

Agenda item: SC 137/21

WOUGHTON COMMUNITY COUNCIL

Services & Communities Committee

Monday 29th March 2021

PURPOSE OF REPORT:

To update the committee on the proposals for Demand Responsive Transport (DRT) to be introduced across Milton Keynes.

RECOMMENDATION:

- 1. That the committee notes the report, the documentation and the presentation and Q+A session with Cllr Wilson-Marklew.**
- 2. That the committee agrees to monitor the situation with the introduction, identifying any issues and supporting residents who may be at risk due to the changes.**
- 3. That the Council Manager collates any concerns noted by residents and reports back to the committee in six (6) months time (September 2021) with any update.**

MAIN ISSUES AND CONSIDERATIONS:

Following some changes to the local public transport offer, a meeting was held with the MKC Cabinet Lead, Cllr Jennifer Wilson-Marklew, to explore these changes and how they might impact on local residents. This was followed by the Chair and Council Manager attending an online presentation and Q+A session with local transport providers, MKC Officers and other interested parties to further explore and discuss the situation.

From 1st April 2021, there will be significant changes to public transport, due to MKC withdrawing subsidies from bus routes within the city. This includes the No1 bus that currently runs through Coffee Hall, but more widely includes all bus routes that are only provided due to the subsidy. This reduction in funding is stated to be due to the loss of income from parking, because of the pandemic, leading to significant shortfalls in public transport funding (NB – Cllr Wilson-Marklew stated that bus subsidies came entirely via parking income, rather than from the precept).

To replace these lost services, MKC are expanding the 'Demand Responsive Transport' or DRT system that has been trialled on the No 28 bus route, following the previous contract ending. This trial has seen an average of 146 weekly journeys on this route, using a system where customers request a bus from a specific place – not dissimilar to the old 'Dial a Ride' service that operated within Woughton in the late 70's / early 80's.

This DRT approach will be expanded from 1st April to cover the entirety of the borough of Milton Keynes, working alongside the existing commercial operators with an aim to provide suitable public transport for all. Whilst there is still some confusion

as to how this will work in practice, with varying messages coming from different places, it appears that people will be directed through a central 'call centre' and then advised on the best way to travel. There has been a suggestion that if people live within 400 metres of a bus stop that has a commercial service, they will be unable to access the DRT, but an additional suggestion is that this will be defined on an individual basis, with 'safety nets' in place for those who may have additional mobility needs.

Cllr Wilson-Marklew has agreed to attend the Service Committee meeting of the 29th March 2021 to further update WCC on the situation and answer any outstanding questions that have been posed.

FINANCIAL IMPLICATIONS:

There are no direct financial implications for WCC, although there have been some discussions about the potential for subsidising a bus service within the parish.

STAFFING IMPLICATIONS:

None noted.

OTHER IMPLICATIONS:

This situation is, in no small part, as a result of the changes that will be needed as a result of the ongoing pandemic. Whilst this specific issue is directly related to the loss of parking income at MKC, there are likely to be further impacts as the full outcome of changes to working practices, new shopping habits and similar come to fruition.

The loss of the No1 bus route (this is the major impact of these changes – the parish continues to be relatively well served for buses) is countered by the option of demand responsive transport. However, this will not be accessible to all, will potentially be more expensive than previously, may not have the same time availability and so on. This may well be the start of a move towards this type of provision more broadly, but this sits outside the recently proposed 'Mass Rapid Transport System' that has also been proposed for the city.

The issue of transport for MK remains a complex one, where low density housing, high levels of car ownership and a city designed around car usage are all barriers to a truly integrated and effective public transport system.

BACKGROUND PAPERS:

20210317-Community_Engagement_Pamphlet

Demand Responsive Public Transport_Milton Keynes Council_October2020

AUTHOR

Steve McNay – Council Manager

Agenda item: SC 139/21

WOUGHTON COMMUNITY COUNCIL

Services & Communities Committee

Monday 29th March 2021

PURPOSE OF REPORT:

To update the committee on Dog Waste Bins across the parish and propose further actions.

