to the web as much as we are becoming a computer based society, people who are struggling may not have phones. People may also feel reluctant to present in person however when they are working a third party with whom they have developed a rapport this may be the best option to get them help. All methods will have their benefits and pitfalls.
- 2.28 Not for all as for some living on their own without any support are paranoid to trust anyone.
- 2.29 Our Food Bank service users tell us they value the different methods of accessing the LWP service.
- 2.30 Over the phone provided person is understanding
- 2.31 Pretty comprehensive
- 2.32 The methods of application for LWP do not necessarily cover the circumstances of those who are probably the 'clients' - some of whom are in a stressed state, desperate and particularly vulnerable. Some, of course, have little understanding of local authority structures and not all of these clients would have access to the web; others would not wish to use their scarce monetary resources on phone calls and some clients are not in the area to start off with.
- 2.33 There should be many ways to apply so that the provision is accessible to all. Some people do not have access to a phone or computer especially at times of crisis.

- 2.34 These application methods cover all bases and as a Money Matters Advisor I help to support tenants in making these applications.
- 2.35 They cover most aspects. Ease of access will provide a quicker response and the personal and verbal applications possibly more honesty.
- 2.36 This gives a wide range of opportunity for people to get advice or support they require.
- 2.37 This meets people's access needs.
- 2.38 This provides a number of routes to apply - gives equal opportunity.
- 2.39 Various ways enable people to access it
- 2.40 We tend to use the online method which is very quick.
- 2.41 Web, phone and in person is helpful as different people can access in different ways. What if they are elderly or suffer with a disability or don't have the confidence to use a phone or computer or even know how to use a computer not everyone is computer literature.

3. Reasons for impact if there is no LWP

- 3.1 Vulnerable people will be put at risk
- 3.2 Cases where care of the children is directly affected by the parent or carers financial ability to provide items, for instance cooker or bed will affect diet, health, ability, routine, attachment. Without LWP these cases would not be able to move on.
- 3.3 Cause delays in move on from service. Stress caused by lack of support in community would increase chance of relapse and hospitalisation.
- 3.4 Advice, information and support can only help so far. In most cases there is also a need for practical help!
- 3.5 CFP have no resources of this kind so if for example a family didn't have beds we would have to try to help them source some other way or be dealing with the knock-on effect of them not getting sufficient sleep etc. In a recent case a parent had no phone and agencies were finding it difficult to contact her. LWP were able to provide one and we have been in contact ever since. Poverty and debt is a common factor with CFP clients and LWP has helped families have a more normal life and reduced some of the issues which result from this
- 3.6 Dealing with tenants in social housing who are often on benefits any additional funds we can get them to help with food, utilities and goods for their homes that frees up money to pay the rent is a great help. By getting them additional money to pay the rent and thereby keeping a roof over their head means other resources are not stretched; health services, shelters etc
- 3.7 If this service was to be stopped we would be looking at trying to support more people and will not be able to give our full support as we would be under too much pressure. It would be difficult to move people on therefore keeping people in services longer than they need to be and this would have a knock on effect of people being in hospital for longer than needed.

- 3.8 It would be impossible to resolve some issues if the LWP scheme didn't exist. A prime example was a case where there was a leak from flat A into Flat B. Flat A was on benefits totally broke and unwilling to help because it didn't really affect him. Flat B was getting lots of water through his ceiling, and was severely affected. With the help of the LWP team Flat A got the plumber to invoice MKC and the repair was fixed. This was fantastic for me in Environmental Health as my only recourse would have been to prosecute the owner of Flat A, which would have taken months and still wouldn't have fixed the problem.
- 3.9 It would cost this service more time, money and effort trying to find alternatives and trying to placate those that have been unsuccessful. It would cost staff here a lot more emotional stress when dealing with those that do not get the help they need.
- 3.10 It would create a Milton Keynes wide crisis and increase the burden that third sector provision would be unable to handle.
- 3.11 Not sure this answer is quite correct as probation delivers a different function however a lot of our service users would not have other means of accessing funds to meet their needs which could lead to an increase in reoffending
- 3.12 we still have to place people in homes regardless of LWP - however with LWP we can address individuals holistically, setting them on the right path - it also helps prevent rent arrears as their money isn't being spent on household basics
- 3.13 As a church organisation we already provide help (practical, monetarily, spiritual and emotional to various clients (many of whom just 'pass through'). However, if LWP is terminated then the church would presumably be approached more frequently and, since we have no income (apart from that provided by the congregation) we would not be able to help as significantly as we would wish.
- 3.14 As a service, we have a very limited budget due to cost savings. It would be difficult to ascertain which family should benefit from the limited resources that we have which would put some families at a disadvantage as need is relative and therefore open to subjectivity.
- 3.15 Food costs for clients would possibly rise if they do not have a cooker, fridge or freezer to prepare or store food. Clients may be tempted to break the law and wire meters if they cannot afford to top up. Food Bank demands would rise and/or clients will go hungry if they have reached the maximum number of food packs allowed.
- 3.16 However it will affect those Customers who have an obligation to pay the shortfall in their rent and have been sanctions for one reason or another
- 3.17 If LWP didn't exist I would not be able to help numerous amounts of people. One example i can give is a vulnerable woman with mental health needs had fled domestic violence and needed clothing. The LWP helped this lady to get clothing and feel like there were people out there to help. Thank you.
- 3.18 If our Clients are not able to get funding, then we would not be able to secure a property for them, some clients are working but are struggling to get the deposit and first month's rent to enable them to move.
- 3.19 If the LWP scheme was not in place, then we could not effectively deal with customers because, the resources would not be available to meet their needs.
- 3.20 It would have an impact where a client was unable to access rent in advance to find appropriate accommodation.

- 3.21 Fewer options available for people to get help if suffering financial hardship
- 3.22 Main issues would be provision of emergency food and help for clients' transition of homes.
- 3.23 New tenants may not be able to take up a tenancy with us if they are unable to access your services.
- 3.24 Re use facilities no longer provide white goods for households.
- 3.25 Rent in advance for example would not be possible so can't support in a tenancy - set up home effectively - manage money effectively. Statutory Services would then feel brunt of other services not being able to cope.
- 3.26 There are no other avenues of support available to my knowledge.
- 3.27 Service users apply for this when moving in to independent accommodation, usually after a 5 year stay at our service. The impact would be that service users would be moving in to their own accommodation without basic necessities, the cost of which we are unable to provide as this is not included in any aspects of our budget.
- 3.28 The Food Bank has limited capacity and if LWP ceased we would need time to gear up for the increased levels of demand.
- 3.29 The LWP has offered support in times of need and crisis for a few of our service users
- 3.30 Without this service, it would be markedly more difficult for us to support clients. For example a client who following a change in circumstances needed to downsize from a three bedroom to a one bedroom property was awarded DHP, DCTRS and removal costs. This enabled her to arrange a mutual exchange without accruing rent and council arrears and maintaining financial stability.
- 3.31 The LWP is an essential element of overall provision locally. Whilst it is not something that we use very frequently, one of the elements behind this is simply that we don't take on cases where level of need is that high. It is an area that we are currently looking at (a 'hub' in partnership with other agencies, to support holistic support for people) and LWP elements will help ensure that this meets the needs of local individuals.
- 3.32 The needs of vulnerable children and families would be unmet.
- 3.33 The resources will be stretched which in turn will limit our ability to take on more case work
- 3.34 There will just be more customers in need without provision
- 3.35 They wouldn't be able to have the help when they move on
- 3.36 though we are anticipating more people will need help due to welfare reform it will be heart breaking to turn customers away and the desperate customer will take loans and illegal money lenders pay day loans bright house to fund the goods they need this will then have an impact of living in poverty and not paying rent and utility bills. This is normally the trend it would be an effective service if this fund was kept open.
- 3.37 Vulnerable member so the public may experience a significant risk to their health and safety

- 3.38 We currently signpost people to LWP when they have no other options to meet their needs. If the provision were not there, we could not provide any solution to people's problems.
- 3.39 We have supported tenants in obtaining white goods & furniture through this scheme and would have to find support from other means if the council didn't provide this scheme. Sometimes there is charitable help available but this can be difficult to find and not always successful. For tenants coming from broken homes or domestic violence this can add to an already stressful situation.
- 3.40 We help a lot of families who have been made homeless find accommodation in the private sector and they need help with deposits and money to buy vital household items such as cookers / fridges etc
- 3.41 whilst our own costs would not increase without LWP as we are a charity that does not offer funds, we would be unable to link people in to the right services to meet their needs.
- 3.42 Without LWP our ability to effectively support tenants would suffer greatly.
- 3.43 Would not know where to direct our service users for help and it then adds to their stress and our desperation at trying to find the right service to support them.

4. Can the LWP provision be improved and in what way?

- 4.1 Basic budgeting/welfare advice; because the information gathering about budgets gives you some leverage
- 4.2 Help with budgeting and money management; prevention better than a cure
- 4.3 I believe it works well as it is
- 4.4 Helping people flee DV relationship and help with financial support to move
- 4.5 [Widen scope to non-statutory for deposits]; because it is the right thing to do and frankly, a better use of limited funds than many other aspects of local spending.
- 4.6 A comprehensive directory of all services in Milton Keynes; This would enable service users and professionals to have all the information regarding services and what they offer in order to signpost individuals to the appropriate resources
- 4.7 A direct contact for advisers to seek advice; To prevent unnecessary applications which take time and may raise unrealistic expectations with clients.
- 4.8 Again, national and local strategies must coordinate to achieve the accommodation provision needed for the issues actually being faced by what seems to be an increasing segment of the population. Perhaps more .
- 4.9 Council housing provision would assist; but, there again, so would greater funding for the statutory and other provision needed! ; It seems to me that these are services that have been instigated by national and local government policies and they should not be discontinued or reduced just because the need for these services has increased - meeting the needs of the most vulnerable in society is the reason why the service was commenced in the first place.
- 4.10 Basic flooring (carpet/vinyl), clothing (winter clothing); Provision of/support to purchase basic flooring of council and housing associations homes would benefit many. Costs of heating would reduce.
- 4.11 Better help to maintain housing i.e. floating support; because it saves money by preventing the cycle of crisis for vulnerable clients.
- 4.12 Carpets and flooring should be included as said items make a home warmer and could contribute towards a person's wellbeing.
- 4.13 Considering the funding issue, no.
- 4.14 Garden clearance and transport to school for those in exam years when accommodated away from MK; because the cost can be long term to those involved.
- 4.15 Help for people who have been sanctioned from benefits; because without it they have absolutely no income
- 4.16 Help with floor coverings, especially families with young children. Some clients are living with just bare concrete flooring or wooden floor boards; for the health and safety of children

- 4.17 Help with providing deposits for new tenancy - help with white goods, beds etc.; because these are the types of problems we encounter on a daily basis.
- 4.18 I think that Milton Keynes LWP have the balance right, not awarding cash but supporting people through a crisis.
- 4.19 I think the current level of support is adequate as long as it is readily available without undue delay.
- 4.20 Informing staff of peoples' needs and there is always a story to those who are in need of LWP.; Extra training given to staff, perhaps shadowing roles like mine so you can see the context of families and vulnerable people.
- 4.21 More allowances given to secondary debts,; as they will pay these regardless, so do not have surplus income
- 4.22 More support for older people; They are the group least likely to retain their independence if they do not receive support
- 4.23 No, as advice and information is given about other services that can provide support.
- 4.24 Often times I run into people with a short-term gap in benefits who are in dire need. Help to get them through this time is important
- 4.25 Payments to prevent Evictions; Prevent Homelessness to vulnerable people
- 4.26 Practical help /monetary help; more important for clients
- 4.27 Provision of budgeting and money advice perhaps; nearly all of our Food Bank clients require help with managing debt
- 4.28 Provision of resources is sufficient
- 4.29 Service offers adequate support
- 4.30 Some sort of provision for young single people who fall outside of connexions, and have their first tenancy.
- 4.31 There is no provision out there to help with budgeting form filling etc.
- 4.32 Support in tenancy sustainment; because tenants sometimes need more than just cash they need help in filling forms, understanding how to clean, keep property in good condition adhere to tenancy agreements from the start and not to get into bad habits. New tenants need to be educated how to maintain a tenancy according to the tenancy agreement.
- 4.33 To help the vulnerable in times of crisis; as a preventative resource
- 4.34 Training; to facilitate people getting back in to work
- 4.35 We think the current flexibility to meet differing needs is very helpful
- 4.36 Yes I'm sure there are other area's that could be added on to the role so they continue to give the support of the community
- 4.37 You all are doing a great job

5. Comparison to previous Social Fund.

NB: no comments were made by the four respondents who answered that the LWP scheme is not as good as the previous Social Fund scheme.

