

Milton Keynes Infrastructure Delivery Plan

May 2022

Planning Projects and Services



MK

milton keynes council



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Introduction

General

This Infrastructure Delivery Plan (IDP) has been compiled by Milton Keynes Council as part of its commitment to delivering the infrastructure required to support development within the Borough. The current local plan, Plan:MK, covers the period up to the year 2031 and its replacement plan, for the period to 2041, is currently being devised. As part of the new local plan programme a comprehensive Milton Keynes Infrastructure Study (MKIS) will be developed.

Purpose

The IDP is an iterative key supporting document for Plan:MK which seeks to identify the infrastructures necessary to deliver the local plan objectives. The IDP will be subject to intermittent updates as infrastructure is delivered and new requirements are identified but it will eventually be replaced by the MKIS.

The aim of the IDP is to:

- Identify what infrastructure is needed to sustainably support future strategic growth within the Borough of Milton Keynes.
- Explain the approach the Council has taken to identifying the infrastructure that will serve both employment and housing growth; how it will be delivered and, where identified, the potential risks associated with the development.
- Identify the evidence bases used by the Council to determine future growth-related infrastructure requirements.
- Support and inform the Council's policies including the Council Plan and Plan:MK.

It is important to note that this IDP presents a strategic picture of requirements based on the growth areas identified in Plan:MK and the impacts of growth across the rest of the Borough.

Methodology and approach

This section sets out the structure of the IDP and the approach taken to assess the Borough's infrastructure needs including limitations and exclusions.

The document examines a range of infrastructures broadly categorised into three groups, as listed below.

- i. Physical infrastructure – including transport and highways, water and energy supply, waste management, public realm and telecommunications.
- ii. Social infrastructure – including education, health, social care, emergency services, courts and probation services, arts and cultural venues, art and design in the public realm, sport and recreational facilities, community halls and religious facilities.
- iii. Green infrastructure – including public open space and parks and play space.

In general, the IDP defines 'infrastructure' as 'any facility, service or physical structure that supports or enables proposed development, whether privately or publicly funded; this development could be for society or enterprise'.

There are several important principles regarding the approach that should be recognised; these are:

- i) The IDP does not seek to make up for historic deficits in infrastructure. However, there are instances where supporting growth might most effectively be achieved through the upgrading of existing facilities rather than the provision of new ones. This could include, for example, extending existing schools or enhancing current public transport services.
- ii) Not all housing and employment growth planned for individual sites will attract specific additional infrastructure requirements that can be addressed through the development of that site alone.
- iii) The IDP, for most infrastructure items, presents the 'gross case scenario' in terms of needs. In the case of social, community, leisure and green infrastructure needs, this is because the methodology of establishing the scale of need is based on calculations per head of the population.
- iv) There are changing ways of providing public services which can make it extremely difficult for the IDP to be definitive about what physical infrastructure might be required to support these in future. Within most areas of public service

there are many options under discussion as to how future services should be provided, and the outcome of these could, therefore, have a significant impact on infrastructure requirements and costs.

The IDP also recognises that the infrastructure provision can be categorised in priority although that priority may depend on perspective. Some infrastructure is critical without which development cannot commence (some transport and utility infrastructure, for example). Other infrastructure is necessary, but the precise timing and phasing is less critical and early stages of development may be able to commence ahead of its provision (schools and healthcare, for example). Some infrastructure is important to help build sustainable communities, but timing and phasing is not immediately critical and can therefore be phased over the plan period (libraries and green infrastructure, for example).

This updated plan has been produced following a series of interviews with representatives from Milton Keynes Council services and partner agencies with a stake in providing physical and social infrastructure within the Borough. The interviews took place between April and August 2021 and the plans and projects described were correct as of that time but may be subject to change.

Policy context

National policy

The context for this IDP is underpinned within Paragraph 20 of the National Planning Policy Framework (NPPF) which states:

Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:

- a) housing (including affordable housing), employment, retail, leisure and other commercial development;*
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- c) community facilities (such as health, education and cultural infrastructure); and*
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.*

This IDP should be read in conjunction with the current local plan (Plan:MK) which contains references to the IDP; this is borne out by point C of Paragraph 16 of the NPPF which states that:

[The local plan] should be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees.

Paragraph 25 of the NPPF states that:

Strategic policy-making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans. They should also engage with their local communities and relevant bodies including Local Enterprise Partnerships, Local Nature Partnerships, the Marine Management Organisation, county councils, infrastructure providers, elected mayors and combined authorities.

The approach of the IDP is to assess the needs arising from larger identified sites which individually, or in combination, will contribute towards addressing the

strategic objectives of the emerging local plan. It is acknowledged that there will also be growth arising from smaller and non-strategic sites which could be deemed significant in certain areas. Such growth could therefore translate to some additional burden on existing infrastructure networks. However, it is unlikely that such growth will result in the need for additional strategic infrastructure (schools, medical facilities and utilities, for example). These smaller and non-strategic sites have not been addressed individually in the IDP, although relevant aspects have been considered cumulatively.

At several points, the NPPF notes that local plans should be 'deliverable' and 'viable'. The Council should therefore look to manage infrastructure and other requirements to ensure the delivery of Plan:MK.

Local policy

Within Plan:MK, the relevant infrastructure delivery policy (INF1) states that:

New development that generates a demand for infrastructure; facilities and resources will only be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:

- 1) already in place; or,*
- 2) there is a reliable mechanism in place to ensure that infrastructure, facilities and resources will be delivered in the most appropriate places and at the earliest opportunity, to the required minimum high standards demanded by this Council and its partners. This might include improvements for highway schemes such as bus and rail provisions and enhancements for walking and cycling facilities, or the provision of improved and better connected green infrastructure, local health, shopping and recreational facilities.*

Introduction

Plan:MK covers the development period up to the year 2031. It identifies further key growth areas as Strategic Urban Extensions; these are broadly consistent with those which had been previously set out within the Strategic Development Directions Consultation Document in 2016.

A key part of this IDP is to initiate the planned delivery of new infrastructure within these proposed Strategic Urban Extensions. However, recognition is also made of the large ongoing and committed development, primarily within the Eastern and Western Expansion Areas; these are designated as City Expansion areas. The ongoing developments and future growth areas are considered within the subsequent Housing and Growth section.

Plan:MK seeks to address infrastructure provision within the Borough of Milton Keynes boundaries. However, cross-boundary co-operation is becoming increasingly necessary as Milton Keynes expands towards its boundaries, such as at Eaton Leys, and as development is proposed in other Local Authority areas adjacent to their boundaries with Milton Keynes as at Whaddon in Aylesbury Vale.

Strategic infrastructure delivery cross-boundary co-operation is managed through the South East Midlands Local Enterprise Partnership (SEMLEP). A particular recent success was with Central Bedfordshire Council and the A421 dualling scheme linking the M1 corridor at Junction 13 with the Milton Keynes urban area. Figure 1 shows Borough relationships within the SEMLEP area.



Figure 1: Milton Keynes Council boundary within the South East Midlands (SEM) area. Contains Ordnance Survey data. © Crown copyright and database right 2013.

Spatial strategy

Plan:MK adopts a spatial delivery strategy which seeks to deliver land for a minimum of 26,500 new homes within the Borough by 2031, principally within and adjacent to the city. It also sets out an intention to work jointly with neighbouring authorities and other key organisations on the planning of any development located on the edge of Milton Keynes (but outside the Borough boundary) so that these areas are integrated with the city and contribute to its role and character.

Plan:MK acknowledges the ambitions of the MK2050 Commission Report, particularly the first of the “Six Big Projects” which aims to capitalise on Milton Keynes’ unique position at the centre of a transport corridor between Oxford and Cambridge. Part of this project focuses on the need for Milton Keynes Council to develop new communities beyond the existing urban area of Milton Keynes and link in with neighbouring councils to jointly work on development that may take place close to and on either side of Borough boundaries.

This IDP only seeks to provide direction for the planning of the infrastructure required to deliver Plan:MK. A Milton Keynes Infrastructure Study (MKIS) will take this work forwards to develop the next iteration of the IDP for the new local plan.