RECOMMENDATION:

1. That the committee notes the report and background papers.
2. That the committee agrees to Lorraine Essam, the Environment Officer who manages the dog waste bins, moving bins highlighted in red on the attached 'Dog Bin Repairs' paper.
3. That where possible, repairs are undertaken to highlighted bins to enable their continued use.
4. That where NOT possible, additional bins are obtained to replace those that are damaged beyond repair.
5. That there is a further plan put in place that ensures that all bins are replaced over a 10-year rolling period, with a budget to reflect this additional need (increasing with inflation in future years).
6. That an additional space is found for repairs and maintenance to be undertaken on the dog bins, with necessary equipment and resources.
7. That in the event that to enable the current provision to be 'made good' means additional expenditure, that a further request is made to this committee if over £500 during the 2021 fiscal year.

MAIN ISSUES AND CONSIDERATIONS:

Following requests for a clear picture of the state of our dog waste bins, Lorraine Essam, Environment and Project Officer (LE), undertook a full evaluation of all bins provided by WCC across the parish. There were also submissions from some resident associations and from members of the public with suggestions and feedback (this included the submission made to Full Council last year).

There are 38 dog bins within the parish, spread across the estates. The current situation is that they are in patchy condition, with most needing some repairs or maintenance and some being unfit to continue in service.

Of the 38 bins, 24 have been noted as needing their bases repaired. This is, in part, due to rust and contact with the floor (see picture 1 below). All the remaining bins need either different repairs (lids or doors) or repainting due to vandalism. 2 bins are beyond repair and need replacing.



Picture 1

The budget for 2019/20 has been used to provide two replacement bins which will be used to ensure full capacity is maintained.

Previously, questions have been asked about the alternative provision:

- Use of plastic dog waste bins. This causes issues when set on fire and is considered to be a less safe way of providing this service.
- Use of general waste bins. Whilst this is an option, it does mean that people will be placing waste into faeces. This is not considered to be a safe way of providing these services.

The report from LE states:

One of the two new bins arriving soon should replace site 17 on Coffee hall, as it got blown up Nov 5th 2019. This is planned to be moved also to stop the complaints about Warners driving across Two Halls Park. Same with sites 14 and 34 – existing bins to be moved out to edge of park near parking places.*

Site 15 on Garraways may have a bottom beyond repair so may need the other new bin.

Two others on Netherfield might be better moved to prevent rubbish dumping. Site 24 is next to shops, and site 26 is remote and near to underpass to PTB (site 18 is just the other side of underpass). Site 7 on Eaglestone has been complained about – smell in summer blows cross to kitchen windows, and it is on the side with no footpath, so not convenient or safe. The same with site 12 on Leadenhall – it is on grass area next to road, no footpath.

Holmfield Close- site37 on TB, is very little used, so could merit moving elsewhere. Although site 9 on Eaglestone West doesn't seem very used, it is next to the sheltered housing, so is useful for the residents in that area.

It is recommended that LE continues to liaise with RA's and use her knowledge and understanding to use the resources most effectively, resolving outstanding issues (e.g. damage to grass) and ensuring that the bins are used to serve as many as possible within the community.

* This is one reason that plastic is limited in it's use. Even with the metal bins, vandalism is a significant concern.

FINANCIAL IMPLICATIONS:

The current budget for dog waste bins in 2021/22 is £10,000. This includes the payments for emptying (currently approximately £6,600 per year), plus dog waste bags (approximately £1500 per year) and the remaining as budget as replacements / repairs fund. This may be sufficient to ensure that the current provision is maintained, but it is recommended that additional allocation be made, up to £500, with anything over £500 coming back to this committee for agreement.

STAFFING IMPLICATIONS:

This area of council delivery is managed by Lorraine Essam, as part of the wider environmental team. This fits within the existing staffing model and should not require any additional staffing resource.

OTHER IMPLICATIONS:

None perceived.

BACKGROUND PAPERS:

Dog Bin repairs paper

AUTHOR

Steve McNay – Council Manager

Dog Bin location	Estate	Map No	WPC No	Average 2019-20	Average 2020-21	Notes for actions needed
Chadds Lane	PTB	1	01	25.00%	28.13%	Repair base. Repaint over graffiti.
High Trees	EA	2	21	38.75%	29.88%	Cleaning
Montagu Drive	EA	3	16?	59.89%	52.00%	Repair base. Repaint lid
Golden Drive	EA	4	26	50.15%	58.38%	Cleaning
Great Denson	EA	5	23	58.45%	58.75%	Repair base. Repaint over graffiti. Paint lid
Great Denson	EA	6	24	64.43%	64.13%	Repair base
Ashby	EA	7	22	29.14%	29.03%	Move. Complaint from house. Repair base
Waterside	PTB	8	05	45.45%	53.75%	Repair base. Repaint lid
Chadwick Drive	EAW	9	28	24.93%	26.63%	Cleaning. Repaint lid.
Robins Hill	CH	10	34	39.28%	33.75%	Repair base. Repaint lid
Lloyds	CH	11	30	27.27%	28.13%	Repair base.
Rainbow Drive	LH	12	29	40.87%	64.13%	Move. Too close to traffic. Cleaning
Ludgate	LH	13	53	50.27%	47.00%	Repaint over graffiti
Rochfords	CH	14	36	30.38%	37.25%	Move out of park. Repair door. Clean
Garraways 1	CH	15	31	46.40%	60.13%	Repair base
Garraways 2	CH	16	27	38.14%	44.50%	Repair base. Clean
Jamaica	CH	17	50	54.24%	51.75%	Move out of park. And replace – destroyed
Woodley Headland	PTB	18	06	55.68%	73.75%	Repaint lid
Chapter	CH	19	33	25.57%	34.50%	Repair base. Lid stuck
Lammas	BH	20	37	30.68%	39.25%	Repaint over graffiti
Maslin Drive	BH	21	41	30.11%	39.38%	Repaint over graffiti
The Hide	NF	23	52	78.86%	72.38%	Repair base and repaint
Buckland Drive	NF	24	49	83.98%	67.25%	Move? Used as a rubbish bin. Repair base
Langland Road	NF	25	48	52.69%	78.50%	Repair base. Repaint
Beadlemead	NF	26	51	48.90%	57.13%	Move? Used as a rubbish bin. Repair base
Farthing Grove	NF	27	46	64.85%	63.00%	Repair base and repaint
Dodkin	BH	28	42	47.42%	47.38%	Repair base. Repaint lid
Dodkin	BH	29	43	27.05%	30.63%	Repair base and repaint over graffiti
Beanfare	BH	30	39	30.91%	43.63%	Repair base. Repaint lid and over graffiti
Woodrush Close	BH	31	38	51.63%	78.25%	Repair base
Broadlands	NF	32	44	26.70%	39.13%	Repair base. Repaint over graffiti
Farmborough	NF	33	45	28.60%	35.38%	Repaint
Peartree Lane	CH	34	20	54.28%	62.25%	Move out of park. Repaint lid. Clean

Aldenham	TB	35	19	31.70%	29.50%	Repair base
Bascote	TB	36	18	28.67%	31.88%	Repair base. Repaint over graffiti
Holmfield Close	TB	37	17	12.46%	20.00%	Move?
Medale Road	BH	38	40	37.01%	37.50%	Repair base

Agenda item: SC 140/21

WOUGHTON COMMUNITY COUNCIL

Services & Communities Committee

Monday 29th March 2021

PURPOSE OF REPORT:

To update the committee on Grit Bins across the parish and propose further actions.

RECOMMENDATION:

1. That the committee notes the report and background papers.
2. That the committee notes the nine (9) grit bins that have been provided by the Foreign and Commonwealth Office (FCO) and delivered to CHMP.
3. That the committee agrees to officers pressure washing / otherwise cleaning up these newly provided bins prior to provision.
4. That the committee agrees to use bins provided via the FCO to replace existing bins that are significantly damaged.
5. That the committee agrees to use smaller bins provided via the FCO at our community centres to ensure H+S is complied with.
6. That the Council Manager liaises with MKC around an accurate version of their duties and agreements, with further discussions around WCC support of grit bins and potential use of the FCO bins noted above and permission to place in agreed spots IF the committee agrees to this provision.
7. That the committee considers a whether any additional expenditure is warranted to provide the ten (10) additional bins at locations suggested within the Grit Bin Survey report – it should be noted that the cost associated with this are £1000 for filling, plus the cost of provision from MKC for green grit bins (if unwilling for us to supply) and agreement from MKC for use of their land. It is recommended that £2600 is a reasonable estimate of costs associated with full compliance with this suggestion.

MAIN ISSUES AND CONSIDERATIONS:

There have been previous discussions regarding the provision of grit bins across the parish, the duties that MKC have, the pressure on parishes to take up responsibility for the grit bins and the requests from other groups and individuals to provide grit bins in areas where they are not currently provided. This paper aims to bring some level of clarity to the proceedings, despite considerable conflict between policy, information received and information that MKC officers are providing in a variety of forums (or fora).

