South West
Milton Keynes
May 2012

Transport Strategy Paper for the Development and Delivery of the Site

Submitted by Pell Frischmann
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1. INTRODUCTION

This transport strategy paper considers South West Milton Keynes (SWMK) in the context provided by the National Planning Policy Framework (NPPF); the emerging MK Core Strategy and Vale of Aylesbury and demonstrates how it would comply with the policies set out in the MKC Local Transport Plan.

The site is located in North-East Aylesbury Vale to the South-West of Milton Keynes. It is bounded to the north by the A421, to the East by the existing built-up area at Far Bletchley, to the South by the disused Oxford to Cambridge railway line and to the West by fields and woodlands.

The SWMK consortium has appointed Pell Frischmann (PF) to develop a Transport Strategy and Assessment, compliant with the LTP and local strategies. This paper aims to set out how sustainable modes of transport, in line with the existing transport network and the proposed on-site measures can be developed, thereby enabling the delivery of the site.
2. REVIEW OF BACKGROUND WORK

It is envisaged that SWMK will provide a housing growth area for MK and Aylesbury. The following three sites are of significance to the site:

- Tattenhoe Park (with extant planning permission);
- Kingsmead South (also with extant planning permission); and
- Bletchley Park.

Tattenhoe Park, in close proximity, has similar credentials to the SWMK site and has been developed through minimal interventions to the existing fabric of the transport network, maintaining its essential characteristics and complementing these with additional built capacity.

Tattenhoe Park is located to the North of the existing Snelshall West employment area and is bounded to the East by Snelshall Street, to the West by open countryside and to the North by the proposed Kingsmead South development. Tattenhoe Park has planning consent for 1,300 dwellings, a new primary school, open space, allotment gardens, community facilities, a small hotel, shops and business space. Pell Frischmann has previously worked on the development of Tattenhoe Park and has a good understanding of the transportation network and requirements for South West of MK.

Another development in the vicinity of the site is the Kingsmead South development which benefits from an extant planning consent for 450 houses. Again, Pell Frischmann developed the Transport Assessment for this site in the mid 2000’s.

Turning to the Bletchley Park site, Pell Frischmann has continuing involvement with this development, including work on the transport assessment for its various phases.

The SWMK site may also offer wider benefits to the general area, e.g. a community centre, employment, shops and schools, it has the potential to remove pressures from the primary network and to provide an accessible location for everyday trips, therefore reducing travel distance and the carbon footprint.
3. PROPOSED DEVELOPMENT

Discussions with officers at MKC have identified that the site needs to have mixed-use characteristics; this means it can be considered as being highly self-sufficient with the benefit of associated services, amenities and other facilities.

The proposed residential, employment, educational and community facilities within the site will encourage internal-site trips to reduce the impact on the surrounding network, in particular at the critical junctions.
4. POLICY REVIEW FOR THE SITE

4.1 National Policy

4.1.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF), published in March 2012:

“... sets out the Government’s planning polices for England and how these are expected to be applied.”

The document provides a framework which:

“...enables local people and their accountable councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.”

The document goes on to outline the three dimensions requirement to enable sustainable development. It is considered that the planning system needs to perform these three roles as outlined below:

- **An Economic Role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- **A Social Role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and

- **An Environmental Role** – contributing to protect and enhance our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The roles are mutually dependent, and to achieve sustainable development, economic, social and environmental gains, the roles “should be sought jointly and simultaneously though the planning system”.

Developments should seek to provide positive improvements in the natural, built and historical environment, as well as in the individual’s quality of life. These improvements include, but are not limited to:

- Making it easier for jobs to be created in cities, towns and villages;
- Moving from a net loss of bio-diversity to achieving net gains for nature;
- Replacing poor design with better design;
- Improving the conditions in which people live, work, travel and take leisure; and
- Widening the choice of high quality homes.
Local circumstances should be taken into account when making decisions, so they respond to the different opportunities for achieving sustainable development in different areas.