In terms of the existing urbanised area of Milton Keynes, allowing for the Expansion areas already under development, this is constrained to the West and South by the Borough's boundaries and the North by floodplain which restricts future expansion. Figure 2 shows the current strategic growth areas to the East and Southeast.

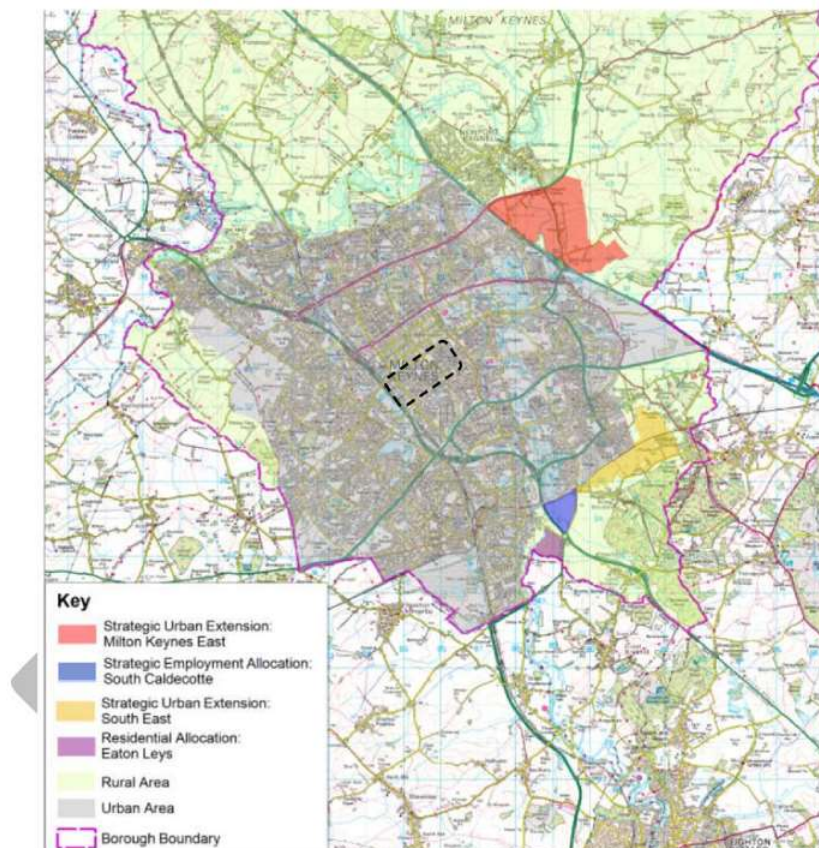


Figure 2: Strategic growth areas

Noticeably, the expansion East of the M1 motorway which was designated as a strategic reserve is separated by the M1 corridor and the proposed developments here as part of the MK East scheme will rely on the crossing of the motorway and securing suitable grid road connectivity.

Both the MK2050 Commission and National Infrastructure Commission recognise the Cambridge to Milton Keynes to Oxford growth potential as a single knowledge-intensive cluster. Figure 3 illustrates this potential growth corridor and how it sits within the context of the existing growth corridors in the South East.

A National Infrastructure Commission study of the Arc said, in 2017, that Milton Keynes could be re-established as “a development location of national significance, through the intensification and expansion of the town to a population of at least 500,000”.

Additionally, the Government published a policy paper in February 2021 in which it describes the Oxford-Cambridge Arc as a national economic priority area which “has the potential to be one of the most prosperous, innovative and sustainable economic areas in the world, and can make a major contribution to a national economic recovery as we seek to build back better from the impact of COVID-19”. The paper accompanied a consultation between February and October 2021 which sought views to help establish a vision for an Oxford-Cambridge Arc Spatial Framework which will guide the future growth of the area to 2050 by providing strategic direction for Local Plans; Local Transport Plans and Local Enterprise Partnerships.

The responses to the Government’s consultation are being considered at the time of this report and a published vision is expected in Spring 2022 alongside fresh consultation on the options for the policies in the Spatial Framework which will inform the emerging Local Plan.

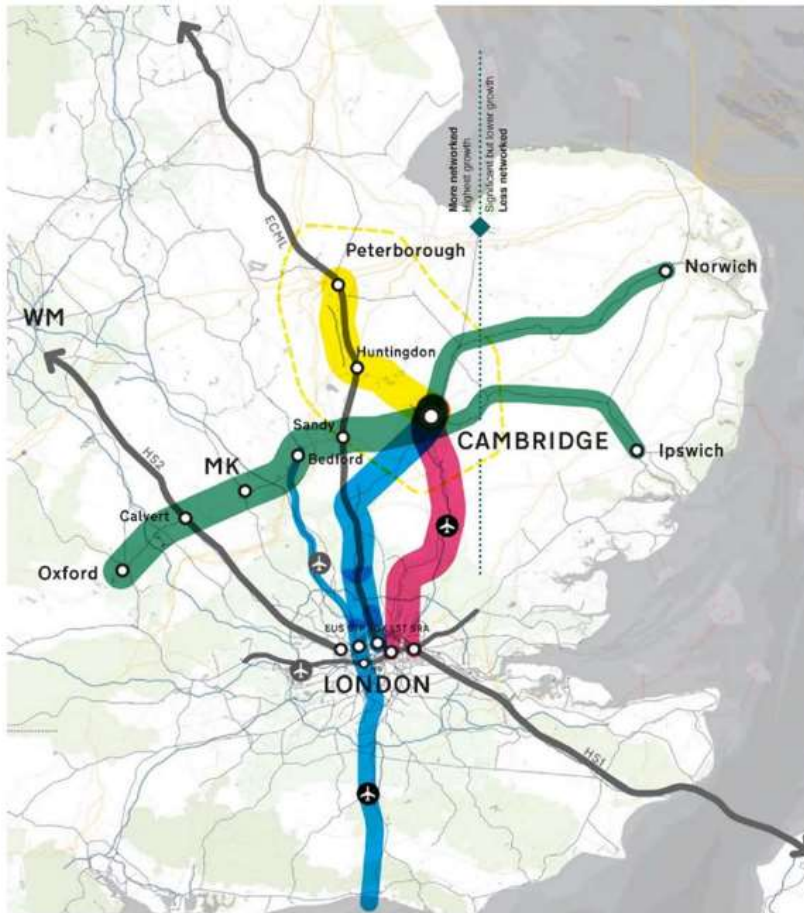


Figure 3: Growth corridors within England (Source: National Infrastructure Commission)

Housing and growth

Along with the new allocations Plan:MK relies, for housing numbers, to a large extent on the existing commitments previously considered under the 2013 Core Strategy and the previous 2005 Local Plan. The major existing commitments are illustrated within Figure 4, an extract from the 2013 Local Plan.

Plan:MK sets the objectively assessed (housing) need (OAN) as a minimum target; this equates to a total of 26,500 dwellings between 2016 and 2031 whilst the ability of existing commitments to contribute was calculated at 20,888 over the plan period or 18,138 as of April 2018 after allowing for the 2,750 completions during 2017/18.

This table shows the significant areas (over 500 dwellings) included within the current commitments figure in Plan:MK of 18,138 dwellings.

Plan:MK Site Allocation	Area	Existing Commitment
Central Milton Keynes, Campbell Park	CMK	1,025
Brooklands	Eastern Expansion Area	1,549
Fairfields/Whitehouse	Western Expansion Area	6,009
Eagle Farm/Glebe Farm/Church Farm	Strategic Land Allocation	3,079
Newton Leys		661
Tattenhoe Park	Western Flank	1,009
Eaton Leys		600

The remaining requirement of 5,612 dwellings is to be met through the local plan allocations in the following table.

Type of Site	Number of Dwellings
CMK and Campbell Park (additional allocation)	3,535
South East Milton Keynes	3,000
MK East Strategic Urban Extension (Land North of M1)	1,475
Urban infill (comprising small sites, regeneration and brownfield sites)	799
Windfall sites	1,235
TOTAL:	10,044
Existing commitments	18,138
2017/18 completions	2,750
<u>GRAND TOTAL:</u>	<u>30,932</u>

Employment land

The forecast for employment needs, derived from the updated 2017 Employment Land Study (ELS), is set out within Plan:MK as per the following table.