There are currently grit bins provided across the parish, with an official total of 28 bins (according to the MKC mapping system). The official sites are noted in the attached paper, Agenda item OC 57.20 Grit Bins Map, which was first presented in early 2020.

Julie Baines, Environment Officer, has undertaken a more recent review of provision and noted where official bins are missing, where additional bins may be useful and the current 'state' of the bins. Her report is also attached – GRIT BIN SURVEY.

It should also be noted that Cllr Nick Scott obtained 9 grit bins from the Foreign and Commonwealth Officer (FCO) – these are currently stored in CHMP.

MKC – what have they said?

The Council Manager has had considerable conversation with MKC regarding the issue of grit bins, liaising with Naveed Ahmed (Highways Liaison Officer). The Council Manager has also referred to the MKC 'Winter Service Plan 2019/20'. There is some difference between what has been stated by MKC Officers and what is stated within the Service Plan.

The discussions that have taken place suggest that MKC will:

- Top up any grit bins that are owned by MKC in Oct / Nov each year
- That they will NOT replace any of the MKC grit bins that are damaged
- That they will supply additional grit bins to parish councils where requested – these will be filled at a cost of £100 per time (this is for ½ tonne of salt, delivered). The cost of additional grit bins to supply has not yet become clear.

The MKC Winter Plan 2019/20 states:

General

a. Salt bins are currently provided at known trouble spots such as sharp bends, steep hills, junctions etc., and mainly on roads not covered by Priority One and Two precautionary salting routes.

b. Currently there are 406 salt bins at locations as detailed on the Council website at:

<https://www.milton-keynes.gov.uk/highways-and-transport-hub/winter-maintenance-salting-and-salt-bins#salt%20bins>

c. Demand for salt bins has increased substantially due to the extreme weather of the last two winters and without a base budget increase the provision of extra bins over and above 406 no. is not sustainable.

*d. Each bin is currently checked and refilled annually before the commencement of the Winter season. **Bins that are damaged or worn are to be replaced as necessary. A minimum stock level of around 6 replacement bins should be maintained through the winter and is the responsibility of the service provider.***

e. The Highways Duty officers may during prolonged spells of snow/extreme weather deem the use of ½ tonne bags of salt to be 'dropped' at key locations throughout the borough. This will be based on known hot spots and will be provided at the discretion of the service based on priorities and available resource.

Please note that the highlighting in bold above is for this paper and is not highlighted as part of the Winter Plan.

As you can see, the Winter Plan suggests that bins SHOULD be replaced by the service provider (Ringway, it is thought) when damaged, as opposed to the view shared which was that they wouldn't be replaced if damaged. However, it should also be noted that this Winter Plan is 2019/20 – anything

newer than this was not found, despite looking. The website is clear that bins will not be replaced as they cannot afford it, whilst also noting that parishes can pay if they choose. The website does state

that they will check each bin each year – the condition survey suggests that this hasn't happened recently, due to both stock levels and condition of the bins.

All in all, there is a lack of clarity, but a few things are clear:

- MKC should be checking and refilling each of the 406 bins (including the 28 within the parish) each year in Autumn. As far as all the evidence suggests, this did not happen in 2020 and bins remain unfilled and, in some cases, damaged to the point of un-usability.
- That if the Winter Plan is believed, damaged grit bins should be replaced by the provider. This may have changed during 2020, but not been communicated. If there is a duty to replace damaged bins, this hasn't happened.

Other information

As noted above, there are nine (9) grit bins that have been delivered from the FCO and that are currently in the CHMP main hall. They are all in reasonable structural condition but would benefit from a thorough clean. Prior to any resource being focused on this, the committee needs to be clear that this will be of value:

- Will MKC be happy for us to use bins that we provide to replace their damaged ones?
- Will MKC be happy for us to use bins that we provide for any additional provision and are the sites suggested ones that MKC will allow us to use?
- Is provision of the additional bins (x 10) suitable and reasonable?
- Of the 28 bins that should be in place, there are only 24. Of those 24, only 9 are in good condition, with good stock levels (see CONDITION SURVEY OF EXITSING BINS).. Does this suggest that the current system of checks, top ups and similar is not working and as such, further representations should be made to MKC regarding their duties / agreements / statements? By replacing, are we taking responsibility for MKC duties?