- 5.1 Safeguards the funds from being misused and prevents a venerable client group from becoming further in debt.
- 5.2 Much easier to access which means people in crisis can be helped quicker. However given the difficult times, perhaps a "loan" element needs bringing in for some cases
- 5.3 It provides the necessary items and does so efficiently
- 5.4 It is possible to get an answer / solutions to a need much more quickly
- 5.5 Anything that is local is an improvement as it can be more flexible and a little quicker however it has reduced the money available and tightened the criteria
- 5.6 Believe it or not, the LWP scheme is much better in that it is more accessible.
- 5.7 Its money they don't have to pay back - which in turn means they have more funds to pay priority debts, and the process is much quicker potentially - and local
- 5.8 Having worked in the benefit service and the housing service I know first-hand how frustrating the old system of grants and loans was. When people are in a crisis and need credit for Gas, they don't want to spend 10.00 of their mobile credit to make a claim on the phone, only to be told they have to then fill in a form and wait a week. The previous system was not beneficial or helpful to clients. The way it is, is perfect, they go in without an appointment, have a face to face discussion about their situation, provide the necessary evidence to the staff, and get an answer. Clients needing the service can, in the main, have debt, drug, alcohol, mental health issues or merely need a bus pass to get them to their first week in work. They need to speak to someone who understands, not a computerised robot on the end of the phone and a 'computer says no' answer.
- 5.9 MKC have got it right.
- 5.10 It is a much quicker and easier process.
- 5.11 We are no longer giving large cash sums to some of the most vulnerable people in the city!
- 5.12 The Community Care Grants were very important - however, so often because the payment went directly to customer it was misused / misappropriated. Giving them the goods or food / top up deals more effectively with this. Because it is a local service, staff are better placed to monitor and check applications. Easier to build good working relationships with other agencies so help is targeted where it is needed.
- 5.13 The capacity for local discretion and priority setting helps to make the LWP an essential service for our residents.
- 5.14 Hard to compare
- 5.15 Responsive services which address local need
- 5.16 A little better as it is not a loan

5.17 Effective to provide items rather than cash, however has the flexibility to provide cash in some circs.

Wards Affected:

All Wards

ITEM 17**CABINET****9 NOVEMBER 2015****COUNCIL TAX BASE AND BUSINESS RATE BASELINE 2016/17**

Responsible Cabinet Member: Councillor Middleton, Cabinet member for Resources and Commercialism

Report Sponsor: Tim Hannam, Corporate Director Resources Tel: 01908 252756

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Executive Summary 2016/17Council Tax Base 2016/17

From April 2013, the change from Council Tax Benefit to Local Council Tax Reduction means rather than receiving a benefit to offset the cost of Council Tax, eligible residents now receive a discount, this reduces the Tax Base for all precepting authorities.

Part of the potential loss created by this Tax Base reduction is offset to an extent by central Government funding, which forms part of the Council's Revenue Support Grant (RSG). The Council also receives some funding (which is part of RSG) to partially compensate for the reduction in town and parish council's Tax Base.

The report sets out; the main assumptions used in calculating the Council Tax Base for 2016/17; confirms the level of funding the Council will pay to town and parish councils and how this funding will be distributed.

Business Rates Baseline 2016/17

The Local Government Finance Act 2012, requires authorities to make calculations, and supply information on their anticipated collectable business rate income for the following year.

The legislation also introduced a new local government funding model, which has been operational since April 2013. This allows for a proportion of a local authority's estimated business rate income to be retained, as part of its Government funding. The retained funding is made up of two elements; the Business Rates Funding Baseline and a proportion of additional income which relates to the growth achieved in the financial year.

The report outlines the key financial assumptions and risks to the Council in estimating future business rate income. The setting of the Business Rates Baseline is delegated to the Council's Section 151 Officer to enable a timely forecast.

1. RECOMMENDATIONS

1.1 That the 2016/17 Tax Base be set at 80,360.69 Band D equivalent properties.

1.2 That the provision for uncollected amounts of Council Tax for 2016/17 be

set at 1.63% producing an expected collection rate of 98.37%.

- 1.3 That the proposed 2016/17 funding contribution to parish and town councils of £512,000, as set out in section 5 of this report be noted and recommends to Council for approval as part of the final Budget.
- 1.4 That the distribution methodology to be used to allocate funding from Milton Keynes Council to parish and town councils as set out in Annex E be approved.
- 1.5 That the Cabinet recommends to Council that the Local Council Tax Reduction Scheme, as adopted by the Council on 14 January 2015, be continued for 2016/17, retaining the delegation to the Corporate Director of Resources to make technical legislative changes.
- 1.6 That the Council's current estimate of the 2016/17 Business Rates Baseline be noted, retaining the delegation to the Corporate Director of Resources to finalise this Baseline, based on the latest data for submission to Department for Communities and Local Government in January.

COUNCIL TAX BASE 2016/17

2. PURPOSE

- 2.1 This section of the report sets out the main assumptions used in calculating the Council Tax Base for 2016/17, the level of Council funding to be distributed to parish and town councils in 2016/17 to offset a proportion of their financial loss as a result of Local Council Tax Reduction Scheme (LCTRS), and the funding distribution between the individual parishes and town councils.

3. BACKGROUND

- 3.1 In accordance with the Local Government Finance Act 1992 and related Statutory Instruments, the Council is obliged to set its Council Tax Base for the forthcoming financial year by 31 January 2016.

Local Council Tax Reduction Scheme (LCTRS)

- 3.2 From April 2013, the change from Council Tax Benefit to Local Council Tax Reduction means rather than receiving a benefit to offset the cost of Council Tax, eligible residents now receive a discount, this reduces the Tax Base for all precepting authorities.
- 3.3 Part of the potential loss created by this Tax Base reduction is offset by Government funding, which forms part of the Council's RSG as well as an amount of funding intended to partially offset the impact of the Tax Base reduction for town and parish councils.
- 3.4 In January 2015, the Council approved the LCTRS for 2015/16. Schedule 4 of the Local Government Finance Act 2012 requires, for each financial year, that each billing authority must consider whether to revise its scheme or to replace it with another scheme. The authority must make any revision to its scheme, or any replacement scheme, no later than 31 January in the financial year preceding that for which the revision or replacement scheme is to have effect.
- 3.5 If the Council did wish to revise or replace the existing scheme for 2016/17 it must; consult any major precepting authority which has power to issue a precept to it, publish a draft scheme in such manner as it thinks fit, and

consult such other persons as it considers are likely to have an interest in the operation of the scheme. Consultation on a revised or replacement scheme will usually take 12 weeks. The Council must also consider whether it would wish to transitionally protect those people who may be adversely affected by any revised or replacement scheme.

- 3.6 This report recommends continuing with the current LCTRS for 2016/17 as the scheme agreed by the Council for the 2015/16 year was planned to remain in operation for at least two years. This gives individuals a level of certainty about the support they will receive, and enables the Council to review the scheme to inform any proposed changes in the future.
- 3.7 This scheme would mean the maximum level of Council Tax support for working age claimants would be maintained at 80%. The only changes that would be made are of a technical nature as a result of changing regulations and legislation which are expected to have minimal impact to the overall scheme. The approval of these changes have been delegated to the Corporate Director of Resources.
- 3.8 The changes to the Tax Base as a result of the LCTRS are calculated, based on this recommended policy.

4. COUNCIL TAX BASE SETTING

- 4.1 The setting of a realistic and prudent collection rate for Council Tax is an essential component of the Council's overall budget strategy. If the collection rate set is over-optimistic, this may result in a deficit on the collection fund at the end of 2016/17, which would result in an in-year overspend and a budget correction in the 2017/18 Budget. The process and key assumptions to set the Tax Base for 2016/17 are as follows;
 - The calculation of the Tax Base for precepting purposes is based on the number of properties at 14 September 2015 and the discounts applicable on 5 October 2015.
 - The properties and discounts are then increased for estimated new builds within the 2015/16 and 2016/17 financial years, taking into consideration the anticipated timing of the new builds.
 - A review of historic LCTRS claimant trends, in conjunction with an assessment of future risks to inform the 2016/17 projection, which reduces the Tax Base accordingly.
 - An estimate is then made for non-collection which reduces the Tax Base further. This is informed by current income collection levels and the anticipated future risks to collection as a result of the economic landscape and national Government policies such as Universal Credit and the wider Welfare Reforms.
 - The current Council Tax charge is adjusted for any planned annual increase, and multiplied by the 2016/17 Tax Base to calculate the forecast level of Council Tax income.
- 4.2 Milton Keynes is a high growth area the Council Tax Base is therefore expected to grow by 1,366 Band D equivalents within 2016/17. A recent review of single person discount has also contributed to the increase in the Tax Base.

- 4.3 The amount of Local Council Tax Reductions was lower than anticipated this year, mainly as a result of a higher than anticipated increase in claimants moving into employment; therefore the LCTRS Band D equivalent forecast for 2016/17 will be reduced to 10,107 from the current year forecast of 10,609. This assumes the local economy will continue to improve, meaning fewer people will be entitled to discounts.
- 4.4 In implementing the LCTRS, Milton Keynes Council invested in a discretionary fund; created and promoted easier ways to pay and worked extensively with the individuals who were affected by the change. As a result, collection rates were better than initially predicted, helping to maintain the overall collection rate.
- 4.5 Based on prior year and current in-year performance; the estimated Council Tax collection rate applied to the Tax Base is 98.37% which is a 0.29% improvement from 2015/16 rate of 98.08%. The revised collection rate is still a prudent estimate and is also informed by the potential adverse effect to income collection levels as a result of the recent introduction of Universal Credit in Milton Keynes and the wider Welfare Reform agenda.
- 4.6 These assumptions result in a proposed Tax Base of 80,360.69 Band D equivalents, which would result in Council Tax income of £95.1m for Milton Keynes Council (based on a 1.95% Council Tax increase, which is the current planning assumption proposed in the 2016/17 draft Revenue Budget).
- 4.7 The Tax Base calculation (set out at annex A) must be approved by 31 January 2016; but an earlier decision supports key partners in making decisions on their Budget. Annexes B and C analyse the figures at parish level in terms of Band D equivalents and numbers of properties respectively.
- 4.8 The following table summarises the position:

Table 1: Tax Base 2016/17 – Band D equivalents

Total of Band D Equivalents	90,659.92
Provision for Valuation Change	860.00
Net Impact of Local Council Tax Reductions	(10,106.77)
Provision for Non Collection	(1,052.46)
Total Band D equivalent properties	80,360.69

5. FUNDING FOR PARISHES

- 5.1 The introduction of the LCTRS reduces the Tax Base, and therefore the Council Tax income collected by individual precepting bodies. However, central Government funding to major preceptors offsets a significant proportion of the impact for this change (although this is reducing each year).
- 5.2 Additional Government funding, as part of Revenue Support Grant (RSG) is also provided to major precepting authorities on behalf of town and parish councils to offset a proportion of their reduced Tax Base as a result of the scheme. From April 2014 this has been a funded part of the Council's RSG.

- 5.3 The RSG is a non ring-fenced source of funding that the Council receives from the Government for the provision of statutory functions and local service provision.
- 5.4 Due to the Government's national deficit reduction strategy, the Council's RSG is estimated to continue to reduce by up to 14% each year, for the foreseeable future. To ensure financial sustainability, the Council needs to reduce costs accordingly, and as such, the Council's Medium Term Financial Strategy outlined that parish and town council funding would be reduced each year, in line with forecast annual Government funding reductions.
- 5.5 These funding reductions have been refreshed in line with the latest government funding reduction estimates as part of the development of 2016/17 Budget. Table 2 sets out a summary of parish and town council funding distributed since 2013/14 and estimated funding levels up to 2019/20.