Category of Floorspace	Amount of Floorspace (m ²)	Amount of land in hectares (ha)
Office	250,760	17
Industrial	45,860	12
Warehousing	415,850	104
TOTAL:	713,470	132 hectares

The table shows that the largest requirement at 104 hectares (78.2% of the total requirement) was for warehousing with office development needing 17 ha (12.8%) and industrial requirements forecast at 12 ha (9%). According to the ELS, there is a “need for the Council to top up the supply of large sites for employment purposes to give itself more flexibility in accommodating large development proposals.”

Taking into consideration employment rates for the different commercial types, the figures above suggest that most of future jobs developed on employment land within the Borough will come from office type development rather than warehousing and industrial development.

In order to meet the forecasted numbers, the Council has provided a number of policies including DS3: Employment Development Strategy. Plan:MK also sets out one strategic employment allocation, at South East Milton Keynes, of 195,000m².

Retail and leisure land

Similarly, with regards to the equivalent development land associated with retail and leisure sector the Retail Capacity and Leisure Study concluded that 'if existing retail commitments are taken up there is no capacity for additional convenience (largely food) floorspace in the Borough until after 2031. Although there is capacity for additional comparison (non-food) floorspace this is only in the period after 2026 up to 2031.'

The food and beverage sector is forecast to grow; additional capacity of between 4,954-12,292m² (gross) by 2022 and 15,268-37,886m² (gross) is forecast by 2031.

Viability

A key requirement of the NPPF which is also reiterated within the Plan:MK policy is the need for new developments to be both deliverable and economically viable.

The Council's obligation to undertake viability testing has been met by the Whole Plan Viability Study dated November 2017, which concludes that the deliverability of Plan:MK is not prejudiced by the overall burden of the policies contained within it. The Viability Study has been carried out under the Harman Guidance and in accordance with RICS Guidance and factors in build costs, abnormals, infrastructure costs, policy compliance costs, including Affordable Housing requirements and financial contribution assumptions.

Milton Keynes has used a Section 106 based Tariff arrangement to successfully fund infrastructure supporting expansion areas, designated since the 2005 Local Plan, and several of the large sites contributing significant housing numbers as 'existing commitments' in Plan:MK are covered by the Tariff mechanism. Following the introduction of the April 2015 CIL Regulations, the possible expansion of the Milton Keynes Tariff or a similar arrangement into new strategic urban extensions has been limited by pooling restrictions.

Within the context of strategic growth, the viability report suggests Rural/High Value/Flank and Central Milton Keynes areas are most relevant. Specifically, in terms of residential development, the viability report suggests:

- i. In the Central Milton Keynes area, as in the Rural / High-Value /Flanks area, the Residual Value is well in excess of the Viability Threshold in almost all cases, and in most cases the Residual Value suggests that there is a significant buffer and possibly Policy is not being set at the limits of viability (all subject to further analysis).

ii. Caution is expressed in relation to older City Core / Older Centres & City Estates where the ability to bear developer contributions is likely to be limited at higher rates of affordable housing. This is most likely to impact on the brownfield, infill and redevelopment allocation however these developments largely occur in areas already relatively well served by existing infrastructure.

Likewise, in terms of the non-residential development the viability report suggests:

- i. The non-residential development is challenging in the current market conditions, but it is improving.
- ii. Much of the development coming forward in the Borough is 'user-led'; being brought forward by businesses that will use the eventual space for operational uses, rather than for investment purposes.
- iii. The results are reflective of the current market in the Borough and more widely. The large format office development is shown as viable and is coming forward, however the smaller formats are not.
- iv. Industrial development is presently not shown as viable.

In conclusion, the following is noted:

- i. The Central area and the higher value Rural / High-Value / Flanks include vibrant housing markets with strong house prices that are able to support an active housing market
- ii. In the current market, the analysis in the viability report confirms that residential development is not put at serious risk by the cumulative impact of the Council's policies and can bear reasonable developer contributions without threatening development in Rural / High-Value / Flanks and Central Milton Keynes.
- iii. However, in the older City Core / Older Centres & City Estates the ability to bear developer contributions is likely to be limited at higher rates of affordable housing.
- iv. Whilst some non-residential uses are not viable, they are not rendered unviable by the cumulative impact of the Council's policies, rather by the general market conditions. The Council should be cautious in relation to setting policy requirements for employment uses that would unduly impact on viability.

Emerging Local Plan

The early stages of preparation of a new Local Plan to replace Plan:MK are currently underway. The new plan will be able to take into account the Strategy for 2050 (published after the adoption of Plan:MK), indicating in high-level terms the ambitions for growth through to 2050. The new plan would also take account of and help deliver plans for transformational growth along the Oxford-Cambridge Arc as set out in the forthcoming Spatial Framework from the Ministry of Housing, Communities & Local Government. Finally, the new plan would need to respond to any changes within the plan-making system set out by the Government's Planning White Paper in 2020.

There is still considerable uncertainty surrounding the plan-making system as well as proposals for the Arc and how neighbouring authorities will respond to the uncertainty. However, a programme has been established featuring submission of a new Local Plan in 2024 with a view to adoption in the following year. Figure 4 shows the broad programme timeline.

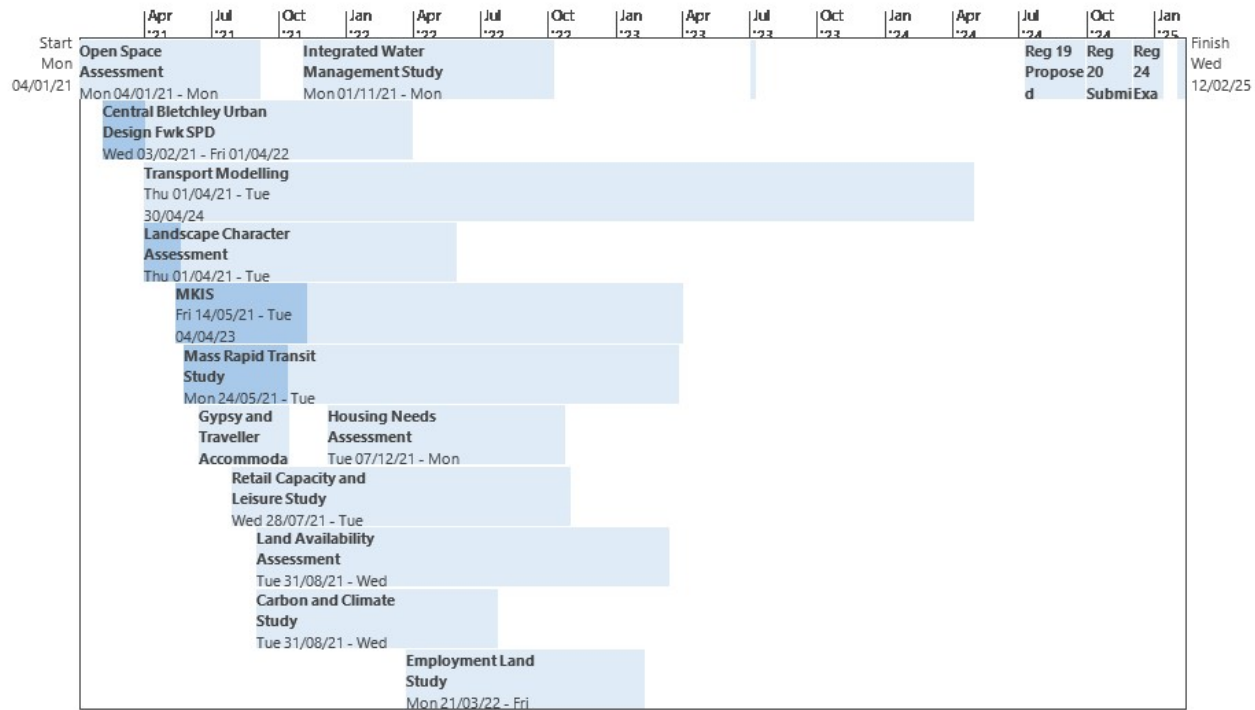


Figure 4: Indicative timeline for the production of a new Local Plan.