The Council Manager recommends a formal response to Davina Millership, (Head of Highways) and Andy Dickinson (Ringway), to ensure that we have clarity on what we should expect from MKC. This communication should also include an offer to replace some of the badly damaged grit bins with the FCO stock and a request for

agreement and clarification regarding any additional sites (e.g. cost of grit bins if unable to use FCO stock, suitability of sites, etc.)

FINANCIAL IMPLICATIONS:

There is an ongoing financial commitment for each grit bin that WCC takes on – this may be very little (e.g. £100 every few years to ‘top up’ the grit), but could be considerable in the event that grit bins are damaged, need filling more often or require any additional works to be undertaken prior to installation (e.g. concrete base). The costs will also depend on whether we have to use MKC or can provide our own supplies. It would be prudent to budget £1500 per year towards grit bins in the event that WCC agrees to provide additional.

MKC will ‘top up’ ½ ton for £100. The cost of a decent size grit bin is approx. £120. This suggests that to provide an additional 10 bins (as suggested in the survey report), would cost around £2200. If we are able to use any of the FCO provided grit bins, this cost may reduce somewhat. In the event that MKC refuse to replace damaged bins and instead remove them, there is the chance that there would

be an additional 2 bins for WCC to take over (an additional £240). The total cost of putting in place the full range as suggested within this report would be between £1500 - £3000.

STAFFING IMPLICATIONS:

Cleaning 9 grit bins will take time and resource. An annual survey of grit bins should also be undertaken – this should take no more than ½ day, but is an additional demand.

OTHER IMPLICATIONS:

It should be noted that WCC has no DUTY to provide grit bins. Whilst it has the power to choose to do so, there is nothing that says that we need to pick up this duty from MKC. There is a clear move to push issues such as grit bins to parishes to manage (see dog waste bins as another example) which is highlighted by the website paragraph that states:

“As we don’t have the budget for new grit bins, we will not replace any damaged grit bins that we remove. Parish councils may purchase grit bins to use in their local area”.

BACKGROUND PAPERS:

Agenda item OC 57.20 Grit Bins Map

GRIT BIN SURVEY

CONDITION SURVEY OF EXITSING BINS

AUTHOR

Steve McNay – Council Manager

GRIT BIN SURVEY

EAGLESTONE

2 MKC grit bins missing – 1 at path towards bus stop on H7 Chaffron Way
1 in cul-de-sac at Forest Rise

SUGGESTIONS – 1 near 15 Peregrine Close
1 near 70 Golden Drive
1 near 40-46 Merlin Walk

All these will serve the main walk through Eaglestone en-route to the hospital via Kite Hill and Merlin Walk.

PEARTREE BRIDGE

All MKC grit bins are in place – should be sufficient.

TINKERS BRIDGE

2 MKC grit bins in place – should be sufficient.

NETHERFIELD

1 MKC grit bin missing at old Buckland Lodge site.

SUGGESTION – by path from underpass from Beanhill to Broadlands near Netherfield Chapel.

BEANHILL

3 MKC grit bins in place.

SUGGESTIONS – 1 at top of Melick Road near junction of A421 from Beanhill residents and Cllr Hepburn – 2 on Medale.

COFFEE HALL

2 MKC grit bins in place.

SUGGESTIONS – Redway from Rochfords by 186 to top of Robins Hill.
Redway from Rochfords by 42 to join redway by V7 Saxon Street.

Both of these redways are the most used paths and quite sloped, may need more than one along each.

LEADENHALL

No MKC grit bins in place.

SUGGESTIONS – 1 in Combes Crescent at path between 39 and 44.
1 at top of roundabout Coles Avenue.
1 on Phoenix Drive somewhere near 1 or 11 Malbons Court.