South West Milton Keynes presents an opportunity for a coordinated and well designed sustainable development, with potential to incorporate Redway principles, sustainable transport with the ability to fully mitigate its traffic impact, ability to compliment future strategic link road(s) such as the “V0” link and the Bletchley Southern Bypass. The site will incorporate social and commercial facilities and has the potential to include a P&R site on or near the A421 to improve sustainability.

The site may also benefit from the recent ‘Better Bus Area Fund’ which will help to introduce a north-south express bus service (Wolverton-Centre-Bletchley) as well as significant improvements to the major Bus to Bus Interchange locations.

4.1.2 Promoting Sustainable Transport

The NPPF document states that transport polices have an important role to play in facilitating sustainable development, as well as contributing to wider sustainability and health objectives. The use of Smart Technology can reduce the need to travel. It notes that the transport systems should be balanced in favour of sustainable transport to enable people to have a real choice about how they travel.

Developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. They should take into account:

- The opportunities for sustainable transport modes depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site for all people; and
- Improvements within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Developments that will produce a significant amount of traffic generation and movement should be located where the need for travel is minimised, and the use of sustainable transport modes can be maximised. During construction of such developments, the following design elements should be considered:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
Consider the needs of people with disabilities by all modes of transport.

Travel Plans should be developed to facilitate the sustainable movement of people to and from the development site.

For large scale residential developments, key facilities such as primary schools and local shops should be developed within walking distance of most properties.

The South West Milton Keynes site will promote more sustainable transport choices and accessibility. It will be located at the edge of the Milton Keynes urban boundary with access to existing transport facilities.

Furthermore, a shared taxi concept will be developed and implemented to provide a personalised transport service designed to encourage car owners to travel by alternative means.

4.1.3 Delivering a Wide Choice of High Quality Homes, and Good Design

To provide a wide choice of high quality homes, widen opportunities for home ownership, and create sustainable, inclusive and mixed communities, the NPPF states that Local Authorities should:

- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
- Set policies for meeting affordable housing if identified to be needed, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

New developments should also be designed to ensure that the development:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
• Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
• Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
• Are visually attractive as a result of good architecture and appropriate landscaping.

The South West Milton Keynes site will be easily accessible and well connected; it will sustain existing facilities and be well-integrated with the local area. It will be well designed to ensure a safe and accessible environment, and allow ease of access to nearby facilities. The site will complement the existing MK grid road system both internally and externally.

4.2 Review of Milton Keynes Draft Core Strategy

A thorough review of Milton Keynes Draft Core Strategy has been undertaken to assess the site against the emerging policy framework. The review has revealed that the site would be supported by several policies including CS1, CS2, CS6, CS8, CS11 and CS12.

4.2.1 Policy CS 1 – Milton Keynes Development Strategy

The provision of new homes and jobs will take account of the Settlement Hierarchy. The majority will be focused on, and adjacent to, the existing urban area of Milton Keynes. The continued development of Central Milton Keynes, completion of existing city estates, existing Local Plan Expansion Areas, and redevelopment and infill development (particularly in the older parts of the city) will all contribute to a more sustainable city.

The allocation of the Strategic Reserve Areas south east of the city from the Local Plan (2005) will provide a sustainable urban extension adjoining the existing urban boundary.

In addition to the Strategic Reserve Areas, other sites will be considered for development through the Site Allocations DPD.

The SWMK Site is considered to be a strategically placed mixed-use development, which enables the expansion the urban area of Milton Keynes in a sustainable way. Through the utilisation and improvement of existing transport corridors, and the creation and development of additional measures and implementation of technology, residents will be encouraged to travel to and from the site using alternative, more sustainable modes.
4.2.2 Policy CS 6 – Place-Shaping Principles for Sustainable Urban Extensions in Adjacent Local Authorities

When and if development comes forward for an area on the edge of Milton Keynes which is wholly or partly within the administrative boundary of a neighbouring authority, MKC will put forward the following principles of development during the joint working on planning, design and implementation:

- The local authorities will work jointly, and with infrastructure and services providers, to achieve a coordinated and well designed development;
- A sustainable, safe and high quality urban extension should be created which is well integrated with, and accessible from, the existing city. Its structure and layout should be based on the principles that have shaped the existing city, especially the grid road system, Redways and the linear parks and strategic, integrated flood management;
- A strategic, integrated and sustainable approach to water resource management (including SUDS and flood risk mitigation) should be taken;
- The design of development should respect the character of the adjoining areas of the city;
- Linear parks should be extended into the development where possible to provide recreational, walking and cycling links within the development area and to the city's extensive green infrastructure and Redway network;
- Technical work to be undertaken to fully assess the traffic impacts of the development on the road network within the city and nearby town and district centres, and to identify necessary improvements to public transport and to the road network, including parking;
- A route for the future construction of a strategic link road(s) should be protected where necessary;
- New social and commercial facilities and services should be provided, and existing facilities improved where possible, to meet the day to day needs of new and existing residents;
- The opportunity for new ‘Park and Ride’ sites for the city should be fully explored and where possible provided and efficiently and effectively linked to the city road system;
- The potential of a site for a regionally significant sporting facility should be fully explored and considered within, or closely related to, the development area; and

The local authorities and their partner organisations should produce an agreement on appropriate mechanisms to secure developer contributions towards improvement and provision of infrastructure to support the development, including facilities in the city that will be used by residents of the development area.

The Council's approach to major development proposals adjoining the city, but within the area of a neighbouring local authority, is set out in Policy CS 6 'Place-shaping Principles for Sustainable Urban Extensions (SUE) in Adjacent Local Authorities'.
4.2.3 Policy CS 8 – Other Areas of Change

Policy CS 8 outlines the other main areas of the city where there will be a significant amount of new development, or change. These areas are:

- Existing city grid squares that are not yet complete;
- The Expansion Areas on the edge of the city, allocated in the Local Plan (2005);
- Bletchley Town Centre; and
- Wolverton Town Centre.

Most of the developments in the above areas are already committed; they may already have planning permission, or be allocated for development in the Local Plan.

In December 2008, the council adopted a Neighbourhood Regeneration Strategy. It is a community-led strategy, meaning that development and changes in the development areas will be driven by the views of local people. The changes to be influenced by local people may include physical changes to neighbourhoods, such as new housing or community facilities, or the way in which local services are provided and managed.

Additionally, the Neighbourhood Regeneration Strategy will address the need for:

- Physical Change – Land, buildings and the space between them;
- Economic Improvement – Employment opportunities and business activity
- Improved Human Capital – Skills, abilities and knowledge of people; and
- Social Capital – Community spirit, strength of voluntary and community groups.
Close attention has been paid to the requirements set out in the Neighbourhood Regeneration Strategy, and how they can be applied to the SWMK Site. Key Stakeholders have been consulted to determine the best use of land, and the most appropriate layout of the site to enable improved human and social capital, through the provision a well laid out development to encourage economic activity.

4.2.4 Policy CS 11 – A Well Connected Milton Keynes

The Council will work with neighbouring local authorities and transport providers to meet the demand for: increased movement of people and goods, improved accessibility across the Borough, improved safety and quality of life and a reduction in the Borough's carbon footprint.

Over the Core Strategy period, the measures used will include:

- Maintaining and future-proofing the city's grid road network and extending it into new development areas whilst safeguarding the corridors for possible mass transit schemes;
- A step change in improvements to public transport including a core public transport network, with Central Milton Keynes at its hub, serving key trip generators and to cater for specific areas and types of public transport need. New bus services will be provided to major new areas of development when sufficient buildings are occupied;
- More sustainable transport choices for car owners and information and measures to encourage them to use non-car modes for more journeys;
- Encouraging greater movement within the Borough by cycling and walking through improvements to the existing Redway network and other paths including more direct routes, enhanced facilities and signage, better integration with transport interchange hubs, and improved surveillance; and by extending the Redways network throughout major new development areas (including the creation of routes that are shorter than the equivalent road journey);
- Planning the development of large housing and employment areas, health, education, leisure, sports, emergency services and other key facilities so that they are well served by public transport and easily accessible by walking and cycling. This applies particularly to Central Milton Keynes, town and district centres elsewhere in the Borough, the Eastern and Western Expansion Areas, the four Strategic Reserve Areas (SR1, SR2, SR3 and SR4), and to Key Settlements in the rural area;
- Demand Management in order to help achieve a shift from journeys by car to more sustainable transport modes;
- Maximising the capacity of the Borough's highway network through phased improvements in step with housing and employment growth (for example the dualling of the A421, a new Junction 13a on the M1 and improvements to key roundabouts on the grid network); and
- Delivery of high quality transport interchanges at:
4.2.5 Policy CS 12 – Developing Successful Neighbourhoods