Strategy for 2050

The Milton Keynes Strategy for 2050 sets the way forward for the next era of making Milton Keynes greater. It is a strategy for everyone living in Milton Keynes today, especially the children and young people who will be our future citizens, as well as those who will choose to move here to be part of a globally leading green city. The Strategy sets out a long-term approach to spatial development. It aims for a steady population increase to around 410,000 people in the borough by 2050. Public and stakeholder engagement has been extensive and included a draft strategy published for comment in January 2020 for 18-weeks and a subsequent 5-week long review of the impacts of COVID-19. The Strategy includes a commitment to provide essential infrastructure and services, including a Mass Rapid Transit System. It also commits to keep and strengthen those things that make Milton Keynes special – green spaces and trees, being able to move around easily using grid roads and redways, a vibrant economy and diverse communities and a strong community spirit. It includes proposals to help achieve the council’s ambition to be carbon neutral by 2030 and to support the mental and physical health of the community. The Strategy has been prepared to provide ambition and focus at a time of great uncertainty but to be flexible to adapt to changing circumstances.

Milton Keynes Infrastructure Study (MKIS)

The Milton Keynes Infrastructure Study (MKIS) is a key input to both the new Local Plan and support delivery of the Strategy for 2050. It will:

- Identify the infrastructure required to support growth over this period.
- Look at a broad range of infrastructure types and requirements at different scales (from local to sub-regional).
- Consider the funding requirements to support delivery and an approach to prioritising.
- Include a new Local Investment Plan (to 2050) and an Infrastructure Delivery Plan (to 2040).

Transport and highways

Road network

The Transport Policy Team have completed an analysis of road junctions in Milton Keynes and have identified several key grid road junctions that are close to exceeding their operational capacity which is currently causing severe congestion at peak hours which will escalate without intervention given the additional road journeys that a population increase would create. Consideration has been given to implementing improvements at junctions used by key bus routes and by a future Mass Rapid Transit network.

Rank	Grid Intersection	Junction Name
1	H8/V6	Bleak Hall
2	H6/V6	South Grafton
3	H4/V6	Rooksley
4	H8/V4	Elfield Park
5	H6/V4	Knowlhill
6	H7/V8	Fishermead

It is anticipated that several other junctions that are close to exceeding their operational capacity will see some reduction in congestion levels as the mitigation measures proposed as part of the MK East development are implemented.

Mass Rapid Transit

Mass Rapid Transit systems (MRTs) are rail- or bus-based public transport networks that operate on exclusive or semi-exclusive rights of way including light railways, metros, tramways and busways. They provide high passenger capacity and lower emissions and can be designed in such a way that priority is given to the MRT at intersections with other traffic, thereby improving journey times and offering a more attractive alternative to private vehicle use. Indicative routes for a Mass Rapid Transit network have been identified by analysing the origins and destinations of journeys that are currently made in private vehicles. Combining this data with future growth patterns will produce evidence of viability for the route in terms of patronage

which will determine the final route map. The MRT is a cornerstone of the emerging Local Plan and of the Strategy for 2050.

Bus services

A Bus Service Improvement Plan was submitted by the Council to the Department for Transport in October 2021 under the new National Bus Strategy and an Enhanced Partnership is being developed. Transport in Milton Keynes will be guided via the Partnership as described in the National Strategy.

The Bus Service Improvement Plan outlined an ambitious future for public transport in Milton Keynes, with over £100m in schemes including improvements to service levels and key infrastructure. These include: changes to roundabouts; substantial bus priority signals; platform-style stops for rapid transit solutions and the development of key interchange points.

Walking and cycling

Plan:MK outlines the Council's commitment to building a sustainable transport network that minimises the need to travel by private car by offering realistic alternative transport options. A Local Cycling and Walking Infrastructure Plan is currently in development by the Milton Keynes Council Transport team and will be adopted towards the end of 2021. The aim of this plan is to identify a prioritised pipeline of new cycling infrastructure schemes including redways which will be extended outwards linking the heart of the Borough to the expansion areas.

Urban broadband provision

Urban premises within the Borough are now well served by full fibre (fibre to the premises) networks following deployments by CityFibre and Openreach. Superfast broadband (connections with speeds in excess of 24 megabytes per second) are available to 99.22% of all properties within the Borough, according to ThinkBroadband's latest published figures. Ultrafast broadband (connections with speeds in excess of 100 megabytes per second) is available to 88.88% of properties.

CityFibre's first deployment phase between 2018 and 2020 saw the company invest £40 million in building a full fibre network covering around 80% of the urban area of Milton Keynes. The second phase began in early 2021 and has included several estates in the Eastern and Western flanks of Milton Keynes including Tattenhoe, Oxley Park and, Furzton, with Kingston and Middleton being covered in the East. This is expected to conclude in October 2021, alongside a small works infill programme revisiting a handful of areas that were part of the first phase and could not be connected at that time due to wayleave queries or building constraints. By the end of 2021 it is expected that more than 90% of homes in Milton Keynes will have access to full fibre and Ultrafast speeds.

Rural broadband provision

Between 2013 and 2021 Milton Keynes Council funded a Broadband Delivery UK (BDUK) programme with BT Openreach that provided Superfast broadband access to over 15,000 homes and businesses across the borough.

Openreach further delivered full fibre broadband to around 90% of premises in Olney and the surrounding villages as part of their commercial "Fibre First" programme during 2019 and 2020. This leaves around 900 properties in the rural areas of the Borough that are still currently unable to achieve superfast speeds. These properties tend to be businesses and farms that are situated a significant distance from the nearest fibre network and the cost of extending the connection is prohibitively high.

A small proportion are considered sufficiently rural to obtain a "Gigabit Voucher" through the Government's Project Gigabit scheme. This reduces the cost to the

homeowner slightly but in general not enough to make paying the remaining balance feasible. The majority of the properties fall outside of the scope of the new BDUK “Project Gigabit” and in general cannot take advantage of any kind of Community Fibre Partnership owing to the relative isolation of the properties and the lack of adjacent neighbours.

Milton Keynes Council expects a BDUK “Project Gigabit” procurement covering the Milton Keynes and surrounding counties to commence in late 2021 with deployment starting in late 2022 or early 2023. No further details of the procurement are currently available.

Fifth-generation cellular network (5G)

Milton Keynes Council is running a project with SEMLEP to create a 5G service capability covering Milton Keynes’ urban and rural centres.

This project will be enabled by connecting the city fibre network ring (installed via partners CityFibre as part of their Gigabit City initiative) to a series of 5G base stations strategically located so that all communities benefit from high bandwidth, low latency 5G Wi Fi connectivity.

The project will connect and install a series of 5G enabled base stations to a fibre ring network, so that the entire urban area of Milton Keynes (including the older towns), key sites (e.g. Stadium, Bletchley and Central Milton Keynes rail stations, Hospital, Universities) and a number of rural communities (centred on Woburn Sands and Olney) receive high quality bespoke 5G connectivity services, thereby addressing the low level of ultra-fast broadband connectivity currently experienced in rural Milton Keynes (locally there is 13% compared with national average of 53% and regional average of above 70%).

The project will include a set of defined demonstration use cases covering Mobility, Health & Wellbeing and Energy and these will be developed into service propositions as part of the project sustainability.

The programme will include a sustainability work stream that will develop a long-term strategy to expand the capability within the identified use cases and expand to other service areas including education support, security and policing, manufacturing automation, social services and leisure and media.

Utilities

Electricity

Electricity distribution within Milton Keynes is provided by Western Power Distribution (WPD). However, long term planning to ensure capacity for future developments is difficult as WPD is not permitted by the Regulator, under their licence conditions, to invest in network resilience or upgrades ahead of need or for speculative developments. To that end when new energy infrastructure is required the costs are passed to the developer.