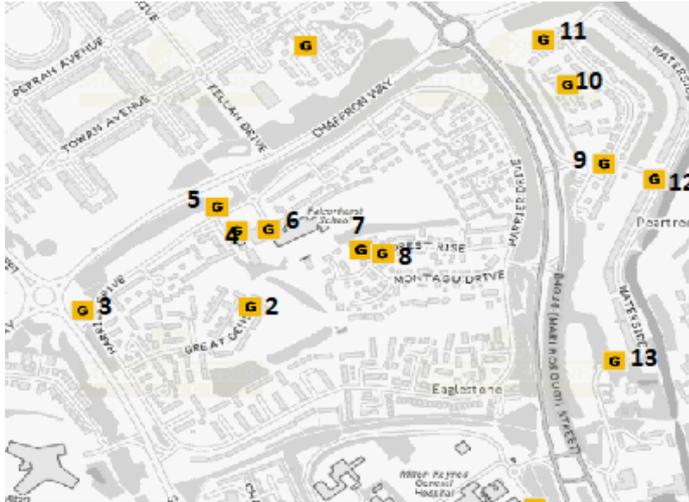
Some of MKC bins are in need of repair/replacement, some of which I've reported throughout the year but believed that they wouldn't be replacing bins but rather remove them.

Some redways are covered on the 'Priority Redway Salting Routes' as shown on the MKC Mapping system, but the ones I've suggested are not on this list.

EXISTING GRIT BIN CONDITION SURVEY

N.B. Numbers relate to photos which show locations.

- 1 Lid filling up with water, making it extremely heavy to lift – good stock.
- 2 Always getting tipped over, lid damaged – reasonable stock. Discussions have been had with Karmil Bader of MKC regarding relocating to rear of chip shop .
- 3 No damage – good stock
- 4 No damage – good stock
- 5 Lid not attached – good stock
- 6 Lid not attached – good stock
- 7 No damage – good stock
- 8 No damage but filled with water – no stock
- 9 No damage – good stock
- 10 No damage – good stock
- 11 Damaged box & lid not attached – good stock
- 12 No damage – reasonable stock
- 13 Damaged box – good stock
- 14 Damaged box – good stock
- 15 Lid off – low stock
- 16 Cracked box – low stock
- 17 Lid not attached – good stock
- 18 No damage – good stock
- 19 Damaged box, lid only partially attached – low stock
- 20 Damaged box – good stock
- 21 Lid not completely attached (I did quick fix 2 years ago and reported – good stock
- 22 No damage – good stock
- 23 No damage – good stock
- 24 Badly damaged box, filled with water – no stock



Eaglestone and Peartree Bridge (1)



Eaglestone and Peartree Bridge (2)

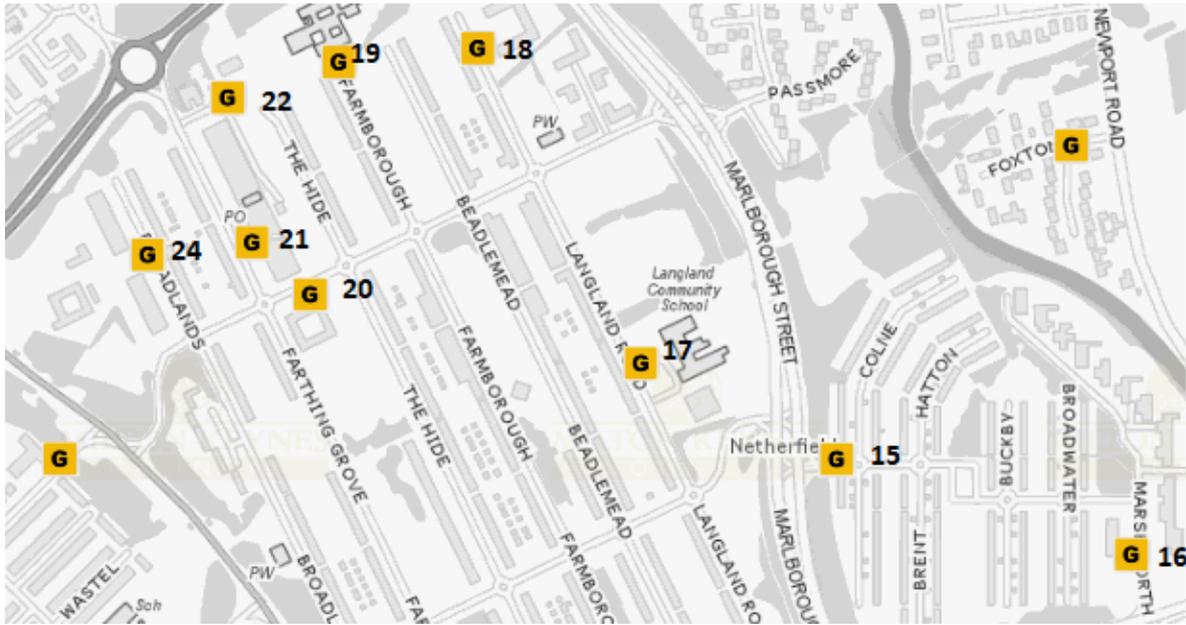
- 1 – Chadwick Drive – full and fine
- 2 – Great Denson – full and fine
- 3 – Harrier Drive – full and fine
- 4 – Broadean – empty and wobbly
- 5 – Local centre – on its side and ½ full
- 6 – By school – ½ full and steady
- 7 – Forest Rise – full and fine
- 8 – missing
- 9 – Chadds Lane – full and broken lid
- 10 – Ambridge Grove – (by flats) – full and fine
- 11 – Ambridge Grove (far end) – full and fine
- 12 – Chadds Lane (bottom) – full and fine
- 13 – Waterside – full and fine
- 14 – Woodley Headland – damage to lid but otherwise fine.