New developments and major redevelopments must be designed to support sustainable lifestyles for all. This will include:

- Creating walkable neighbourhoods and extensions of the existing walking, cycling and key public transport networks;
- Siting key day-to-day facilities, including schools, shops, leisure and employment, in locations easily accessible on foot, by bicycle and by public transport;
• Creating high quality open spaces in line with the MK Open Space Strategy and private amenity space for houses;
• Appropriately locating development to maintain and improve current flood risk and air quality standards;
• Separating housing from noisy/24 hour working employment uses (B2 and B8);
• Encouraging home working;
• Achieving the highest standards of design in terms of safety and security;
• Creating diverse and flexible neighbourhoods that can respond to change over time, allowing communities to form and grow effectively;
• Ensuring flood water management is planned at the largest appropriate scale of new development and, wherever possible, designed as public open space; and
• Not precluding further expansion other than where the proposals include a permanent long-term boundary for the City.

The SWMK Site will accord with CS 12 through the strategic placing of residential properties to community facilities, including schools, shops, retail and employment areas. This will reduce the need for residents to use private single occupancy car journeys. A Framework Travel Plan will be produced to outline the opportunities for residents to utilise the public transport facilities and footways and cycle ways running throughout, and linking the site to the surrounding area. The Transport Strategy to be adopted on the site will ensure linkage into potential future developments. Additionally, a Sustainable Urban Drainage system will be developed on site.
4.3 MKC Local Transport Plan 3: Transport Vision and Strategy for Milton Keynes

4.3.1 The Period of LTP

The LTP3 covers the period of 2011 to 2031. It states that “Milton Keynes is expected to grow rapidly over the next 20 years”, and it has the following objectives:

- Provide real and attractive transport choices to encourage more sustainable travel behaviour as Milton Keynes grows;
- Support the economic growth of the borough through the fast, efficient and reliable movement of people and goods;
- Reduce transport based CO2 emissions to help tackle climate change;
- Provide access for all to key services and amenities in Milton Keynes, including employment, education, health, retail, and leisure;
- Improve safety, security and health;
- Contribute to quality of life for all Milton Keynes residents, strengthening linkages between communities; and
- Establish a development framework that embraces technological change, in which Milton Keynes can continue to grow, pioneer and develop.

The LTP states that “At current rates of population growth, there will be a 57% increase in journeys by car at peak travel times (2001 to 2031). However, the city will only be able to provide an extra 25% capacity at peak times through junction improvements and other measures.”

4.3.2 The LTP Strategy Strands

The LTP identifies seven strategy strands which will contribute to multiple objectives. These are:


As part of the Public Transport Strategy Strand, the LTP identified the following interventions which relate to the site:

- Possible Park & Ride sites at A5/A4146 junction (by Bow Brickhill) and the A21/B4034 junction (by Far Bletchley):
- East-West rail route, Oxford from Bletchley:
- MK Star Bus Network; and
- Improved Interchange facilities at Central Milton Keynes and Bletchley Train stations.
ii. Cycling and Walking: Infrastructure and Promotion (including safety and security)

The Cycling and Walking Strategy strand identifies the following interventions which relate to the site:

- More direct Redway routes; and
- Expansion of Redway network into Central Milton Keynes, new developments, regeneration areas and, where possible, older towns.

iii. Smarter Choices: Behavioural Change Techniques

The Smarter Choices Strategy Strand identifies the following interventions which relate to the site:

- More effective management and enforcement of development related travel plans; and
- Increased promotion of car sharing.

iv. Highways and Traffic Management: The Fast and Efficient Movement of People and Goods, Congestion, Parking, Air Quality, and Driver Safety

The Highways and Traffic Management Strategy Strand identifies the following interventions which relate to the site:

- Junction capacity improvements;
- Dualling of the A421 from M1 Junction 13 to the Kingston Roundabout (A5130) and on to the M40 in Oxfordshire (Buckinghamshire County council Plan); and
- Bletchley Southern Bypass.

v. Technology: Information Provision, Web-Based Technology, Future Modes of Transport, and Alternative Fuels

The Technology Strategy Strand identifies the following interventions which relate to the site:

- Delivery of an Urban Traffic Management and Control (UTMC) common database; and
- ITS for journey time and congestion monitoring, roadside traffic alerts, event and parking management.

vi. Infrastructure Management: Highway, Redway Network and Other Asset Management

The Infrastructure Management Strategy Strand identifies the following interventions which relate to the site:

- Better maintenance of the Redway network; and
- Improved lighting on the Redway network.
vii. **Development Planning: Integrated Transport and Land Use Planning**

And finally, the Development Planning Strategy Strand identifies the following interventions which relate to the site:

- Develop a Highways Design Guide;
- Expansion of Grid roads and Redways into major new developments; and
- Define and defend alignments for high capacity transit in new development.

The Transport Strategy for the SWMK site will complement overall LTP objectives. The strategy will resolve into a plan, based on these principles:

- Public transport (PT) solution for the site;
- PT solution supplemented potentially by information systems;
- Technology for Public Transport priority, such as SPRUCE (i.e. a server based information system that provides the ability to implement strategies to provide real time bus priority facilities at traffic signal installations);
- Smarter Choices for incentivising use of Public Transport;
- Demand Management at the development egress to encourage Public Transport use;
- Connection of the site to the Redway cycling and walking network; and
- Provision of facilities to improve journey quality on these routes;
- A high quality “Public Transport Spine” will be developed to provide a viable and reliable link to the Western Expansion Area. Provision of this link South West Milton Keynes site will also help avoid Central Milton Keynes.

Additionally, the implementation of a ‘Shared Taxi’ service within the development will add further sustainable travel choice for car owners. Providing a more personalised service than buses, the shared taxi concept will enable car drivers to utilise a local taxi service, but share the cost with local residents travelling to similar or nearby destinations.
5. TRANSPORT STRATEGY COMPLIANCE

Pell Frischmann will ensure that the proposed transport strategy for the site will follow best practice and GTA principles to deliver the strategy; and is supported by National and Local policies through:

- Sustainability;
- Encouraging Modal shift;
- Increasing Accessibility; and
- Mitigating any residual impacts.

The Development and its compliance with the MKC Draft Core Strategy are summarised as follows:

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<tr>
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<td>Access Control</td>
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<td>Bus Operations and priority</td>
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<td>Development of Smart Corridors</td>
<td>✓</td>
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<td>Park &amp; Ride</td>
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<tr>
<td>Information Systems (RTPI)</td>
<td>✓</td>
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<tr>
<td>Real-time Travel Advice</td>
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<td>Bus Gating and Priority</td>
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<td>Smarter Choices &amp; Travel Plan Initiatives</td>
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<tr>
<td>Mitigating Residual Traffic</td>
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A similar analysis for the development against the LTP 3 compliance is carried out and introduced as follows:
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<td>Mitigating Residual Traffic</td>
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6. TRANSPORT STRATEGY UNDERPINNED BY A TRANSPORT ASSESSMENT

The development of a full Transport Assessment in order to validate this Strategy and to support the Core Strategy and LTP objectives will be undertaken within the context of the following statement:

It has been determined that the SWMK development is located on the edge of the network area within the existing Milton Keynes Multi-Modal SATURN Model (MKMMM) transport model. Following discussion with the Council officers, it has been agreed that the model can be utilised to assess the highway and public transport impacts of the SWMK development. The transport impacts of the scheme, considered to most likely occur towards Central Milton Keynes will be assessed through to 2026.