Table 2: Parish and town council funding summary

	2013/14 £m	2014/15 £m	2015/16 £m	2016/17 £m	2017/18 £m	2018/19 £m	2019/20 £m
Parish and town council funding	0.676	0.676	0.676	0.595	0.512	0.445	0.409
MKC funding top-up	0.100	0.100	0.000	0.000	0.000	0.000	0.000
Reductions to funding	0.000	(0.100)	(0.081)	(0.083)	(0.067)	(0.036)	(0.025)
<i>MKC funding top-up (one-off)</i>	<i>0.000</i>	<i>0.075</i>	<i>0.025</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
Total parish and town council funding for the year	0.776	0.751	0.620	0.512	0.445	0.409	0.384

- 5.6 The financial impact of the Local Council Tax Reduction Scheme to town and parish councils (before Council funding) is estimated to result in an overall loss of £856,098 for 2016/17, based on 2015/16 precept per Band D equivalent levels; this reflects that the parishes with the majority of discounts are also those who raise a higher than average parish precept.
- 5.7 After the Council has transferred £512,000 of funding, this will result in a total loss to town and parish councils of £344,098 (less than 6% of the total town and parish precept income) for 2016/17.
- 5.8 However, this estimated loss does not take into account the potential additional income which could be raised due to the increase in estimated property numbers from 2015/16. Based on the 2015/16 average precept per Band D equivalent the increase in the Tax Base as a result of housing growth could generate an additional £93,000 parish precept income in 2016/17, reducing the overall loss to £251,098 (less than 5% of total town and parish precept income).

Funding allocation methodology

- 5.9 Milton Keynes Council consulted on how the parish and town funding should be allocated from 2016/17. [Page 289 of 330](#)

5.10 The consultation ran from 28 July 2015 to 12 October 2015 and proposed a new funding allocation which would provide individual parish and town councils with their funding levels each year from 2016/17 to 2019/20.

5.11 Two options were consulted upon:

Option 1: To fix the loss of precept income due to Local Council Tax Reductions at 2015/16 level and then each year apply the annual funding reduction to the grant amounts on an equal percentage loss of income. This would mean estimated grant levels could be provided to parish and town councils for the medium term. This method will be slightly less accurate in terms of reflecting losses as it will be based on historic data, but will give greater certainty and predictability of future funding levels.

Option 2: To retain the current distribution method where grants need to be recalculated every year, once an estimate of the Tax Base has been completed in late October. Grant distribution is based on estimated losses, calculated from prior year precepts and the October estimated Tax Base. This method will more accurately reflect losses but grant levels can only be set on an annual basis.

5.12 Of the 21 responses received; 13 respondents supported option 2, and as such this is the approach the Council is recommending to take. Annex D summarises all of the responses received.

5.13 The final allocations will be confirmed once the level of funding for town and parish councils has been allocated as part of the 2016/17 Budget decision in February 2016. However, town and parish councils will need to set their precepts before Milton Keynes Council makes this decision and will therefore use this provisional funding allocation as the basis to make their decision.

5.14 The provisional funding allocations to parish and town councils are illustrated in annex E.

BUSINESS RATES BASELINE 2016/17

6. PURPOSE

6.1 This section of the report sets out the main assumptions which have informed the estimation of the 2016/17 Business Rate Baseline and how the anticipated Business Rates Baseline informs the Council's 2016/17 Budget.

7. BACKGROUND

7.1 The Local Government Finance Act 2012 gave local authorities the power to retain a proportion of funds obtained from business rates in their area.

7.2 The changes under the 'Localisation of Business Rates' mean that from April 2013 local authorities retain a share of the income they collect from business rates as funding to meet the cost of service provision. Before this date, all business rates collected in England were paid to central Government from the billing authorities, and a proportion was then paid back to each authority as Formula Grant.

7.3 The Department for Communities and Local Government (DCLG) guidance indicates that each billing authority formally set a Business Rate

Baseline each year. This baseline will be the authority's estimate of the business rates it forecasts to collect in the following financial year, offset by any reductions such as reliefs and estimated cost of appeals.

7.4 The calculation of the Council's 2016/17 Business Rate Baseline must be formally approved, and then be submitted to DCLG through a statutory return by 31 January 2016.

7.5 This report includes the latest set of Business Rates forecasts, based on the best information available at the present time; however to ensure the Council has the ability to forecast any changes to the estimated Business Rate yield from the date of this report, up to the end of January; the Cabinet agreed in December 2014 that the final decision on setting the annual Business Rates Baseline is delegated to the Council's S151 Officer.

8. SETTING THE BUSINESS RATES BASELINE

8.1 The Milton Keynes Council's estimated business rate income for 2016/17 is £158.5m and is calculated as follows:

- The total gross business rate yield which is the rateable value of properties within Milton Keynes, multiplied by the non-domestic rating multiplier.
- Deductions are then made for estimated mandatory and discretionary reliefs and exemptions, based local intelligence.
- Deductions are also made for estimated losses in collection, based on historical trends and local intelligence and to meet the costs of collection. The calculation for the cost of collection deduction is prescribed by Government.
- Deductions also made for the estimated impact of changes to rateable values through new notified appeals, which may not be determined for a number of years.
- Finally an adjustment is made to reflect local intelligence on the estimated impact of anticipated future changes to business activity for the year. This has been based on known changes and experience of recent business rate growth.

9. LOCAL GOVERNMENT FUNDING MODEL

9.1 As a result of the Local Government Finance Act 2012 legislation, the funding model for local government changed from April 2013.

9.2 The retention of business rates methodology is complex. It means that 50% of business rates collected by a billing authority from April 2013, will be paid to Central Government, with the remaining 50% being held locally. The local element is known as the retained business rates, of which, Milton Keynes Council is required to pay 1% of the total business rate yield to Buckinghamshire and Milton Keynes Fire Authority.

9.3 The retained business rates are then reduced by a Tariff and a Levy on business rate growth. The tariff payment is made to central Government in order to fund other authorities where their business rates are disproportionately low. The Tariff and Levy means that the Council is estimated to retain £48.3m of the £158.5m of business rates forecast to be collected in 2016/17.

- 9.4 The retained business rates, along with the Revenue Support Grant, forms Milton Keynes Council's Government funding.
- 9.5 The retained business rates are made up of a Baseline Funding level which reflects the Government estimate of funding for Milton Keynes Council, and an allowance for growth.
- 9.6 This allowance for growth is based on the actual business rates collected, compared to the Government's estimate of the amount Milton Keynes Council will collect, less the levy applied to this growth. It results in a £0.30p return, for every £1 growth of business rates collected by the Council.
- 9.7 Each year, the Business Rates Funding level, Tariffs and Top-ups are uplifted for inflation.
- 9.8 Central Government measures to support local enterprise through the provision of business rate discounts, reliefs and an inflation cap reduce the overall business rate yield and are reimbursed to local authorities through a S31 grant. The Council is anticipating to receive £2.1m of S31 grant in 2016/17 to offset the resulting loss of business rate income.
- 9.9 Lastly, the funding model based (based on information available so far) will be reset in 2020, which does present a risk that all funding generated as a result of additional growth is lost. Recent announcements indicate significant change to this system, but no detail is currently available.

10. ESTIMATED BUSINESS RATE DISTRIBUTION

- 10.1 The anticipated 2016/17 Business Rate Baseline for Milton Keynes Council is £158.5m, of this value £48.3m is estimated to be retained by the Council as Government funding, which includes £2.1m of business rate reimbursements through a Section 31 grant.
- 10.2 The Council's estimated retained funding is made up of £43m which is the estimated Baseline Funding level for Milton Keynes (central government are yet to confirm this amount for 2016/17), and £5.3m of forecast business rate growth above the baseline, which includes the financial benefit of growth since 2013/14 including a number of new commercial developments anticipated in Magna Park and Eagle Farm.
- 10.3 Table 3 shows the forecast 2016/17 Business Rate Baseline distributed through DCLG's funding model.

Table 3: Business Rates Baseline Distribution

Anticipated Business Rate Distribution	2016/17 Value (£m)
Milton Keynes Council Business Rate Baseline (total business rates collected after deductions)	(158.50)
<i>50% Central share paid to Government</i>	79.25
<i>1% share paid to Buckinghamshire and Milton Keynes Fire Authority.</i>	1.59
<i>Deductions for Tariff paid to Central Government</i>	28.24
<i>Deduction for Levy paid to Central Government</i>	3.17
<i>Section 31 grant receivable</i>	(2.05)
Milton Keynes Council forecast retained Business Rates Funding	(48.30)

11. RISKS

- 11.1 There are a number of significant risks associated with the business rate retention scheme, such as;
- Reduction in collectable business rate income due to an unpredictable increase in exemptions and reliefs due to different property usage and successful business rate appeals. The risk of a reduction in business rate income remains with the local authority, each authority can lose up to 7.5% of their Baseline Funding level which for Milton Keynes equates to a £8.5m reduction of business rate income from the 2016/17 Budget forecast, before a safety net applies.
 - Future business rate baseline resets which will assume the growth achieved to date within a revised funding baseline.
 - An increase in the cost of successful appeals above the estimated levels, which will need to be met by the authority. The Council works with external partners, and uses local intelligence to inform the estimated value of appeals in Milton Keynes.
 - A decrease in the level of collected business rates due to uncollectable debts as a result of worsening economic conditions.
- 11.2 The retention of business rates presents a substantial financial challenge to all local authorities and particularly for Milton Keynes Council, due to the significance of the value, and the volatility of the collectable business rates yield, combined with changing Government policy and the lack of historic data to inform future decision making. The Council is currently monitoring performance against the associated financial risks and potential opportunities based on the latest available local and national information.

12. THE FUTURE OUTLOOK FOR BUSINESS RATES RETENTION

- 12.1 In his speech to the Conservative Party conference on Monday 5 October, Chancellor George Osborne announced that local authorities will in the future be able to keep 100% of business rates by 2020. This applies to the national position, not at a local level.
- 12.2 The main points in the statement and press release were:
- Each local authority will keep all of the business rates they collect.
 - Revenue Support Grant will be phased out.
 - This will be accompanied by extra power and responsibilities; it is currently estimated that of the overall £26bn of business rates collected each year nationwide; £2.1bn of these business rates are diverted by the government to fund expenditure outside of local authorities responsibility (c£10m of new responsibilities for Milton Keynes Council).
 - All growth in revenue will be kept by councils;
 - Local authorities will be able to reduce the unit cost of business rates to provide a freedom to offer discounts to businesses.
 - Areas with directly elected mayors will be able to add a premium to the rate (likely to be capped at 2 pence on the rate) to pay for new infrastructure, subject to support from the business community (through the Local Enterprise Partnership).
- 12.3 However issues such as redistribution between local authorities; relative needs, safety net funding and the balance between certainty of funding and sensitivity all need to be determined.
- 12.4 These changes are quite major to both the business rates retention system and other departmental spend and could provide substantial opportunities for the Council, however it may make time to work out the details and implement the changes. There may be further information on the revised scheme and timeline for change in the Autumn Statement which will be announced at the end of November.

13. ANNEXES

Annex A - Calculation of Council Tax Base 2016/17.

Annex B - Council Tax Base 2016/17 by Parish and Town Council.

Annex C - Council Tax Base before Discounts and Exemptions.

Annex D - Parish Consultation Responses.

Annex E - Parish and Town Council Funding Allocations.

14. IMPLICATIONS

14.1 Policy

14.2 Resources and Risk

14.3

No	Capital
No	IT

Yes	Revenue
Yes	Medium Term Plan

No	Accommodation
No	Asset Management

14.4 Legal

Local Government Finance Act 1992, Local Government Finance Act 2003
 Local Government Finance Act 2012, Non-Domestic Rating (Levy and Safety Net) Regulations 2013.