A site in southwest Milton Keynes has been earmarked for the building of a new substation to increase capacity and this project will begin as demand begins to approach capacity (likely not before 2025). Upgrades are also planned within the next few years for a number of circuits at the Bradwell Abbey substation in Milton Keynes which will increase capacity in the short term and meet immediate demands from local developments.

Gas

Future gas consumption projections suggest that overall demand is on a downward trend which has generally been attributed to more energy efficient buildings and a shift towards renewable energy. It is not known whether the current infrastructure is sufficient to meet the demands of new developments within the Borough.

Water

Water distribution, recycling and sewerage services in Milton Keynes are provided by Anglian Water. The coverage area is divided into Water Resource Zones and Milton Keynes falls within the Ruthamford Central zone. Anglian Water forecast that population growth within this resource zone in the period up to 2045 will increase water demand by 13% which, without intervention or investment, equates to a demand of 29 million litres per day.

Anglian Water's preferred approach to meeting this increased demand centres on reducing water usage where possible in new developments; investment in water

efficiency initiatives and smart metering; leakage reduction; and by the transfer of some 7.8 million litres of water per day from the neighbouring Ruthamford South zone to Ruthamford Central by 2045.

Anglian Water's Water Recycling Long Term Plan (WRLTP), published in 2019, sets out the planned investment over the next 25 years to support growth in their coverage area. The key highlights for Milton Keynes include:

- Investment of £800,000 to increase drainage capacity at specific sites in the Cotton Valley drainage catchment up to the year 2025, through surface water management and upsizing drainage.
- Subsequent investment of £70 million in the Cotton Valley catchment from 2030 onwards (subject to regulatory approval).
- Installation of flow monitors at strategic trigger points and at large development sites to provide growth intelligence and allow for better planning of water recycling investment through annual reviews.
- Monitoring and investigating Combined Sewage Outfalls including seventeen in the Milton Keynes area and, where Anglian Water predict more than a 50% increase in flow upstream, investing in those which are assessed as highest priority.

Additionally, Anglian Water have ring-fenced funding of £15.8 million between 2020 and 2025 for enhancement works at Water Recycling Centres in the area to protect and improve water quality.

Waste and recycling

Two new Household Waste Recycling Centres are being planned to meet the need for increased household waste processing capacity. One site will be located within or proximate to the MK East development and will be part financed by the disposal of the existing Centre at Newport Pagnell. The other will be in the South of the Borough, although a site has not been identified as yet. Both new sites are currently due to be operational by 2028. Additionally, the existing Household Waste Recycling Centre at Bleak Hall will be expanded, providing additional capacity. The expansion will take around three years to complete but no start date has been agreed.

Further upgrades are planned at the Material Recycling Facility in Wolverton to allow for further recovery of constituent recyclable materials like paper, plastic and metal that have been disposed of with non-recyclable waste. This will ensure that less overall material is disposed of via landfill or incineration, reducing the need to plan for additional capacity for these activities.

Education

School places provision

Any new housing development is considered to generate additional pressure on the demand for school places. The number of pupils generated from new housing developments is based on a pupil-product-ratio survey completed by Cognisant Research in August 2017 as shown below.

Age	4 (Rec.)	5 (Y1)	6	7	8	9	10
Yield rate	0.06	0.05	0.05	0.05	0.04	0.03	0.03
Age	11 (Y7)	12	13	14	15 (Y11)		
Yield rate	0.03	0.03	0.02	0.02	0.02		

Thus, a development of a thousand new homes would be expected to require: sixty places in Reception classes; fifty places each in Years 1-3; forty in Year 4; thirty each in Years 5-8 and twenty each in Years 9-11.

The following table outlines the building projects that will provide the required school places to the expansion areas. It must be noted that the need and timings of delivery for new schools is reviewed annually based on the latest datasets available at the time. The dates given are estimated and are by no means final agreed delivery dates of provision.

School	Location	Delivery Year (estimated)	Cost (£m, estimated)
Primary	Calverton Lane, Whitehouse	To open September 2023	£8.5m
Primary	High Street, Whitehouse	2025/26 at the earliest	£9m
Primary and Secondary	Glebe Farm	To open September 2022	£33m
Primary	Tickford Fields	2025/26 at the earliest	Not yet estimated
Primary	Eaton Leys	2025/26 at the earliest	£3.5m
Primary phase (all through school)	MK East	2026/27 at the earliest	£8m
Primary 2	MK East	2030/31 at the earliest	£8m
Primary 3	MK East	Post 2030 at the earliest	£8m
Primary 4	MK East	Post 2030	£8m
Secondary phase (all through school)	MK East	2026/27 at the earliest	£25m
Primary 1	Southeast MK Strategic Urban Extension	2026/27 at the earliest	£8m
Primary 2	Southeast MK Strategic Urban Extension	2030/31 at the earliest	£8m
Secondary	Southeast MK Strategic Urban Extension	2030/31 at the earliest	£25m

Special school places provision

Within the Borough there is a growing number of children and young people with education, health and care plans. There were 2,276 children and young people with such plans in 2020/21, up from 1,641 five years earlier. At present, around 1.7% of children and young people in the Borough are educated within specialist provision and this equates to 17 in 1,000 children and young people. The Special Educational Needs and Disability estimate that this proportion will necessitate an additional special school per 10,000 children.

Further education

Plans to relocate Milton Keynes College from two existing sites in Bletchley and Leadenhall into a single campus in Central Milton Keynes appear to have been put on hold at least in the short-term as the College was awarded £3.5m in funding in July 2021 to build a new centre for digital skills at the Leadenhall site.

Higher education

Per research undertaken by Cranfield University, Milton Keynes is the largest urban area in the United Kingdom that does not yet have its own university. Milton Keynes Council have set aside a central parcel of land benefitting from proximity to transport, retail and leisure areas to be developed into MK:U, the new model university for Milton Keynes. Cranfield University has been named as the lead partner in the project and the building design has been chosen from a shortlist of entries. The first phase of the project is projected to be completed by 2023.

Libraries and adult education

There are 9 libraries across the Borough. The main library is in Central Milton Keynes and there are plans to refurbish and modernise this building, creating a community hub that offers more than traditional library services and is a Civic space that represent Milton Keynes and its ambitions. Kingston and Westcroft are both modern purpose-built libraries that opened in the last 10 years and Bletchley and Newport Pagnell have both been completely refurbished in the last 5 years. Stony Stratford is

currently undergoing a rebuild in partnership with the Town Council, who own the building, to meet the needs of the Western Expansion area. Wolverton, Olney and Woburn Sands libraries are located in their respective parish council buildings. The Council will add to their current provision by creating a new facility in Netherfield, in the Woughton ward, to meet the requirements of the latest council plan.

Adult Education is delivered at a range of community venues across the Borough. Work is due to begin on a central learning centre that will be located in the Central Milton Keynes library and this will provide four modern classrooms. It has also been involved in the planning for community space in the MK East development area where it is hoped there will be flexible space that can also be used as classrooms.

Acute care

Using population figures published in 2019 by the Office for National Statistics and figures provided by Milton Keynes Council regarding upcoming housing developments, the NHS have noted the following trends:

- That the population of Milton Keynes will be approximately 345,000 by the year 2031.
- That the number of adults living in Milton Keynes aged over 70 years old in 2031 could grow by up to 60% of 2020 levels; adults aged 50-69 by 45%, and children aged up to 19 by 20%.
- That the number of births will increase by approximately 8% between 2020 and 2031.

In response to these trends, the Milton Keynes University Hospital Foundation Trust's proposed Health Infrastructure Plan programme plans to incorporate, on the current Hospital grounds at Eaglestone:

- A new Women and Children's unit which will allow for the major improvements required to bring the Trust's maternity, neonatal and paediatric services up to national standards.
- An intermediate care centre offering step-down care from acute services.
- Increased surgical space.
- Increased imaging capacity.

The programme is expected to cost in the region of £244m with the majority of the funding coming from the Government's Health Infrastructure Plan programme.