1 2 3 4 5 6 7 9 10 11



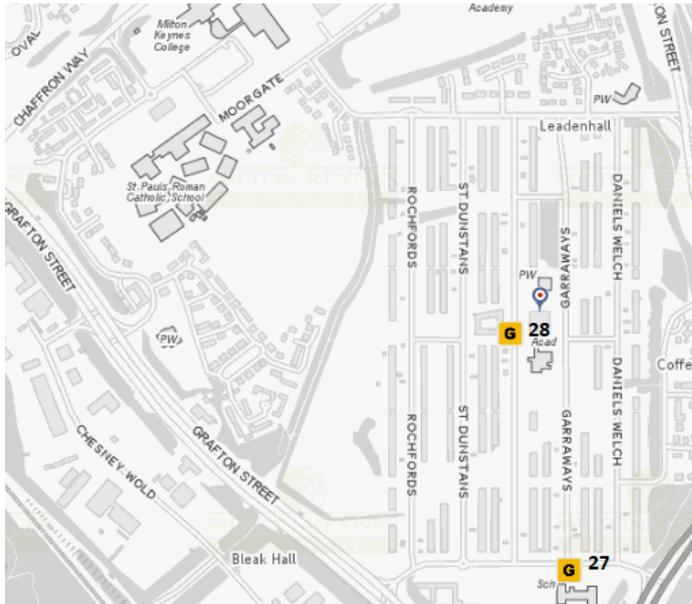
12 13 14



Netherfield and Tinkers Bridge

15 – Aldenham – full and fine	16 – Marshworth (by shops) – full and fine
17 – Langland Road (by school) – damaged, but full	18 – Langland Road (by Hornbeam Ct) – damaged, but full
19 – Farmborough (by school) – full, but waterlogged	20 – Buckland Lodge – full and fine
21 – Netherfield shops – wet, but otherwise fine	22 – by GP's – Broken lid, but full and steady
23 – Broadlands (Cripps Lodge entrance) – wet but otherwise good. Bent as a result.	





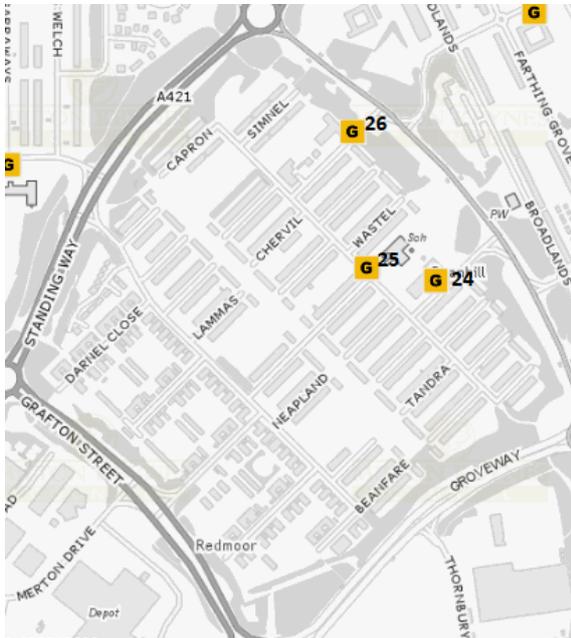
27 – New Chapter – full and fine
 28 – Local Centre – upended and empty



Coffee Hall and Leadenhall

27 28

24 – Moorlands Centre – full and fine
 25 – Moorlands school – full and fine
 26 – By GP's – full and fine.



Beanhill

24 25 26