14.5 Other Implications

No	Equalities/ Diversity
No	E-Government
No	Carbon Management

Yes	Sustainability
Yes	Stakeholders

No	Human Rights
No	Crime and Disorder

Background Papers:

Milton Keynes Council Parish and Town Council Funding Consultation Responses

DCLG Council Tax Base 1 Form

DCLG National Non Domestic Rate 1 Form

CALCULATION OF 2016/17 COUNCIL TAX BASE ANNEX A

2015/16 Number of Properties	%	Property Category	2016/17 Number of Properties	%	Notes
68,824.00	64.6%	Not entitled to Discounts	70,414.00	65.4%	
35,850.00	33.6%	Entitled to 25% Discount	35,243.00	32.7%	
931.00	0.9%	Entitled to 50% Discount	937.00	0.9%	
<u>105,605.00</u>	<u>99.1%</u>		<u>106,594.00</u>	<u>99.0%</u>	
994.00	0.9%	Exemptions/demolished	1,079.00	1.0%	
<u>106,599.00</u>	<u>100.0%</u>	Total Properties	<u>107,673.00</u>	<u>100.0%</u>	1
No of Properties as Band D Equivalents					
89,606.91		Total above as Band D Equivalents	90,659.92		2
760.00		Provision for Valuation Change	860.00		3
(1,265.14)		Provision for Non Collection	(1,052.46)		4
<u>89,101.77</u>		sub total	<u>90,467.46</u>		
<u>89,101.77</u>		Total Band D equivalent properties	<u>90,467.46</u>		
(10,608.78)		Impact of Council Tax Reductions	(10,106.77)		
<u>78,492.99</u>			<u>80,360.69</u>		

Notes:

- 1 Numbers of properties are as at 8 September 2014 and 14 September 2015 respectively.
- 2 Tax Base advised to DCLG per CTB1 return. [Band D equivalents of properties at 8 September 2014 and 14 September 2015, adjusted for discounts as at 6 October 2014 and 5 October 2015 respectively].
- 3 The provision for valuation change is for the period from October 2015 to 31 March 2017.
- 4 The provision for non collection is assumed at 1.63% for 2016/17

MILTON KEYNES COUNCIL TAX BASE - 2016/17 - LOCAL TAX BASES (INCLUDING DISCOUNTS AND EXEMPTIONS) - PARISH AND TOWN COUNCILS

LOCAL AREAS	BAND A DISABLED	BAND B	BAND C	BAND D	BAND E	BAND F	BAND G	BAND H	TOTAL BAND D EQUIVALENTS	OTHER TAX BASE CHANGES	PROVN FOR NON-COLLN	NET TAX BASE BEFORE LCTRS SCHEME	IMPACT OF COUNCIL TAX REDUCTIONS	NET TAX BASE WITH LCTRS SCHEME
INCLUDING SECOND HOMES ADJUSTMENT RELIEF														
ABBEY HILL	0.00	229.67	251.81	295.78	175.00	433.58	32.50	0.00	1,574.34	0.83	(18.11)	1,557.06	(103.50)	1,453.56
ASTWOOD & HARDMEAD	0.00	1.33	10.50	20.44	9.25	14.06	42.50	0.00	127.25	1.67	(1.48)	127.44	(5.00)	122.44
BLETCHLEY & FENNY STRATFORD	2.78	1,689.17	1,299.67	1,528.44	521.75	288.14	21.25	1.00	5,404.56	110.78	(63.43)	5,451.91	(1,112.02)	4,339.89
BOW BRICKHILL	0.00	2.00	6.42	45.33	35.75	73.94	23.33	4.00	257.94	2.08	(2.99)	257.03	(15.70)	241.33
BRADWELL	0.00	237.50	1,160.06	713.56	516.25	328.47	36.67	1.50	3,126.18	0.42	(35.96)	3,090.64	(449.06)	2,641.58
BROUGHTON & MILTON KEYNES VILLAGE	0.00	176.33	791.97	689.78	586.25	1,012.31	809.97	2.00	4,301.11	278.20	(52.66)	4,526.65	(287.90)	4,238.75
CALVERTON	0.00	0.00	2.14	4.89	13.25	14.06	19.50	5.00	90.09	0.00	(1.04)	89.05	(0.87)	88.18
CAMPBELL PARK	0.42	516.50	1,562.36	1,219.78	529.25	385.61	190.67	9.50	4,594.92	2.50	(52.87)	4,544.55	(747.14)	3,797.41
CASTLETHORPE	0.00	4.00	37.92	125.33	57.00	108.17	95.33	6.00	473.75	0.00	(5.45)	468.30	(29.99)	438.31
CENTRAL MILTON KEYNES	0.00	266.17	442.94	774.44	79.50	89.83	58.86	2.00	1,713.31	38.72	(20.15)	1,732.31	(153.34)	1,578.97
CHICHELEY	0.00	1.33	6.42	10.89	6.50	4.58	6.67	2.00	45.25	0.00	(0.52)	44.73	(5.83)	38.90
CLIFTON REYNES & NEWTON BLOSSOMVILLE	0.00	1.17	1.56	20.44	9.75	29.33	65.36	5.50	210.61	0.00	(2.42)	208.19	(8.32)	199.87
COLD BRAYFIELD	0.00	1.00	1.75	12.22	11.75	3.06	2.89	0.00	43.92	0.00	(0.51)	43.41	(4.53)	38.88
EMBERTON	0.00	5.50	26.64	35.78	46.75	32.69	50.56	10.00	300.00	0.83	(3.46)	297.37	(19.84)	277.53
FAIRFIELDS	0.00	6.17	0.00	0.89	1.00	1.44	0.00	0.00	9.50	76.22	(0.99)	84.73	(5.91)	78.82
GAYHURST	0.00	2.00	0.00	3.56	10.25	8.25	11.19	1.50	79.25	0.00	(0.91)	78.34	(0.34)	78.00
GREAT LINFORD	0.83	618.00	2,215.31	1,400.67	1,024.25	905.06	511.69	11.00	7,000.98	25.82	(80.81)	6,945.99	(861.91)	6,084.08
HANSLOPE	0.00	31.50	89.06	298.67	146.75	143.92	165.03	6.00	999.26	1.25	(11.51)	989.00	(54.77)	934.23
HAVERSHAM LITTLE LINFORD	0.00	0.67	8.94	126.44	83.00	35.44	21.67	12.00	331.08	0.00	(3.81)	327.27	(12.28)	314.99
KENT'S HILL, MONKSTON & BRINKLOW	0.00	87.17	549.11	729.33	477.25	561.00	252.42	10.00	2,722.53	10.83	(31.43)	2,701.93	(170.90)	2,531.03
LATHBURY	0.00	0.00	1.56	8.89	9.25	8.25	14.08	4.00	58.53	0.00	(0.67)	57.86	(0.73)	57.13
LAVENDON	0.00	4.50	34.81	146.67	111.75	123.44	64.58	8.00	557.31	1.25	(6.42)	552.14	(30.60)	521.54
LITTLE BRICKHILL	0.00	12.83	11.08	45.56	18.50	19.25	21.67	0.00	183.06	0.83	(4.10)	181.78	(12.21)	169.57
LOUGHTON & GREAT HOLM	0.00	81.17	306.64	665.56	251.50	353.53	353.89	9.00	2,408.79	4.61	(27.75)	2,385.65	(168.80)	2,216.85
MOULSOE	0.00	4.17	14.39	20.89	9.50	22.61	39.36	2.00	154.17	0.00	(1.77)	152.40	(13.74)	138.66
NEW BRADWELL	0.00	177.63	578.47	126.67	44.50	72.72	13.33	0.00	1,026.52	5.00	(11.86)	1,019.66	(162.34)	857.32
NEWPORT PAGWELL	0.00	230.50	1,263.89	1,696.44	1,204.00	806.97	214.50	5.00	5,488.80	22.91	(63.38)	5,448.33	(366.58)	5,081.75
NORTH CRAWLEY	0.00	3.17	25.86	42.00	60.00	100.83	49.11	6.00	356.55	0.00	(4.10)	352.45	(17.11)	335.34
OLD WOUGHTON	0.00	10.50	28.58	28.67	53.50	56.83	164.31	4.00	456.81	0.00	(5.25)	451.56	(22.81)	428.75
OLNEY	0.00	59.50	210.58	748.00	525.75	599.81	361.11	6.00	2,691.17	8.75	(31.05)	2,668.87	(167.45)	2,501.42
RAVENSTONE	0.00	0.00	0.78	12.44	8.25	18.03	31.42	10.00	124.67	0.00	(1.43)	123.24	(6.46)	116.78
SHENLEY BROOK END	0.00	406.17	1,618.75	2,156.89	1,456.25	2,168.83	1,016.17	8.00	9,310.23	19.99	(107.30)	9,222.92	(768.30)	8,454.62
SHENLEY CHURCH END	0.00	236.50	895.81	1,256.22	753.00	654.19	621.11	22.00	4,971.75	14.14	(57.34)	4,928.55	(404.06)	4,524.49
SHERINGTON	0.00	1.50	36.36	39.78	69.25	118.25	59.94	15.00	436.33	0.83	(5.03)	432.13	(22.21)	409.92
SIMPSON	0.00	55.50	93.33	50.00	110.00	100.83	65.36	1.00	499.35	31.67	(6.11)	524.91	(41.65)	483.26
STANTONBURY	0.56	576.17	992.44	794.89	522.00	483.08	152.39	0.00	3,526.53	1.25	(40.57)	3,487.21	(445.52)	3,041.69
STOKE GOLDINGTON	0.00	8.33	21.39	22.00	36.00	68.75	59.22	0.00	277.77	0.83	(3.20)	275.40	(17.95)	257.45
STONY STRATFORD	0.00	347.00	410.08	1,061.33	446.25	316.56	141.19	2.00	2,813.99	9.58	(32.47)	2,791.10	(310.68)	2,480.42
TYRINGHAM & FILGRAVE	0.00	1.00	2.72	14.00	16.75	15.28	39.17	9.50	113.23	0.00	(1.30)	111.93	(3.73)	108.20
WALTON	0.00	276.33	854.78	1,120.00	509.50	701.86	766.64	2.00	4,610.69	17.91	(53.23)	4,575.37	(335.82)	4,239.55
WARRINGTON	0.00	0.00	0.00	0.89	5.00	2.44	1.44	2.00	18.02	0.42	(0.21)	18.23	(0.08)	18.15
WAVENDON	0.00	6.17	46.67	54.44	54.75	63.25	88.47	8.00	368.83	45.79	(89.16)	409.85	(21.26)	388.59
WEST BLETCHLEY	0.00	616.00	1,720.44	3,055.11	1,139.75	790.47	312.72	4.00	7,737.24	15.40	(89.16)	7,663.48	(957.47)	6,706.01
WESTON UNDERWOOD	0.00	0.50	1.17	16.00	17.00	18.94	37.08	14.00	127.80	72.46	(1.47)	126.33	(2.33)	124.00
WHITEHOUSE	0.00	0.00	0.00	1.78	1.00	0.00	2.89	0.00	7.34	0.00	(0.92)	7.88	(0.34)	7.54
WOBURN SANDS	0.42	39.17	175.58	245.33	369.25	285.08	162.50	0.00	1,321.50	29.15	(15.53)	1,335.12	(73.59)	1,261.53
WOLVERTON	0.00	553.33	2,196.44	887.78	419.25	144.53	29.97	0.00	4,244.63	7.08	(48.89)	4,202.82	(644.63)	3,558.19
WUGHTON	2.22	1,599.00	1,353.92	316.89	59.00	23.83	1.44	2.00	3,323.39	0.00	(38.66)	3,323.39	(1,039.17)	2,284.22
TOTAL BY BILLING AREA	7.23	9,184.02	21,361.10	22,691.34	12,621.00	12,609.94	7,546.13	4,406.66	90,659.92	860.00	(1,052.46)	90,467.46	(10,106.77)	80,360.69

