5.2: Does the Core Strategy (CS) set out an integrated and achievable strategy for transport?
5.2 iv: In particular: is the commitment to expansion of the grid road system justified?

The commitment to expand the grid road system into neighbouring areas has been modified per the schedule of minor changes to the Core Strategy in February 2011 and we now consider it to be justified.

The commitment to expand the grid road system within Milton Keynes borough may not be justified closer to the border of a neighbouring authority, where a transition to a more traditional road system is imminent. Such a transition may cause unintended problems for neighbouring areas, such as rat-running through small communities. CS11 should therefore be supplemented by a policy of joint working with neighbouring authorities to model / predict such scenarios, and adapt the road design accordingly.

5.3 i: To what extent does the strategy depend on infrastructure development outside the borough and are there mechanisms in place to secure delivery?
The CS through the Local Transport Plan (LTP3) envisions a Southern Relief Road / Bletchley Southern Bypass, and the dualling of the A421 to the M40. We have previously registered our concerns on the former project, and concur with NBPPC’s submission to Matter 1, which explains that both projects could result in a possible conflict of environmental benefits for Milton Keynes Borough and disbenefits for the Vale.

Neither project is imminent because of funding issues, but effective and just delivery could also be hampered because of the absence of a policy on joint working for cross-border issues that could identify such issues and work to rectify them. Such a policy is desirable for the soundness of the CS.

5.3 ii: What weight should be attached to the proposed East-West rail link?
The CS should be consistent with those of other authorities along the route in its the consideration of the rail link. This consistency will facilitate joint working to maximise the benefits of the link and deal most efficiently and effectively with the challenges.

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1 Updating, clarification and factual corrections to the Pre Submission Core Strategy: Sentence added to CS11(1) per RPSP421 (Stewkley Parish Council) “Road networks in new development areas in neighbouring authorities will be dependent on the strategies and preferences of those neighbouring authorities and partnership working”

ii Response to Matter 1 Qu1.5 by NBPPC

iii Page 67: Project codes HTo22 and HTo20

iv Revised Proposed Submission October 2010, comments by Stewkley Parish Council RPSP422.

v Response to Matter 1 Qu1.4b by NBPPC