Primary care

The merger of the separate Clinical Commissioning Groups for Bedfordshire, Luton and Milton Keynes into a single Clinical Commissioning Group covering the area was completed on the 1st April 2021. The creation of a single entity allows for greater

opportunities for joint working and the delivery of a 'Hub' model of care which provides benefits to patients through care planning across a range of services rather than each service operating independently.

The following table outlines the building projects that will provide health services to the expansion areas.

Location	Delivery Year (estimated)	Cost (£m, estimated)
Eaton Leys	2021	£2.4m
MK East	2026/27	£10m
Southeast MK Strategic Urban Extension	2025/26	£2.5m

Community care

Community care in Milton Keynes is provided by Central and Northwest London NHS Foundation Trust. This comprises a range of services including hearing; speech and language therapy; health visitors and school nurses; prison healthcare; district nursing; stroke rehabilitation; podiatry; addiction counselling; sexual health and mental health services. The Trust currently operate four separate inpatient units across the Borough but plan to develop a single integrated unit at the Bletchley Community Hospital site to allow for staff sharing and greater cohesion where patients have need to access more than one service. This will also see the closure and relocation of the Campbell Centre mental health inpatient unit which will free up space for Hospital expansion on the main Eaglestone site.

Social care

Care homes

There are currently 47 care homes in Milton Keynes, of which 22 cater primarily for older people across nursing and residential support. Milton Keynes Council has no stock of its own for long term care home accommodation.

Demand for care home placements remains strong, following a reduction during the COVID-19 pandemic. Demand for older people's care and support is forecasted to see the largest increase in the forthcoming years, with recent intelligence suggesting that up to 300 additional older people's care home beds will be required by 2030 (the equivalent of four new care homes with 75 beds each).

A learning disability short-stay facility managed by Milton Keynes Council but operating out of an NHS-owned property is currently being assessed as to its suitability and condition. It is anticipated that alternative accommodation will be sought for this service.

Day care services

Day care facilities in Milton Keynes are primarily provided for older people and adults with learning disabilities. Milton Keynes Council currently has two day care facilities for older people and two for adults with learning disabilities. Discussions are currently taking place regarding the replacement of the two learning disability facilities and one of the older people's facilities due to their age, condition and suitability.

Additional provision for learning disabilities, owned by independent service providers, is provided at three other sites and further discussion over demand forecasts and suitability are taking place.

Sheltered and very sheltered accommodation

Milton Keynes Council currently owns and provides sheltered accommodation for older people at 25 sites. The condition of this accommodation varies and a plan for

refurbishment or replacement will need to be considered. Currently designated for people aged 60 and over, many of the buildings were designed and built in the 1970's and 1980's and may no longer be fit for purpose. However, demand for these facilities remains high.

Milton Keynes Council currently has three sites designated as very sheltered accommodation. Two are primarily for those living with dementia; one having been purpose built in 2012 whilst the other was originally sheltered accommodation. The third site is a purpose built scheme for people requiring 24 hour care and support.

There are also a number of other independently provided sites offering very sheltered accommodation, based on the extra care model. The Extra Care Trust are a significant provider.

Whilst there is a growing demand for care homes, Milton Keynes Council is assessing the impact of very sheltered accommodation and its strategic importance. However, it is clear that older people's accommodation will see increased demand pressures over the coming years.

Supported accommodation

Across all service areas the demand for supported accommodation is high. The recent Milton Keynes Council Supported Accommodation Strategy 2021 and accompanying needs assessment detail this.

Milton Keynes Council commissions supported accommodation for young people through a combination of its own stock and independent provision. The Council's own stock is in need of major refurbishment or replacement and the supply of independent provision is limited and of variable standard.

Similarly, the supply of suitable accommodation for mental health is limited, with current provision not suitable in the long term to meet demand or accommodation standards. For example, there is currently a 'step down' from hospital provision for twenty people, whereas it is predicted that the demand for this type of facility will more than double by 2030. Additional and suitable supply to meet this demand will be required.

There is also ongoing demand for specialist supported accommodation for physical and learning disabilities. This is particularly so for those people, often with very complex needs, returning from out of area hospitals and other care facilities.

Suitable accommodation for independent living across all service areas is also in demand, with that for physical, sensory and learning disabilities often difficult to source.

Accommodation for disabled children and young people

There are two facilities in the Borough offering services to disabled children and young people. Furze House offers respite provision while Westminster Drive provides long term placements. There is scope for reconfiguration and development at both sites to maximise the services offered to some of the most vulnerable children in the Borough and their families. This will become increasingly important as the need for these services grows along with the population.

Children’s social care

Following the increase in demand for children’s social care services, a new multi-agency hub is being planned to operate out of the planned health facility within the MK East development.

Demand for children’s social care has grown over the past four years at each stage within the service. Demand projections completed in 2021-22 anticipate continued growth, with projections based on a median point between ONS population and local housing growth projections.

Since projections have been made the rates for 2021-22 appear to be exceeding the projected rate for referrals and child protection and therefore further analysis will continue.

	2017-18	2020-21	Projected 2025-26
Children and Family Practices		464	576
Referrals	2,324	2,856	3,546
Children in Need	1,876	2,323	2,884
Child Protection	127	183	227
Looked After Children	388	395	490
Care Leavers	149	176	219

Built infrastructure has not been discussed as a requirement to meet demand. Projected staffing levels to maintain service levels require FTE growth of 46.8 across the children's social care teams by 2025-26 allowing for manageable and safe caseloads to be maintained.

Leisure, community and sport

Sports facilities

There are over 75 community centres and meeting places across the Borough. Development in the expansion areas creates additional demand for community centre and leisure provision and these are provided either through financial contributions from developers or directly by the developer themselves.

The following table outlines the sport and leisure building projects within the expansion areas.

Type	Location	Delivery Year (estimated)	Cost (£m, estimated)
Allotments	Brooklands Orchard	2022	£0.15m
Sports Pavilion	Fairfields	2021	£1.75m
Sports Pavilion	Whitehouse	2021/22	£1.75m
Playing Fields	Whitehouse	2021	£0.45m
Allotments	Whitehouse (South)	2023/24	£0.25m
Allotments	Whitehouse (Playing Fields)	2021	£0.15m
Sports Pavilion	Wavendon	2021	£1.75m
Allotments	Glebe Farm	2021/22	£0.15m
Allotments	Eagle Farm South	2021	£0.15m
Allotments and Leisure Garden	Tattenhoe Park	2021	£0.25m
Recreation and Community Centre	MK East	2026/27	£4m
Community Centre	Southeast MK Strategic Urban Extension	2025/26	£2m

The Council utilises the Sports Facility Calculator from Sport England to quantify the impact of new residential development on the demand for sport and community facilities.

The new facilities required and cost per 1,000 additional inhabitants are as follows, adjusted to take into account the specific age and gender demographics of Milton Keynes as of the 2011 Census.

Facility	Requirement	Estimated Visits Per Week	Cost
Artificial grass pitches	0.03 pitches	23	£32,500 if long-pile "third generation" £29,600 if sand-based "second generation"
Indoor bowls centres	0.06 rinks 0.01 centres	9	£23,800
Sports halls	0.28 courts 0.07 halls	83	£186,700
Swimming pools	10.6m ² pool space 0.2 lanes 0.05 pools	64	£200,600

Emergency services

Blue Light Hub

The combined campus for Thames Valley Police, Buckinghamshire Fire & Rescue Service and South Central Ambulance Service has been operational since June 2020, replacing two smaller and localised fire stations in Bletchley and Great Holm. The Neighbourhood Policing Team covering Bletchley and the surrounding areas that was previously based at Bletchley Police Station have also relocated to the Blue Light Hub, allowing both the former fire station and police station to become part of the scope for upgrades at Bletchley train station to accommodate the changes being introduced by East-West rail.

Police

Thames Valley Police plan to increase their custody provision at the central Milton Keynes Police Station and make it one of four “custody hubs” serving the force area. This will be particularly important as Milton Keynes continues to gain popularity as a “day out” and nightlife destination thereby increasing the transient population as well as the resident population.

There are also plans to expand what is currently the site of Newport Pagnell fire station to allow the Neighbourhood Policing Team to base themselves there in a larger setting in anticipation of their increased workload when the MK East development begins to attract new residents.