ANNEX C

MILTON KEYNES COUNCIL TAX BASE - LOCAL TAX BASES BEFORE DISCOUNTS AND EXEMPTIONS

LOCAL AREAS	BAND A	BAND B	BAND C	BAND D	BAND E	BAND F	BAND G	BAND H	TOTAL PROPERTIES
ABBEY HILL	412	362	356	179	379	112	20	0	1,820
ASTWOOD & HARMEAD	3	14	23	10	12	21	26	0	109
BLETCHLEY & FENNY STRATFORD	2,899	1,893	1,867	555	246	38	13	1	7,512
BOW BRICKHILL	6	12	57	38	63	48	15	2	241
BRADWELL	441	1,658	862	550	282	96	24	1	3,914
BROUGHTON & MILTON KEYNES VILLAGE	316	1,151	849	621	855	584	144	1	4,521
CALVERTON	0	4	6	14	14	14	19	3	74
CAMPBELL PARK	936	2,208	1,475	573	328	137	114	6	5,777
CASTLETHORPE	7	57	154	62	92	70	25	3	470
CENTRAL MILTON KEYNES	505	648	946	85	78	45	0	1	2,308
CHICHELEY	2	9	14	7	4	5	4	1	46
CLIFTON REYNES & NEWTON BLOSSOMVILLE	3	2	25	11	25	47	49	3	165
COLD BRAYFIELD	3	3	15	13	3	2	7	0	46
EMBERTON	9	40	43	52	28	35	58	5	270
FAIRFIELDS	12	0	1	1	0	1	0	0	15
GAYHURST	4	0	4	11	7	8	26	1	61
GREAT LINFORD	1,146	3,150	1,737	1,090	773	375	198	9	8,478
HANSLOPE	61	127	369	153	126	119	74	3	1,032
HAVESHAM/LITTLE LINFORD	1	13	152	88	32	15	28	7	336
KENTON HILL, MONKSTON & BRINKLOW	170	816	896	505	476	184	35	6	3,088
LATHBURY	0	2	11	11	7	10	7	3	51
LAVENHAM	8	49	185	121	103	49	40	4	559
LITTLE BRICKHILL	23	17	55	20	16	16	34	0	181
LOUGHTON & GREAT HOLM	164	450	816	265	303	252	240	5	2,495
MOUSOE	7	21	25	10	19	28	25	1	136
NEW RADWELL	327	828	154	46	63	9	8	0	1,435
NORTH CRAWLEY	7	37	52	66	91	34	44	3	334
NEWPORT PAGNELL	425	1,841	2,059	1,274	679	153	45	5	6,481
OLD WUGHTON	21	42	37	55	48	122	69	2	396
OLNEY	112	318	941	570	518	260	111	5	2,835
RAVENSTONE	0	1	15	9	16	23	26	6	96
SHENLEY BROOK END	760	2,380	2,649	1,527	1,831	725	293	5	10,170
SHENLEY CHURCH END	439	1,318	1,549	794	556	442	329	13	5,440
SHERINGTON	6	52	49	77	102	43	59	9	397
SIMPSON	104	144	63	119	87	48	14	1	580
STANTONBURY	1,002	1,407	976	556	412	111	4	0	4,468
STOKE GOLDINGTON	15	36	30	39	60	43	38	0	261
STONY STRATFORD	610	605	1,322	482	273	102	57	2	3,453
TYRINGHAM & FILGRAVE	2	4	17	18	13	11	24	6	95
WALTON	507	1,273	1,397	541	600	547	235	1	5,101
WARRINGTON	0	0	1	5	2	1	4	1	14
WAVENDON	12	69	67	58	56	66	29	4	361
WEST BLETCHLEY	1,111	2,465	3,714	1,208	683	228	62	5	9,476
WESTON UNDERWOOD	2	2	20	19	17	16	24	7	107
WHITEHOUSE	0	0	2	1	0	2	1	0	6
WOBURN SANDS	76	258	305	400	254	117	27	2	1,439
WOLVERTON	1,000	3,121	1,090	445	124	22	8	0	5,810
WUGHTON	2,787	1,944	392	63	21	1	2	3	5,213
TOTAL BY BILLING AREA	16,463	30,851	27,844	13,417	10,777	5,437	2,738	146	107,673

Parish Funding Consultation Results Summary

About the Consultation

The parish funding consultation was held from 28 July 2015 to 12 October 2015.

Milton Keynes Council sought feedback on a new funding allocation which would provide individual parish and town councils their funding levels each year from 2016/17 to 2019/20.

Two options were proposed:

Option 1: To fix the loss of precept income due to LCTR at 2015/16 level and then each year apply the annual funding reduction to the grant amounts on an equal percentage loss of income. This would mean estimated grant levels could be provided to parish and town councils for the medium term. This method will be less accurate in terms of reflecting losses as it will be based on historic data, but will give greater certainty and predictability.

Option 2: To retain the current distribution method where grants need to be recalculated every year, once an estimate of the Tax Base has been completed in late October. Grant distribution is based on estimated losses, calculated from prior year precepts and the October estimated Tax Base. This method will more accurately reflect losses but grant levels can only be set on an annual basis.

The consultation was publicised through the following:

- Email correspondence to all parish clerks.
- Consultation published on the Council website.
- Consultation published in 'Members Weekly' publication.

Responses are detailed below:

Q1. Do you prefer the grant distribution method proposed in option 1 or option 2?

Twenty one responses were received. **Thirteen** respondents supported **option 2**, which proposed to continue with the current grant distribution methodology.

Option	Preference	%
Option 1	8	38
Option 2	13	62
Total	21	100

Of these respondents, a small number of comments were made to support their chosen option, which are summarised over the page.

Comment to support option 1

- This option supports medium-term financial planning as provides clarity on future years funding

Comments to support option 2

- This option is more precise
- We believe this option is fairer to parishes as the Tax Base increase each year will be taken into account as new homes come into use

General Comment

- We would like to see the introduction of formula funding (similar to that in schools) where levels of deprivation are accounted for using recognised measures of deprivation.

2016/17 Parish and Town Council Tax Base and Provisional Funding Allocations

ANNEX E REVISED

Parish	Total Tax Base pre LCTRS Total	Tax Base including LCTRS	Loss of Tax Base (net of technical reforms)	Estimated Precept pre LCTRS (with 2015/16 band d)	Estimated precept post LCTRS (2015/16 band d)	Loss of precept income	2016/17 Grant Allocation 512,000.00	Loss of income after grant	Percentage Loss
	Band D equivalents	Band D equivalents	Band D equivalents	£	£	£	£	£	%
ABBEY HILL	1,557.06	1,453.56	103.50	15,570.60	14,535.60	1,035.00	173.42	861.58	5.53%
ASTWOOD and HARDMEAD	127.44	122.44	5.00	4,213.17	4,047.87	165.30	0.00	165.30	3.92%
BLETCHLEY & FENNY STRATFORD	5,451.91	4,339.89	1,112.02	672,275.02	535,151.84	137,123.19	99,923.84	37,199.35	5.53%
BOW BRICKHILL	257.03	241.33	15.70	15,534.89	14,585.99	948.91	89.31	859.60	5.53%
BRADWELL	3,090.64	2,641.58	449.06	159,600.65	136,411.19	23,189.46	14,358.19	8,831.27	5.53%
BROUGHTON and MILTON KEYNES	4,526.65	4,238.75	287.90	94,969.12	88,928.98	6,040.14	785.17	5,254.97	5.53%
CALVERTON	89.05	88.18	0.87	0.00	0.00	0.00	0.00	0.00	0.00%
CAMPBELL PARK	4,544.55	3,797.41	747.14	561,706.38	469,359.88	92,346.50	61,265.31	31,081.19	5.53%
CASTLETHORPE	468.30	438.31	29.99	27,863.85	26,079.45	1,784.41	242.60	1,541.81	5.53%
CENTRAL MILTON KEYNES	1,732.31	1,578.97	153.34	60,180.45	54,853.42	5,327.03	1,997.04	3,329.99	5.53%
CHICHELEY	44.73	38.90	5.83	683.92	594.78	89.14	51.30	37.84	5.53%
CLIFTON REYNES and NEWTON									
BLOSSOMVILLE	208.19	199.87	8.32	7,070.13	6,787.59	282.55	0.00	282.55	4.00%
COLD BRAYFIELD	43.41	38.88	4.53	837.38	750.00	87.38	41.05	46.33	5.53%
EMBERTON	297.37	277.53	19.84	18,038.46	16,834.97	1,203.49	205.36	998.13	5.53%
FAIRFIELDS	84.73	78.82	5.91	0.00	0.00	0.00	0.00	0.00	0.00%
GAYHURST	78.34	78.00	0.34	1,979.65	1,971.06	8.59	0.00	8.59	0.43%
GREAT LINFORD	6,945.99	6,084.08	861.91	333,893.74	292,461.73	41,432.01	22,956.50	18,475.51	5.53%
HANSLOPE	989.00	934.23	54.77	64,730.05	61,145.35	3,584.70	2.95	3,581.75	5.53%
HAVERSHAM cum LITTLE LINFORD	327.27	314.99	12.28	15,558.42	14,974.62	583.79	(0.00)	583.79	3.75%
KENTS HILL, MONKSTON & BRINKLOW	2,701.93	2,531.03	170.90	94,324.38	88,358.26	5,966.12	746.82	5,219.30	5.53%
LATHBURY	57.86	57.13	0.73	1,473.69	1,455.10	18.59	(0.00)	18.59	1.26%
LAVENDON	552.14	521.54	30.60	27,308.84	25,795.37	1,513.48	2.38	1,511.10	5.53%
LITTLE BRICKHILL	181.78	169.57	12.21	10,257.85	9,568.84	689.01	121.41	567.60	5.53%
LOUGHTON & GREAT HOLM	2,385.65	2,216.85	168.80	76,316.94	70,917.03	5,399.91	1,177.03	4,222.88	5.53%
MOULSOE	152.40	138.66	13.74	2,683.76	2,441.80	241.96	93.46	148.50	5.53%
NEW BRADWELL	1,019.66	857.32	162.34	64,993.13	54,645.58	10,347.55	6,751.25	3,596.30	5.53%
NEWPORT PAGNELL	5,448.33	5,081.75	366.58	375,498.90	350,234.21	25,264.69	4,487.02	20,777.67	5.53%
NORTH CRAWLEY	352.45	335.34	17.11	13,928.82	13,252.64	676.19	(0.00)	676.19	4.85%
OLD WUGHTON	451.56	428.75	22.81	9,514.37	9,033.76	480.61	(0.00)	480.61	5.05%
OLNEY	2,668.87	2,501.42	167.45	182,924.35	171,447.33	11,477.02	1,355.17	10,121.85	5.53%
RAVENSTONE	123.24	116.78	6.46	7,706.20	7,302.25	403.94	0.00	403.94	5.24%
SHENLEY BROOK END	9,222.92	8,454.62	768.30	494,440.74	453,252.18	41,188.56	13,829.42	27,359.14	5.53%
SHENLEY CHURCH END	4,928.55	4,524.49	404.06	261,163.86	239,752.73	21,411.14	6,960.02	14,451.12	5.53%
SHERINGTON	432.13	409.92	22.21	22,979.96	21,815.94	1,182.02	(0.00)	1,182.02	5.14%

SIMPSON	524.91	483.26	41.65	24,523.80	22,577.91	1,945.89	588.90	1,356.99	5.53%
STANTONBURY	3,487.21	3,041.69	445.52	208,430.54	181,801.81	26,628.73	15,095.53	11,533.20	5.53%
STOKE GOLDINGTON	275.40	257.45	17.95	12,172.68	11,379.29	793.39	119.83	673.56	5.53%
STONY STRATFORD	2,791.10	2,480.42	310.68	181,058.66	160,904.85	20,153.81	10,135.20	10,018.61	5.53%
TYRINGHAM & FILGRAVE	111.93	108.20	3.73	974.91	942.42	32.49	0.00	32.49	3.33%
WALTON	4,575.37	4,239.55	335.82	213,852.79	198,156.57	15,696.23	3,863.00	11,833.23	5.53%
WARRINGTON	18.23	18.15	0.08	0.00	0.00	0.00	0.00	0.00	0.00%
WAVENDON	409.85	388.59	21.26	16,324.33	15,477.54	846.79	(0.00)	846.79	5.19%
WEST BLETCHLEY	7,663.48	6,706.01	957.47	938,239.86	821,016.80	117,223.05	65,306.94	51,916.11	5.53%
WESTON UNDERWOOD	126.33	124.00	2.33	9,851.21	9,669.52	181.69	0.00	181.69	1.84%
WHITEHOUSE	78.88	78.54	0.34	0.00	0.00	0.00	0.00	0.00	0.00%
WOBURN SANDS	1,335.12	1,261.53	73.59	108,718.82	102,726.39	5,992.43	0.00	5,992.43	5.51%
WOLVERTON	4,202.82	3,558.19	644.63	413,305.32	349,912.40	63,392.91	40,523.28	22,869.63	5.53%
WOUGHTON	3,323.39	2,284.22	1,039.17	539,153.56	370,569.01	168,584.55	138,751.28	29,833.27	5.53%
TOTAL	90,467.46	80,360.69	10,106.77	6,366,846	5,503,882	862,964.35	512,000.00	350,964.35	

REVENUE AND CAPITAL BUDGET MONITORING REPORT - TO END OF OCTOBER 2015

Responsible Cabinet Member: Councillor Middleton, Cabinet member for Resources and Commercialism

Report Sponsors: Tim Hannam (Corporate Director, Resources) Tel: (01908) 252756
Nicole Jones (Service Director, Finance and Resources) Tel: (01908) 252079

Executive Summary:

This report advises Cabinet of the forecast outturn position for the General Fund; Housing Revenue Account (HRA) and Dedicated Schools Grant.

The General Fund revenue forecast outturn is an overspend of £1.577m, after the use of £3.672m of one-off resources, (a decrease in the overspend of £0.030m since P6).

The Dedicated Schools Grant is reporting a forecast underspend of (£0.248m) against budget (an increase in the underspend of £0.115m since P6). The Housing Revenue Account is reporting a £nil forecast position.

The Capital Programme has spend approval of £131.827m. At the end of October the forecast outturn is £132.265m, an overall variation of £0.438m against the latest spend approval. This figure includes forecast re-phasing of £0.144m bringing the position to a net overspend of £0.582m.