The MKMM Model forecasts traffic impact for the future years of 2011 and 2026, and the modelled option runs were based on two different scenarios:

- **Do Minimum**: This assumes that only the existing network is in place with no additional highway network or developments.
- **Do Something**: This scenario incorporates traffic and highway network from the committed developments that are outlined in the Milton Keynes Draft Core Strategy.

These two scenarios will be investigated further to determine the overall impact on the highway network during the morning (AM) peak period (0800-0900) and the evening (PM) peak period (1700-1800). The investigations which will take place are as follows:

- 2011 Do Minimum AM and PM peak;
- 2026 Do Minimum AM and PM peak; and
- 2026 Do Something AM and PM peak.

The impact of the SWMK development over the Do Minimum and Do Something models will be tested using Milton Keynes Councils MKMM Model, and the multi-model interventions will be carried out in line with the policies set out.

To this end, the strategy for the site will be analysed through the model as agreed by Milton Keynes Council and transport operators. Transport Interventions will be set out within the Transport Assessment and Framework Travel Plan.
6.1 Modelling Scenarios for the Transport Strategy

As envisaged, the transport modelling scenarios are likely to include the following interventions:

- Base 2009 scenario for the MKMM Model with no growth;
- Base model for 2026 scenario for the MKMM Model with background growth;
- 2026 background/cumulative growth together with the site with no network improvements (only the committed developments);
- 2026 background/cumulative growth together with the site with identified junction improvements (please see below);
- Bus network improvements & Better Bus Area Fund (frequency and/or priority/gating);
- Identified junction improvements and park and ride and information Technologies (possibly in the form of MS4);
- Identified junction improvements & ‘V0’ link;
- Identified junction improvements & ‘Bletchley Bypass’ link
- Identified junction improvements & ‘V0’ link and Smarter choices (similar to the Council’s LSTF DfT bid) to achieve modal shift targets; and
- Final scenario incorporating Core Strategy¹, SWMK and committed + SWMK network improvements.

Further to our discussions with the MKC officers, we have identified the following network elements as critical for the delivery of the site:

- Bottledump Roundabout;
- Tattenhoe Roundabout;
- Bleak Hall Roundabout;
- Elfie Roundabout;
- Windmill Hill Roundabout;
- Furzon Roundabout;
- Medbourne Roundabout;
- Emerson Roundabout;
- Redmore (A5) signalised Roundabout;
- Portway (A5) signalised Roundabout (all arms except A5 SB off-slip);
- A421/A5 possible Mova Installation; and
- Any other junctions identified by the Council.

Any mitigation identified at these locations will be undertaken in accordance with principles and policies as outlined by the Local Highways Authority. These network elements are illustrated in the following diagram.

¹ The Draft Core Strategy developments incorporate: Church farm, Eagle Farm, EEA, Glebe Farm, Leadenhall, LTP dev SE & SW, Middleton school, NEA, Oakgrove Dev: Stantonbury Park Farm, WEA; and Other MK Development areas. In total this equates to 122841 dwellings, 624305 jobs and 20277 school places.
7. NEXT STEPS

This strategy paper is based on discussions with Milton Keynes Council. It informs the Council on the proposed approach. It also aims to present the scope and the scenarios associated with the strategy utilising the existing MKC transport model i.e. the Milton Keynes Multi-Modal SATURN Model (MKMMM). In light of this, Pell Frischmann will discuss and agree the scenarios to be considered for modelling.

Upon completion of this work and obtaining the model results, it is expected that another meeting should be set up with the Council to discuss the likely impact of the development. The purpose of the meeting will also be to identify the implementation of further stand-alone strategies and the ways in which to mitigate the residual impact using the measures within the Transport Assessment framework.

This process will lead to the development of the Draft Transport Assessment and Travel Plan documents, in tandem with the site Masterplan for further discussion with the Council.

Upon agreement and sign-off, the Transport Assessment and the Travel Plan documents may be finalised in readiness for a planning application submission..