Thames Valley Police receives 62% of its funding from central government. The value of the is calculated for each force on the basis of its expected workload and is modelled with consideration for an enormous range of physical, socio-economic and demographic indicators. Aside from the time delays between recognising population growth and this being fed into the funding model formula, the overall pot available to all forces through the central government is limited (and in decline year-on-year). This means that changes in overall population and/or specific population categories (such as those on benefits, long-term unemployed and those in student accommodation, for example) do not increase the overall funding made available through central government, but rather affects the relative distribution of the pot amongst the 43 territorial police forces.

The remaining funding comes from local taxation. In the 2020/21 financial year, Thames Valley Police receives 12% of the council tax collected by Milton Keynes Council. The council tax yield does increase with development as more homes are built, occupied and begin paying council tax. However, as some households are eligible for discounts and exemptions a growth in households might not lead to a growth in yield proportionate to the increased demand those households place upon the police service. Forces are not a part of the Business Rates Retention Scheme and therefore do not benefit from the growth in local business that accompanies population growth, although growth in local business places additional pressure on the police service.

National and local funding cover salary and maintenance costs but is not sufficient to provide the infrastructure to expand capacity. Thames Valley Police therefore seeks Section 106 contributions from developers of new housing projects to fund the expansion of police infrastructure and ensure that capacity continues to grow at pace with the population of Milton Keynes.

Thames Valley Police uses the following model to assess the impact of growth and the need to provide additional infrastructure:

As of the 2011 Census, the Milton Keynes Local Police Area (LPA) has a population of approximately 264,480 and 105,450 households.

This population generates an annual total 71,329 incidents requiring a police action. These are not all crimes but are calls to the Police Enquiry Centre necessitating some form of police response.

It is estimated that a proposed development of 1,000 units would increase the population by 2,400 (assuming an average of 2.4 persons per unit). Applying the current ratio of incidents to population, the proposed development would generate an additional 649 incidents per year for the police service to manage.

Milton Keynes LPA is served by:

- 188 uniformed officers (a mixture of Patrol Constables and Neighbourhood Constables and Police Community Support Officers)
- 78 CID and investigative officers
- 32 dedicated civilian police staff

Therefore, to continue to effectively police the new development by upping capacity to absorb the increased number of incidents, a development of 1,000 units would require approximately:

- 1.7 additional uniformed officers
- 0.7 additional CID staff
- 0.3 additional members of civilian police staff

Taking into account the cost of training and equipping new staff and expanding premises to accommodate them; purchasing additional vehicles and ensuring operational costs like increased radio coverage are met, a development of 1,000 units generates an infrastructure cost to Thames Valley Police of around **£139,660**.

Appendix One

Infrastructure project tables by site

The following tables highlight the key ongoing and planned infrastructure projects taking place at each of the Borough's expansion areas, and finally projects which are not linked to a specific expansion area but are required to facilitate growth. Note that these tables are not exhaustive and, particularly in the case of areas where work has yet to commence on site or permission has not yet been granted, is subject to change.

Brooklands

Category	Location	Project	Delivery (Estimate)	Cost (Estimate)	Funding Sources	Delivery Lead
Landscape and Open Space	Fen Street	Bowden Square	2021	£39k	Tariff	Developer (PfP)
Leisure and Community	Adjacent to Orchard	Allotments	2022	£150k	Tariff	MKC

Fairfields

Category	Location	Project	Delivery (Estimate)	Cost (Estimate)	Funding Sources	Delivery Lead
Highways	Apollo Avenue	Public Transport Spine phase 2	2021-2023	£2m	Developer Finance/Tariff	Developer (BDW tbc)
Leisure and Community	Apollo Avenue	Fairfields Combined Community SportsPavilion	2019/20	£1.75m	Tariff	MKC
Landscape and Open Space	Fairfields Western Flank	Local Park 5 (including Neighbourhood Play)	2021/22	£500k	Tariff	MKC
Landscape and Open Space	Fairfields South West	Kiln Farm Brook Vista	2022/23	£1.3m	Developer Finance/Tariff	Developer (BDW tbc)
Landscape and Open Space	Fairfields South East	Local Play Area 6	2022/23	£180k	Tariff	MKC (tbc)

Whitehouse

Category	Location	Project	Delivery (Estimate)	Cost (Estimate)	Funding Sources	Delivery Lead
Schools	Adjacent to Calverton Lane	Whitehouse Primary School 2	To open September 2023	£8.5m	EFA Basic Needs/Tariff/Developer Funding	MKC
Schools	Whitehouse High Street	Whitehouse Primary School 3	2026/27 at the earliest	£9m	EFA Basic Needs/Tariff/Developer Funding	MKC
Leisure and Community	At Whitehouse Playing Fields	Whitehouse Combined Community Sports Pavilion	2021/22	£1.75m	Tariff	MKC
Leisure and Community	North of Upper Weald	Whitehouse Playing Fields	2021	£450k	Tariff	MKC
Leisure and Community	Whitehouse South	Allotments AL2 and AL3	2023/24	£250k	Tariff	MKC
Highways	Barrosa Way	Public Transport Spine phase 3	2021-26	£2.4m	Developer Finance/Tariff	Developer (Gallagher)
Highways	Barrosa Way to WEA Junction 23	Public Transport Spine phase 3	2023-2027	£1.6m	Developer Finance/Tariff	Developer (Gallagher)
Highways	Tattenhoe Street to WEA Junction 23	V2 Extension	2021-26	£2.25m	Developer Finance/Tariff	Developer (Gallagher)
Leisure and Community	Adjacent to Playing Fields	Allotments AL1	2021	£150k	Tariff	MKC
Landscape and Open Space	Adjacent to Brook Corridor	Local Park 1 (including Neighbourhood Play)	2020	£500k	Developer Finance/Tariff	MKC (tbc)

Landscape and Open Space	Adjacent to Common Farm	Local Play Area 1	2022	£100k	Tariff	MKC (tbc)
Landscape and Open Space	Whitehouse South	North Bucks Way Corridor	2016-2021	£100k	Developer Finance	
Landscape and Open Space	Whitehouse South	District Park	2024/25	£1.4m	Developer Finance/Tariff	Developer (BDW tbc)
Landscape and Open Space	Whitehouse South	Local Park 3 (including Neighbourhood Play)	2024/25	£550k	Developer Finance/Tariff	Developer (BDW tbc)
Landscape and Open Space	Whitehouse South	Local Play Area 4	2025/26	£100k	Tariff	MKC (tbc)

Glebe / Eagle Farm

Category	Location	Project	Delivery (Estimate)	Cost (Estimate)	Funding Sources	Delivery Lead
Highways	Land West of Newport Road	Grovelay to Stockwell Lane	2019-2022	£1.2m	Developer Finance	Developer (Crest Nicholson)
Leisure and Community	Land West of Newport Road	Wavendon Combined Community Sports Pavilion	2020/21	£1.75m	Tariff	MKC
Highways	Fen Roundabout to Newport Road (and Golf Course link)	Spine Road phase 1	2018-2023	£2.5m	Developer Finance	Developer (Gallagher)
Leisure and Community	Glebe Farm	Allotments	2021/22	£150k	Tariff	MKC
Highways	Eagle Roundabout to Golf Course (and Minton link)	Spine Road phase 2	2018-2023	£2m	Developer Finance	Developer (BDW)
Schools	Glebe Farm	All through school	Opening September 2022	£33m	EFA Basic Needs/Tariff	MKC
Leisure and Community	Eagle Farm South	Allotments	2020/21	£150k	Tariff	MKC
Highways	Golf Course Land	Spine Road phase 2	2021-2023	£1.2m	Developer Finance	Developer (tbc)