1. Recommendation(s)

- 1.1 That the forecast outturn position of £1.577m and the management actions currently underway to mitigate this position be noted.
- 1.2 That the forecast outturn for the 2015/16 Capital Programme, and the management actions underway to address the overspend on the A421 scheme be noted.

2. Corporate Leadership Team (CLT) view on Outturn Position

- 2.1 CLT are concerned about the forecast overspend, management actions continue to be implemented to minimise the overspend in the current year and reduce the impact on the 2016/17 Budget. However the increasing demands for children's social care placements and temporary accommodation as a result of homelessness are creating substantial challenges for the Council.
- 2.2 The Council has made good progress in implementing budget savings with 45% (£10.411m) of the savings being achieved to date and 46% (£10.462m) are forecast to be achieved by the end of 2015/16. The remaining 9% (£1.844m) of savings will either be achieved in future years or mitigated within the service

areas. This shows a strong position in terms of delivery, but the major issue is the growth in demand pressures during the current financial year.

- 2.3 CLT will reduce discretionary spending and will seek to implement 2016/17 savings during the current financial year (if appropriate) in order to reduce this forecast overspend over the next few months.

3. General Fund Revenue Outturn Monitor

Table 1 below shows the provisional revenue outturn figures as at the end of October 2015 as an overspend of £1.577m against the budget.

Table 1: Outturn as at October 2015

	Budget £m	Forecast Outturn £m	Projected Variation £m	Movement from P6 £m
Adult Social Care & Health	60.479	60.346	(0.133)	(0.133)
Children's Services	49.919	50.835	0.916	0.277
Public Health	10.930	10.930	0.000	0.000
Total People	121.328	122.111	0.783	0.144
Housing & Community	1.158	1.532	0.374	(0.013)
Planning	1.160	1.161	0.001	0.001
Public Realm	33.417	33.463	0.046	(0.057)
Community Facilities	7.197	7.338	0.141	0.000
Total Place	42.932	43.494	0.562	(0.069)
Total Resources	6.078	6.374	0.296	(0.041)
Total Corporate Core	0.836	0.837	0.001	(0.004)
Net Operating Expenditure	171.174	172.816	1.642	0.030
Debt Financing	18.608	18.608	0.000	0.000
Sustainability Items, levies and one off pressures	12.214	12.214	0.000	0.000
Asset Rentals	(15.483)	(15.483)	0.000	0.000
Outturn position	186.513	188.155	1.642	0.030
Less Resources available	(186.513)	(186.578)	(0.065)	0.000
Net (under)/overspend	0.000	1.577	1.577	0.030

Main movements since P6

- 3.1 Adult Social Care are reporting a movement of (£0.133m) which is mainly due to an increase in the forecast underspend on Learning Disability clients supported at home (£0.201m) as a result of fewer client numbers than previously anticipated, as a result of a greater move to direct payments.

3.2 Children's Services are reporting a movement of £0.277m since period 6. The key variations include:

- The External Placements overspend has increased by £0.127m in month. £0.057m relates to three children that were anticipated to return home by the end of October 2015 but are now forecast to remain in placement until the end of the financial year and £0.070m reduction in forecast health income due to changes in the existing placement of a young person, thereby no longer qualifying for health support.
- There is a forecast overspend in the Leaving Care budget of £0.185m due to more young people turning 18 in high cost residential placements now accessing the leaving care budget. These placements are more expensive than originally budgeted, as previously the leaving care budget would have been accessed by young people in lower cost in-house placements.

Significant revenue variances against revised budget at P7

3.3 Adult Social Care & Health is reporting an underspend of (£0.133m) compared to budget. The key variations include:

- An estimated underspend of (£0.284m) for Manor House based on current care needs, however, this may vary due to changes in the complex and developing client circumstances.
- The Integrated Equipment Service is forecast to overspend by £0.095m. This is due to additional demand on the service.
- The Joint Commissioning service is unlikely to achieve its additional contribution from Health of £0.150m. Work is underway to determine how this can be mitigated and the forecast outturn position will be updated in future reporting.
- There is currently an underspend of (£0.408m) within Older People & Physical Disability Integrated Services. The main variations are in Physical Disabilities: External Support at Home which shows both a reduction in spend due to savings in placement costs (£0.488m) and a reduction in associated income of £0.214m; Direct Payments for Physical Disability clients are forecast to be underspent by (£0.175m) due to contributions from Health .
- Older People Community Support Service area has an overspend of £0.315m. Within this, staffing represents £0.249m and is due to the cost of covering shifts with casual and relief staff to ensure safe service delivery.

3.4 Children's Services are forecasting an overspend of £0.916m (£2.025m before the use of one-off resources) against budget. The key variations including the position reported in paragraph 3.2 above are:

- External placements are currently forecasting an overspend of £1.756m. This is due to a significant increase in the overall number of children in care (from 305 as at December 2014 to 354 as at September 2015) due to unavoidable child protection activity and an increase in unaccompanied asylum seeking children who consequently cannot all be placed in in-house local placements. As at September 2015, there are 23 unaccompanied asylum seeking children in external placements. The

forecast overspend will be partly offset by a drawdown from demand led reserve (£1.300m) but creates an ongoing cost in future.

- There are a number of work streams underway to look at reducing the cost pressures including:
 - Increasing adolescent foster care provision
 - Looking at the range and availability of supported lodgings
 - Developing intensive support for older adolescent Children in Care (CiC)
 - Oversee “step down” plans for a small target group of CiC
 - Reviewing CiC placement commissioning arrangements
 - Considering the future arrangements of CiC placement services.
 - There is a pressure on home to school transport of £0.858m. This is mainly due to an increase in the requirements of SEN eligible children. This pressure has been partially offset by a contribution from the Children’s Demand Led Reserve (£0.725m). A number of management actions are in place to look for ways to reduce costs in future. This includes reviewing the efficiency of routes, reviewing eligibility criteria as well as considering opportunities to reduce costs by promotion of mileage to parents as an alternative option to using contracted transport routes, offering ‘personal budgets’ or discounted bus passes to parents to accompany their children to school.
 - Fostering and Adoption (within Corporate Parenting) is forecast to overspend by £0.259m. This is mainly due to higher than originally budgeted fostering maintenance payments due to case law and legislative changes around Family and Friends carers and staying put arrangements.
 - There is a forecast overspend in the Leaving Care budget of £0.185m due to more young people turning 18 in high cost residential placements now accessing the leaving care budget. These placements are more expensive than originally budgeted, as previously the leaving care budget would have been accessed by young people in lower cost in-house placements.
- 3.5 Housing and Community are forecasting a net overspend of £0.375m against budget, made up of a gross variance of £1.590m offset by (£1.215m) from demand-led reserves. This pressure is the result of a continuing increase in homeless acceptances and fewer void council properties into which homeless families can be rehoused. A number of approaches are being progressed to provide alternative accommodation, including the Real Lettings investment; leasing properties and a private sector letting scheme. These approaches are expected to reduce the financial impact in future years.
- 3.6 The Community Facilities overspend of £0.141m is largely due to £0.118m resulting from delays in awarding the Leisure Contract(s) and delays in transfers of facilities under the Community Asset Transfer Programme.
- 3.7 Resources are reporting an overspend of £0.296m against budget. This is due to:

- Property – the forecast assumes that £0.356m of the savings target for the SMART Property Project will not be achieved this year. Various savings across the service are mitigating this.
- These are offset by an underspend of (£0.100m) in Revenues and Benefits as a result of increased recovery of housing benefit overpayments.
- Legal –is forecasting an overspend of £0.150m due to use of locums to cover vacant posts and payment of market supplements. Further work on the forecast use of locums and the mix of posts in the establishment is underway.

4. Budget Savings

- 4.1 The 2015/16 Council budget included (£21.186m) of savings and (£1.531m) savings brought forward from 2014/15, which were also to be delivered. To date 45% (£10.411m) of the savings have been achieved, and of the remaining savings, 46% (£10.462m) are currently forecast to be delivered. The remaining (£1.844m) of savings will either be delayed until 2016/17 or mitigated within the service areas.

Table 2: Budgeted savings

	Budgeted Savings in 2015/16 and residual 2014/15	Savings forecast to be delivered		Forecast to be delivered in 2016/17	Undeliverable Savings
		Green	Amber	Red	
	£m	£m	£m	£m	£m
Total	(22.717)	(17.335)	(3.538)	(0.812)	(1.032)

- 4.2 The following significant savings will be delayed or not delivered for the following reasons:

- Housing and Community saving target for the reduction in the use of temporary accommodation £0.480m will not be fully achieved in 2015/16 as the proposed changes to the Allocations Scheme were withdrawn at Cabinet's September meeting.
- Customer Service project savings are unlikely to be achieved in 2015/16, £0.270m. Savings from the current end to end reviews are currently being quantified, but implementation time means the savings are more likely to be achieved in 2016/17.
- SMART property review savings £0.274m are likely to be delivered in 2016/17 as the project needed to be refocused. Savings will be delivered from the better management of properties and facilities and rationalising assets.
- Public Realm saving to deliver the reduction in junior concessionary fares concessions to 'half fare' £0.704m is forecast to be partially achieved in year £0.587m. The remaining saving £0.117m has not been fully realisable due to delayed implementation but will be achieved in 2016/17, where the full year effect of the reduced concessions will take effect.

Impact on General Fund Balance

- 4.3 If the forecast outturn remains unchanged to the end of the financial year the General Fund balance will be:

Table 3: General Fund Balance 2015/16

	Forecast Outturn £m
General Fund balance at 1st April 2015	(8.886)
Contributions to 2015/16 Budget (approved as part of the budget setting process)	0.238
Forecast overspend in 2015/16	1.577
Estimated General Fund Balance at 31st March 2016	(7.071)

5. Dedicated Schools Grant (DSG)

- 5.1 The Dedicated Schools Grant is a ring-fenced grant paid to local authorities and largely delegated to schools through their individual school budgets. The Governing bodies of schools are responsible for their income and expenditure and Dedicated Schools Grant is therefore not available to support the Council's General Fund.
- 5.2 The Dedicated Schools Grant is reporting a forecast underspend of (£0.248m) against budget. This is an increase in underspend of £0.115m since period 6. The surplus will be carried forward to the next financial year.
- 5.3 The movement since period 6 (£0.115m) is mainly due to no call on the 2 year old trajectory fund.
- 5.4 Overall the underspend is due to a reduction in Independent School fees and Independent College places based on the number of filled places (£0.680m). This underspend is offset by additional growth fund payments that will be made this financial year due to additional places being agreed £0.419m. This includes the full use of the contingency that was allocated for this purpose.

6. Housing Revenue Account (HRA)

- 6.1 The HRA is reporting a nil outturn variation. This includes £1.144m spend on block improvements and repairs works (mainly external decorations and fire safety), offset by a contribution from the HRA Block Improvement/Regeneration reserves and the Regeneration project costs of £0.340m, offset by a contribution from the Regeneration Reserve.
- 6.2 The main variations not funded by earmarked reserves are:
- £0.372m overspend on Repairs and Maintenance which is made up of:
 - £0.225m on the demobilisation of the partnering contract with the incumbent contractor due to dilapidations. There will also be an additional pressure of £0.200m in 2016/17. There is also a risk of additional costs relating to the fleet, - the service has established that the worst case scenario will cost £0.156m but work is continuing with the contractor to reduce this.

- £0.197m legal costs (for both parties) on the disputed asbestos contract. In addition the disputant is likely to claim for damages but it is not possible to estimate a figure at this stage.
- It was estimated when the 2015/16 HRA budget was approved that overhead charges would reduce by £0.238m. However, the relative reductions in other service areas mean that the proportional charge to the HRA has not reduced as originally estimated. The HRA needs to accommodate the full amount. This is been achieved by reducing the contribution to reserves and the revenue contribution to capital.
- The contribution to the provision for bad debts is lower than budgeted (£0.270m) as tenant debt levels continue to remain below budgeted levels as a result of focused work to improve income collection and the delay in rollout of Universal Credit, which is now expected to impact next year rather than this year.
- Additional rent income due to low void levels (£0.125m) (budget assumed 93, actual is running at 60 – however this also impacts on the General Fund need to accommodate people in temporary accommodation).

6.3 The HRA balance at October 2015 is £4.569m. This continues to be in line with the Prudent Minimum HRA level of £4.500m.

Table 4: HRA Outturn Summary

	2015/16 Budget £'m	Period 7 £'m	Variance £'m
Uncommitted reserve b/f	(4.569)	(4.569)	0.000
Net (surplus)/deficit in year	0.000	0.000	0.000
Uncommitted reserve c/f	(4.569)	(4.569)	0.000
Prudent Minimum HRA level			

7. Capital

7.1 This report monitors against Spend Approval of £131.827m. At the end of October the forecast outturn is £132.265m, an overall variation of £0.438m against the latest Spend Approval. This figure includes forecast re-phasing of £0.144m bringing the position to a net overspend of £0.582m.

7.2 **Table 5: Summary of capital expenditure as at 30th October 2015**

Directorate	Latest Spend Approval	Forecast Spend as at 30/10/15	Variation Over /(under) Spend Approval
	£m	£m	£m
People	68.490	67.947	(0.543)
Place	56.602	57.622	1.020
Resources	6.735	6.696	(0.039)
Total	131.827	132.265	0.438

- 7.3 The key overspend is within Public Realm, where the A421 Pinch Point project is forecasting an overspend of £1.693m, this is the only project classed as red within the RAG rating below. A provision has been set aside to cover the forecast overspend, however so that the true overspend is visible, the funding will not be allocated to the project until the final costs are known. The A421 overspend, which equates to 10% of the total resource allocation for the scheme, is mainly due to two main issues; the urgency required to secure the Pinch Point funding and the drainage elements of the scheme. The drainage elements of the scheme were contracted on a contingency basis which once fully designed, utilised the entire contingency. Subsequent unexpected events, outside of MKC control, resulted in significant delays and consequentially additional costs for which no contingency was available.
- 7.4 A number of compensation events and early warning notices from the contractor have yet to be agreed, together with settlement of various final accounts with utilities. These claims may impact on the final cost of the scheme.
- 7.5 The Transport Programme has been re-aligned to reduce Resource Allocation and create a provision for the potential overspend of this project. Other work is being investigated to establish if any of the additional costs of the scheme can be recovered from third parties. This is still subject to contract agreement.
- 7.6 The major forecast underspends are:
- **Knowles Amalgamation 1 Form of Entry**, (£0.269m), final phase of project completed, funding will be used for other education schemes.
 - **Brooklands Farm Primary School 2**, (£0.126m), final phase of project, school now open, funding will be used for other education schemes.
 - **Conversion of 66/70 High Street, Two Mile Ash**, (£0.165m), based on prices bid through tendering process, started on site September, to complete late December 2015.
 - **Window Upgrades**, (£0.361m), majority of leaseholder work has now been agreed, the underspend is due to volume of work being lower than anticipated as a number of leaseholders have already replaced their windows. Also the costs of the work and associated costs of access equipment are lower than originally estimated.

- 7.7 There are currently no schemes subject to significant re-phasing.
- 7.8 All schemes have been assessed by Project Managers with regard to their RAG Status in relation to the following key criteria, Time, Cost, Scope and Benefits:

RAG rating	Definition	No of Projects in Category
Green	All key criteria will be achieved. Risks are being actively managed	45
Green/ Amber	One of the key criteria cannot be delivered within tolerance; project risks are being managed.	7
Red/ Amber	Two or three of the key criteria cannot be delivered within tolerance. Risks need to be escalated	0
Red	All four key criteria cannot be delivered without further significant. Risks need to be escalated.	1

8. Implications

8.1 Policy

The recommendations of this report are consistent with the Council's Medium Term Financial Plan.

8.2 Resources and Risk

Where significant risks are known they are highlighted in this report.

Capital implications are fully considered throughout the report. Revenue implications as a result of capital schemes are built into the Council's debt financing and other revenue budgets as appropriate through the Medium Term Planning process.

Y	Capital	Y	Revenue	N	Accommodation
N	IT	Y	Medium Term Plan	Y	Asset Management

8.3 Carbon and Energy Management

All capital schemes consider Carbon and Energy Management implications at the capital appraisal stage before they are added to the capital programme. There are no further implications as a result of this report.

8.4 Legal

Legal implications may arise in relation to specific capital schemes or revenue projects. In particular a capital scheme or revenue project may be needed to meet a specific legal requirement. These implications are addressed in the individual project appraisals. There are no significant legal implications arising as a result of this report.

8.5 Other implications

All implications are outlined within the report.

Y	Equalities/Diversity	Y	Sustainability	N	Human Rights
N	E-Government	N	Stakeholders	N	Crime and Disorder
N	Carbon and Energy Management				

Background Papers: 2015/16 Revenue Budget and Capital Programme as approved by Council in February 2015

Wards Affected:

All Wards

ITEM 19**CABINET****9 NOVEMBER 2015****REVISIONS TO CAPITAL PROGRAMME AND SPEND APPROVALS REPORT**

Responsible Cabinet Member: Councillor Middleton, Cabinet member for Resources and Commercialism

Author: Tim Hannam, Corporate Director – Resources
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Tel: 01908 252079

Executive Summary:

Before spending on any scheme can begin within the Capital Programme, project documentation has to be updated and appraised through a formal review process to ensure projects will deliver required outcomes, are fully funded and provide value for money. This review point is the spend approval stage, where following officer scrutiny, Cabinet approval is requested to allow spending against allocated resources for individual projects.

The report requests spend approval for schemes in the 2015/16 Capital Programme and makes amendments to existing schemes within the Capital Programme. The proposed changes are summarised in Tables 1 and 2 of Annex A.

Once spend approval has been agreed any changes to either the funding or spending of resources need to be reported to Cabinet for approval.

The changes outlined in this report result in a revised Capital Programme for 2015/16 of £144.74m. Against this programme, £131.83m of spend approval has been given to enable individual projects to commence or continue.

The Council is responsible for the management of the Milton Keynes Tariff, which is a unique forward funding mechanism to deliver infrastructure in the expansion areas. This report leaves the Tariff Programme for 2015/16 at £40.18m with the total spend approval for these contributions at £25.2m.

1. Recommendation(s)

- 1.1 That the additions to resource allocation and spend approvals for the 2015/16 Capital Programme be approved.
- 1.2 That the amended resource allocation and spend approvals for the 2015/16 Capital Programme be approved.
- 1.3 That the funding position for the 2015/16 Capital Programme be noted.
- 1.4 That the amended resource allocation and spend approvals for 2015/16 Tariff Programme be approved.
- 1.5 That the current position of the 2015/16 Tariff Programme be noted.

2. **Amendments to the 2015/16 Capital Programme**

2.1 There are a number of schemes that were not included in the original 2015/16 Capital Programme but have now completed the officer review process for resource allocation and spend approval. Cabinet approval for resource allocation and spend approval is now sought so that the new capital projects (summarised in **Annex B**) are included in the 2015/16 Capital Programme.

2.2 The most significant new scheme submitted for inclusion in the 2015/16 Capital Programme in Annex B is:

- **Solar Photovoltaic Proposal MKWRP** (resource allocation and spend approval of £0.22m in 2015/16) – to procure and install solar PV array on the mechanical treatment and biological treatment building roofs of the Milton Keynes Waste Recovery Park (MKWRP). This project is funded from the S106 Contribution.

2.3 Approval is sought to amend the resource allocation and spend approval for existing projects which have previously been allocated resources within the 2015/16 Capital Programme and to approve spending on these projects. The main changes are summarised in **Annex B**. The significant requests for resource allocation and spend approval for existing projects in the 2015/16 Capital Programme, as set out in **Annex B** are:

- Additional resource allocation and spend approval request, **Kents Hill Secondary and Special School** of £1.5m in 2015/16 – further funding is required in 2015/16 due to a revised cash flow forecast, but no overall change to project resource allocation. This increase is to be funded from a Basic Need Single Capital Pot Grant.

2.4 The most significant request for change to the phasing of resource allocation and spend approval for existing projects in the 2015/16 Capital Programme, as set out in **Annex B** is:

- Bushfield Junior Expansion resource allocation and spend approval of £0.86m is being re-phased to 2016/17 – project will now be starting on site in November, the phasing has therefore been adjusted in line with this.
- Oakgrove Primary resource allocation and spend approval of £1m is being re-phased to 2016/17 – the phasing of this project has been adjusted following the completion survey and design works.
- South West Milton Keynes Additional Primary Provision resource allocation and spend approval of £5.4m is being re-phased to 2016/17 – following planning application objections a new site has been identified for this school and this has led to a delay.
- New Kents Hill Primary School resource allocation and spend approval of £1,469k is being re-phased to 2016/17 – the phasing of this project has been adjusted following the completion survey and design works.
- HRA Bathroom programme resource allocation and spend approval of £0.86m is being re-phased to 2016/17 – works being deferred until Regeneration Partner has been appointed.

- HRA Roof programme resource allocation of £1.61m is being re-phased to 2016/17 – works being deferred until Regeneration Partner has been appointed.
- CMK Community Sports Facility resource allocation of £1.96m is being re-phased to 2016/17 – project will now be starting on site next financial year the phasing has therefore been adjusted in line with this.

2.5 A summary of proposed revisions to the Capital Programme for 2015/16 is shown in **Annex A, Table 1**. These revisions are set out in detail in **Annex B**.

2.6 Project managers have a monthly opportunity to satisfy the Capital Programme Review Panel (Corporate Director Resources, colleagues from Finance and the Portfolio Office, and a representative of the Corporate Leadership Team) that the project is well controlled and managed, and that funding is confirmed as available. While some projects have been through this process and been allocated spend approval, there are a number of schemes where spend approval has not been requested or where the Capital Programme Review Panel has requested further work / assurance before the scheme can be brought to Councillors.

2.7 The revised 2015/16 Capital Programme resource allocation and spend approval, including schemes still to be given spend approval is available on the Council website at <http://www.milton-keynes.gov.uk/finance>.

2.8 **Table 2 in Annex A** shows the financing position for the 2015/16 Capital Programme.

3. **Spend Approvals Across Multiple Years**

3.1 Some major capital schemes require spend approval for more than the current financial year. In approving spend approval for the project resources are effectively being committed for the future. This is usually for major schemes which could not be completed in a single financial year, or where the most effective timing of a project crosses financial years e.g. opening a school in September.

3.2 There are currently sixty projects with spend approval phased across multiple years. These projects are fully funded with all of their funding having been confirmed as available within 2015/16. These projects along with the phasing of the spend approvals are detailed in **Annex A, Table 3**.

4. **Approval of the Tariff Allocations**

4.1 The February report to Full Council outlined the resource allocation for the 2015/16 Tariff schemes.

4.2 The significant requests for changes to resource allocation and spend approval for existing projects in the 2015/16 Tariff Programme, as set out in **Annex B** are:

Changes to the phasing of existing project

- **Museum Enhancement** £0.53m of resource allocation to be transferred from 2015/16 to 2016/17 in line with the expenditure profile in the Capital Programme.

5. Annexes to this Report

ANNEX A	Summary of changes to the Capital Programme and Financing
ANNEX B	Detailed list of changes to the 2015/16 Capital Programme and the 2015/16 Tariff Programme

6. Implications

6.1 Policy

The recommendations of this report are consistent with the Council's Medium Term Financial Plan.

6.2 Resources and Risk

Capital implications are fully considered throughout the report. Revenue implications may arise from capital schemes in respect of:

- a) Borrowing to fund capital expenditure (principal and interest),
- b) Running costs associated with capital schemes, and
- c) Efficiency savings (e.g. reduced maintenance costs).

These are built into the Council's debt financing and other revenue budgets as appropriate through the Medium Term Planning process.

Y	Capital	Y	Revenue	N	Accommodation
N	IT	Y	Medium Term Plan	N	Asset Management

6.3 Carbon and Energy Management

All capital schemes consider Carbon and Energy Management implications at the capital appraisal stage before they are added to the capital programme. There are no further implications as a result of this report.

6.4 Legal

Legal implications may arise in relation to specific capital schemes. In particular a capital scheme may be needed to meet a specific legal requirement. These implications are addressed in the individual project appraisals.

There are no significant legal implications arising as a result of this report.

6.5 Other Implications

There are no other implications arising as a result of this report.

N	Equalities / Diversity	Y	Sustainability	N	Human Rights
N	E-Government	N	Stakeholders	N	Crime and Disorder
N	Carbon and Energy				

	Policy				
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Background Papers: Officer Working Papers, report to all Members
 Previous reports to both Cabinet and Council as mentioned
 within the body of the report

SUMMARY OF CHANGES TO THE CAPITAL PROGRAMME AND FINANCING

Table 1: Summary of Proposed Revisions to Capital Programme for 2015/16

Directorate	Resource Allocation £m	Spend Approval £m	Spend Approval not yet Requested £m
2015/16 Capital Programme as agreed 12th October 2015 Cabinet	163.693	(144.873)	18.820
New Projects	0.375	(0.375)	0.000
Amendments to Existing Project	1.370	(1.514)	(0.144)
Re-phasing	(20.702)	14.935	(5.767)
Revised Capital Programme after Adjustments	144.736	(131.827)	12.909

The detailed list of the proposed revisions to Capital Programme for 2015/16 summarised in **Table 1** above are identified in **Annex B**.