Tattenhoe Park

Category	Location	Project	Delivery (Estimate)	Cost (Estimate)	Funding Sources	Delivery Lead
Highways	Gateway Square to Local Centre	Public Transport Spine phase 1	2019-2024	£2.5m	Developer Finance	Developer (Homes England tbc)
Landscape and Open Space	Phase 2 (North Central)	Local Play Area 4	2020	£86k	Tariff	Developer (tbc)
Landscape and Open Space	Phase 2 (North Central)	Neighbourhood Play Area 2	2020	£250k	Tariff	Developer (tbc)
Leisure and Community	Phase 2 (North Central)	Allotments and Leisure Gardens	2020/21	£250k	Tariff	MKC (tbc)
Landscape and Open Space	Phase 3 (West)	Local Play Area 1	2021	£50k	Tariff	Developer (tbc)
Landscape and Open Space	Phase 4 (South)	Local Play Area 2	2022	£58k	Tariff	Developer (tbc)
Landscape and Open Space	Phase 6 (South East)	Local Play Area 3	2024	£45k	Tariff	Developer (tbc)

Eaton Leys

Category	Location	Project	Delivery (Estimate)	Cost (Estimate)	Funding Sources	Delivery Lead
Highways	A4146 to Borough Boundary	Spine Street	2019-2022		Developer Finance	Developer (Gallagher)
Schools	Spine Street South	1FE Primary School	2025/26 at the earliest	£3.5m	EFA Basic Needs/Developer Finance	MKC
Landscape and Open Space	Ouzel Valley Corridor	Linear Park Extension (to Waterhall Park)	2020/21		Developer Finance /S106	Developer (Gallagher)
Highways	Ouzel Valley Corridor	Pedestrian and Cycle bridge connection to Saffron Gardens/Ma nor Fields	2020/21		Developer Finance	Developer (Gallagher)
Landscape and Open Space	Linear Park Extension	Combined Local and Neighbourhood Play Area	2021	£330k	S106	MKC (tbc)
Landscape and Open Space	South East	Local Play Area	2022	£80k	S106	MKC (tbc)
Health	Spine Street North	Health Facility (tbc)	2021	£2.4m	Private Finance	Third Party Developer (tbc)

MK East

Category	Requirement	Delivery (Estimate)	Cost (Estimate)	Funding Sources	Delivery Lead
Schools	All through school (Primary phase)	2026/27 at the earliest	£8m	HIF Forward Fund / Developer Finance	MKC
Schools	Primary School 2	2030/31 at the earliest	£8m	Developer Finance/Tariff	MKC
Schools	All through school (Secondary phase)	2026/27 at the earliest	£25m	Developer Finance/Tariff	MKC
Schools	Primary School 3	Post 2030 at the earliest	£8m	Developer Finance/Tariff	MKC
Schools	Primary School 4	Post 2030	£8m	Developer Finance/Tariff	MKC
Health	Health Centre	2026/27	£10m	Developer Finance/Tariff	MKC
Leisure and Community	Recreation & community facilities	2026/27	£4m	Developer Finance/Tariff	MKC
Highways	Strategic new on-site single carriageway links	Phased delivery	£10.3m	Developer Finance/Tariff	Developer
Highways	Dualling of A509 and Tongwell Street	2021-23	£9.7m	HIF Forward Fund	Developer
Highways	Strategic new on-site dual carriageway links	2022-25	£2.6m	HIF Forward Fund	Developer
Highways	New bridge over M1	2025	£11.1m	HIF Forward Fund	Developer
Highways	New on-site bridges	Phased delivery	£7.1m	Developer Finance/Tariff	Developer
Highways	Park and ride facility	2027-2030	£7.9m	Developer Finance/Tariff	Developer / MKC
Highways	Junction 14 Improvements	Minor mods 2021 Interim improvements 2025	£200,000 £3.4m	HIF Forward Fund	Developer

Highways	New junctions & alterations to other existing junctions	Phased delivery	£7.7m	Developer Finance/Tariff	Developer
Landscape and Open Space	River Ouzel Linear Park	2021/22	TBC	Developer Finance/Tariff	Developer
Landscape and Open Space	Strategic open space including District Park	Phased delivery of 120Ha of open space	TBC	Developer Finance/Tariff	Developer
Waste	New Household Waste Recycling Center	After 2024	£4-5m + land cost (2ha required)	S106, capital funds from disposal of existing site	MKC

South East MK and Caldecotte South

Category	Requirement	Delivery (Estimate)	Cost (Estimate)	Funding Sources	Delivery Lead
Schools	Primary School 1	2026/27 at the earliest	£8m	Developer Finance/Tariff	MKC
Schools	Primary School 2	2030/31 at the earliest	£8m	Developer Finance/Tariff	MKC
Schools	Secondary School	2030/31 at the earliest	£25m	Developer Finance/Tariff	MKC
Health	Health centre	2025/26	£2.5m	Developer Finance/Tariff	MKC
Leisure and Community	Community hall	2025/26	£2m	Tariff	MKC
Highways	H10 extension	2025	£3.5m	Developer Finance/Tariff	Developer (O&H)
Highways	Bow Brickhill Road – Newport Road link	2025	£5m	Developer Finance/Tariff	Developer (O&H / Gallagher / Gladman)
Highways	Railway bridge	2025	£10m	Tariff	MKC
Highways	New roundabouts / access junctions	2022-25	£4m	Developer Finance/Tariff	Developer (O&H / Gallagher / Gladman)
Highways	New access to South Caldecotte & V10 works	2019/20	£2.5m	Developer Finance/Tariff	Developer (Hampton Brook)
Landscape and Open Space	Green infrastructure including green boundary to Bow Brickhill and extended/new linear parks	Phased delivery of appropriate green infrastructure	TBC	Developer Finance/Tariff	Developer (O&H / Gallagher / Gladman)

Outside Expansion Areas

Category	Requirement	Delivery (Estimate)	Cost (Estimate)	Funding Sources	Delivery Lead
Energy	Circuit upgrades at Bradwell Abbey substation to increase capacity.	2022/2023	TBC	Western Power Distribution	Western Power Distribution
Energy	Construction of new substation in southwest MK	Post-2025	TBC	Western Power Distribution	Western Power Distribution
Energy	New electricity Grid Supply Point (GSP) in Milton Keynes	2025	TBC	TBC	Western Power Distribution
Health	MK Hospital improvements: new Women and Children's unit; increased surgical capacity; new Intermediate Care Centre; new Imaging Centre	TBC	£244m	DHSC Health Infrastructure Plan/Developer Finance	NHS Estates
Health	Single integrated inpatient unit for community services, possibly on expanded Bletchley Community Hospital site	TBC	TBC	NHS/Capital from disposal of 4 current inpatient units	NHS/CNWL
Highways	Bleak Hall H8/V6 junction improvements	2025-2030	TBC	MRN funding bid	MKC
Highways	South Grafton H6/V6 junction improvements	2025-2030	TBC	Tariff	MKC

Category	Requirement	Delivery (Estimate)	Cost (Estimate)	Funding Sources	Delivery Lead
Transport	Improvement of Bletchley railway station (Superstation) to prepare for role in EW Rail	2023/24	£3.5m	SEMLEP/Network Rail/Town Deal	Network Rail
Utilities	5G project of small-cell deployments to act as testing environment to inform future wider rollout	TBC	£8.7m	SEMLEP/BT/CityFibre	CityFibre
Utilities	Project Gigabit – deployment of “Gigabit Capable” fibre and other infrastructures in designated areas of Borough	2025-26	TBC – likely £20m+	Central Government/Op enreach/Other commercial suppliers	BDUK (DCMS)
Utilities	5G rollout – improved mobile telecommunications	2021/22	TBC	Network Operators	EE/3/Vodafone/O2
Waste	Relocation and expansion of Bleak Hall Household Waste Recycling Centre	Start TBC; approx. 2-3 years duration	£4-5m + cost of land (2ha required)	S106/Tariff/MKC Capital	MKC
Waste	Waste Transfer Station	2023	Up to £3m	S106/MKC Capital	MKC
Waste	Materials Recovery Facility	2023	Up to £15m	TBC	MKC
Commerce	CMK Market development	2021/22	£15-£20m	TBC	MKDP
Local Government	MK Court/Justice Centre (on “priority projects” list)	TBC (2030 onwards)	£30m +	TBA	TBA

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