Table 2: Financing of the 2015/16 Capital Programme

Funding Type	2015/16 Capital Programme £m
Capital Reserve	0.281
Capital Receipts	2.638
Major Repairs Reserve	6.436
Single Capital Pot - Grants	54.513
Prudential Borrowing	18.005
Government Grants	9.428
S.106 - Planning Gain / Tariff	34.525
Other Third Party Contributions	1.667
Parking Income	0.093
Other Revenue Contributions	7.690
New Homes Bonus	9.460
Total	144.736

Table 3: Spend Approvals – Across Multiple Years

Scheme	Total Resource Allocation	Spend Approval				Total £m
		Prior Year £m	2015/16 £m	2016/17 £m	2017/18 Onwards £m	
Telecare	0.170	0.045	0.007	0.023	0.000	0.075
Abbeys Fire Alarm and Emergency Lighting	0.167	0.000	0.004	0.163	0.000	0.167
Castlethorpe Fire Alarm & Emergency Light	0.038	0.000	0.001	0.037	0.000	0.038
Cold Harbour Fire Alarm & Emergency Light	0.132	0.000	0.004	0.128	0.000	0.132
Radcliffe School Block 1 Heating	0.737	0.026	0.461	0.250	0.000	0.737
Heelands Heating Upgrade	0.292	0.000	0.008	0.284	0.000	0.292
Wyvern Block 4 Heating Upgrade	0.198	0.000	0.006	0.192	0.000	0.198
Tickford Park Block 2 Heating Upgrade	0.240	0.000	0.006	0.234	0.000	0.240
Brookward Block 1 Heating Upgrade	0.236	0.000	0.006	0.230	0.000	0.236
Russell Street Block 1 Heating Upgrade	0.276	0.000	0.008	0.268	0.000	0.276
Long Meadow Flooring Upgrade	0.100	0.000	0.003	0.097	0.000	0.100
Haversham Infant School New Car Park	0.074	0.000	0.070	0.004	0.000	0.074
Cedars Block 1 Masonry Works	0.031	0.000	0.001	0.030	0.000	0.031
Southwood Flat Roof & Patent Glazing Upgrd	0.234	0.000	0.006	0.228	0.000	0.234
Willen Roof Lights Upgrade	0.034	0.000	0.001	0.033	0.000	0.034
Holmwood Nursery	0.605	0.010	0.463	0.132	0.000	0.605
Oldbrook 1st School - Nursery Class provision	0.600	0.000	0.169	0.431	0.000	0.600
Proposed Middleton Primary School 1FOE	4.830	4.775	0.051	0.004	0.000	4.830

Scheme	Total Resource Allocation	Spend Approval				
		Prior Year £m	2015/16 £m	2016/17 £m	2017/18 Onwards £m	Total £m
Jubilee Wood Primary School Extension	7.392	0.088	4.987	2.317	0.000	7.392
Bushfield Junior Expansion	2.810	0.042	1.871	0.897	0.000	2.810
Whitehouse Primary School	8.683	0.342	4.890	3.451	0.000	8.683
Oakgrove Primary	8.317	0.102	4.488	3.727	0.000	8.317
Newton Leys Primary	8.719	0.178	5.290	3.251	0.000	8.719
South W. MK Additional Primary Provision	7.831	0.168	0.221	7.442	0.000	7.831
Fairfield Primary	8.368	0.217	4.760	3.391	0.000	8.368
Eagle Farm Primary School	8.865	0.000	0.300	5.729	2.836	8.865
New Kent's Hill Primary School	7.681	0.000	0.500	5.681	1.500	7.681
Walton High at Brooklands Ph1	26.369	1.581	16.844	7.944	0.000	26.369
Kent's Hill Secondary & Special School	25.141	0.000	2.500	14.000	8.641	25.141
Bathrooms	3.993	0.000	0.100	0.861	0.000	0.961
Electrics	11.451	0.000	0.100	0.798	0.000	0.898
Kitchens	3.369	0.000	0.100	0.561	0.000	0.661
Clifton Court Biomass	0.575	0.000	0.025	0.550	0.000	0.575
Carpenter Court Fire Safety Upgrades	0.067	0.000	0.000	0.067	0.000	0.067
Bellfounder House Ceiling Upgrades	0.060	0.000	0.000	0.060	0.000	0.060
Management Fee	0.033	0.006	0.000	0.027	0.000	0.033
New Council Housing - 4 Garage Sites	3.000	0.000	0.700	2.300	0.000	3.000
Development Control Improvement	0.081	0.061	0.000	0.020	0.000	0.081
Milton Keynes Local Broadband Plan	2.400	0.000	2.003	0.397	0.000	2.400
Water Eaton Bridge Upgrading and Strengthen	0.090	0.000	0.010	0.080	0.000	0.090
New Bradwell Bridge Upgrading and Strengthen	0.065	0.000	0.010	0.055	0.000	0.065

Scheme	Total Resource Allocation	Spend Approval				
		Prior Year £m	2015/16 £m	2016/17 £m	2017/18 Onwards £m	Total £m
Swan River Bridge Upgrading and Strengthen	0.065	0.000	0.010	0.055	0.000	0.065
Hardmead Bridge Upgrading and Strengthen	0.060	0.000	0.010	0.050	0.000	0.060
Coldharbour Farm Bridge Upgrading and St	0.070	0.000	0.010	0.060	0.000	0.070
C54 Tyringham Bridge Masonry Refurb	0.162	0.010	0.010	0.142	0.000	0.162
Structural Improvements to structures	1.020	0.000	0.355	0.100	0.000	0.455
H3 Canal Bridge, Bolbeck Park Strengthen	0.480	0.000	0.000	0.020	0.000	0.020
Linford Station Railway, Gt Linford Upgrade	0.300	0.000	0.025	0.025	0.000	0.050
H8 Railway Bridge Protection	0.185	0.000	0.000	0.020	0.000	0.020
Infrastructure Investment - Transport	37.313	12.609	5.214	0.250	0.000	18.073
Market Square	0.010	0.000	0.000	0.010	0.000	0.010
Rvrsde/Ousebk, height restriction works	0.025	0.000	0.010	0.015	0.000	0.025
Investment in Parking	11.988	0.000	9.000	2.988	0.000	11.988
Provision of Additnl Cemetery Facilities	0.130	0.000	0.030	0.070	0.030	0.130
Bowls and Cricket Provision West of MK	0.157	0.000	0.000	0.010	0.000	0.010
Shenley Leisure Centre - New Sports Hall	0.558	0.000	0.058	0.500	0.000	0.558
Bradwell Abbey Improvements Programme	0.758	0.286	0.389	0.050	0.033	0.758
New MK Museum	6.825	0.000	0.300	5.251	1.274	6.825
Future Work Programme	6.474	0.157	4.217	2.100	0.000	6.474

Scheme	Total Resource Allocation	Spend Approval				
		Prior Year £m	2015/16 £m	2016/17 £m	2017/18 Onwards £m	Total £m
ICT Asset Funding Programme	0.809	0.378	0.062	0.073	0.000	0.513
Total Multiple Years Spend Approval	221.743	21.081	70.674	78.163	14.314	184.232

Detailed list of changes to the 2015/16 Capital Programme

Scheme	Resource Allocation 2015/16 £	Spend Approval 2015/16 £	Spend Approval not Requested 2015/16 £
2015/16 Capital Programme as agreed at the 12th October Cabinet	163,692,872	144,873,081	18,819,791
Amendments to Resource Allocation and Spend Approval for New Projects			
Community Facilities Unit			
Shenley Brook End Meeting Place	50,000	50,000	0
Bradwell Common Community Centre	10,000	10,000	0
Two Mile Ash Community Annex	40,000	40,000	0
Bradville Hall	30,000	30,000	0
Resources			
Solar Photovoltaic Array at Depot	25,000	25,000	0
Solar Photovoltaic Proposal MKWRP	220,000	220,000	0
Total Amendments to Resource Allocation and Spend Approval for New Projects	375,000	375,000	0
Amendments to Resource Allocation and Spend Approval for Existing Projects			
Childrens & Families			
Drayton Park School Retaining Wall	14,000	14,000	0
Capital Maintenance Programme	(14,000)		(14,000)
Kents Hill Secondary & Special Sch	1,500,000	1,500,000	0
Community Facilities Unit			
Community Asset Trfs Prog/Community&Cultural Srve Rvw	(130,000)		(130,000)
Total Amendments to Resource Allocation and Spend Approval for Existing Projects	1,370,000	1,514,000	(144,000)
Rephasing of Resource Allocation and Spend Approval to 2016/17			
Adult Social Care & Health			
Telecare	(117,538)	(23,000)	(94,538)
Service Redesign	(24,171)		(24,171)
Intermediate Care	(31,005)		(31,005)
Childrens & Families			
Haversham Infant School New Car Park	(4,000)	(4,000)	0
Holmwood Nursery	(131,590)	(131,590)	0
Oldbrook 1st Sch-Nursery Class provision	(281,360)	(281,360)	0
Jubilee Wood Primary School Extension	(467,060)	(467,060)	0
Bushfield Junior Expansion	(857,000)	(857,000)	0
Whitehouse Primary School	(641,453)	(641,453)	0
Oakgrove Primary	(1,000,790)	(1,000,790)	0
South W. MK Additional Primary Provision	(5,404,680)	(5,404,680)	0
Fairfield Primary	(581,281)	(581,281)	0
New Kents Hill Primary School	(1,469,000)	(1,469,000)	0
Housing & Community - Housing			
Aids & Adaptations	(79,505)		(79,505)
Bathrooms	(860,756)	(860,756)	0
Electrics	(798,434)	(798,434)	0
External Works	(492,703)		(492,703)
Kitchens	(560,879)	(560,879)	0
Roof	(1,610,345)		(1,610,345)
Stores	(250,823)		(250,823)
Walls	(564,953)		(564,953)
Carpenter Court Fire Safety Upgrades	(66,900)	(66,900)	0
Bellfounder House Ceiling Upgrades	(60,230)	(60,230)	0
Management Fee	(27,112)	(27,112)	0
New Council Housing - 4 Garage Sites	(300,000)	(300,000)	0

Public Realm			
Water Eaton Bridge Upgrading and Strengt	(80,000)	(80,000)	0
New Bradwell Bridge Upgrading and Streng	(55,000)	(55,000)	0
Swan River Bridge Upgrading and Strength	(55,000)	(55,000)	0
Hardmead Bridge Upgrading and Strengthen	(50,000)	(50,000)	0
Coldharbour Farm Bridge Upgrading and St	(60,000)	(60,000)	0
C54 Tyringham Bridge Masonry Refurb	(141,809)	(141,809)	0
Structural Improvements to structures	(100,000)	(100,000)	0
Linford Station Railway, Gt Linford Upgd	(25,000)	(25,000)	0
Rvrsde/Ousebk, hght rstrictn works	(15,000)	(15,000)	0
Community Facilities Unit			
CMK Community Sports Facility	(1,957,975)		(1,957,975)
Bowls and Cricket Provision West of MK	(157,000)	(10,000)	(147,000)
New MK Museum	(734,072)	(734,072)	0
Resources			
GIS Integration	(100,000)		(100,000)
ICT Asset Funding Programme	(268,988)	(73,325)	(195,662)
Data Hosting & Storage	(218,000)		(218,000)
Total Rephasing of Resource Allocation and Spend Approval to 2016/17	(20,701,412)	(14,934,732)	(5,766,680)
Revised Capital Programme after Adjustments	144,736,461	131,827,349	12,909,111

Detailed list of changes to the 2015/16 Tariff Programme

Scheme	Resource Allocation 2015/16 £	Spend Approval 2015/16 £	Spend Approval not Requested 2015/16 £
2015/16 Tariff Programme as agreed at the 12th October Cabinet	40,706,000	25,200,000	15,506,000
Amendments to Resource Allocation and Spend Approval for Existing Projects			
Museum Enhancement	(527,000)	0	(527,000)
Total Resource Allocation & Spend Approval requests for Existing Projects	(527,000)	0	(527,000)
Revised Tariff Programme after Adjustments	40,179,000	25,200,000	14,979,000