Submission by Wavendon Parish Council

The village of Wavendon is named in the Domesday Book

Wauendene is the Doomsday name of this place.

Matter 5 – Transport (Policy CS11, Table 5.7).

Wavendon Parish Council is in complete support with the Milton Keynes Core Strategy as submitted by Milton Keynes Council for Inspection. The Parish Council makes the following observations in terms of Matter 5.

- Suffice to note the importance Wavendon Parish Council in support of Milton Keynes Council and its residents place upon the iconic grid road system and how much the council and local residents regret the abandonment of that design in parts of the eastern flank currently under construction. The grid road system also future proofs potential land use for possible future mass transit public transport solutions. The conventional ‘city street’ design that has been adopted on the current eastern flank developments, designs out future public transport options and must be avoided in future expansion areas.

- Milton Keynes was designed for the car and short of knocking it all down and rebuilding it will for the foreseeable future be heavily dependant on the car or some other form of personal transport option, and the grid road system does lead to ease of criss-cross city movement. The move to city streets has met with strong opposition, and predictions are that it will lead to much increased congestion in the areas where the design has been selected. However, as stated above, the grid system lends itself to more innovative alternative transportation by non-carbon based transportation, as the technology continues to advance.

- Wavendon Parish Council supports the view that the informal consultation concerning the SLA revealed that most were of the opinion that the park and ride off J14 was sufficient – with other preferences being for east of Magna Park or the eastern end of A421. Park and Ride works well in some cities with a historical, pre motor car history, (e.g. Oxford), but has had limited success in Milton Keynes except for some peak times for retail, notably the period immediately leading up to Christmas.

- The implementation of the elements of the Core Strategy are not dependent upon any infrastructure development outside the borough – except perhaps in the area of buses – Central Bedfordshire Council has reduced its bus provision as have other surrounding authorities. The majority of in commuting is undertaken by car, most out commuting is by rail or car.

- ‘Nice to see’ projects might include the duelling of the A421 from Fen Street roundabout to J13 and a through rail service from Bedford to Milton Keynes Central station – although Wavendon Parish Council is of the view that the emphasis of the importance on the so called East/West rail initiative, as far as it impacts on the eastern end of that route, has been greatly exaggerated and should not be accepted as an argument in favour of development in the open countryside.
• The Milton Keynes to Oxford link west of MK is deliverable, and (given government announcements) is proceeding by the end of the current decade and therefore should be given due weight.

• The Bletchley to Bedford link (Marston Vale line) capacity is seriously constrained. The original option report 2009 concluded that this link would have to have a reduction of the hourly stopping service from Woburn Sands to Bedford to a two hourly service to allow a one hourly non stopping service to Bedford. Whilst there has now been assurance that there will not be a reduction in the stopping service, from the information available it is unclear how the capacity will be increased to allow both services or indeed increased services to run. The capacity of the line will be similarly constrained by additional freight traffic and projected plans for a marshalling yard along the route will place an intolerable environmental burden upon the communities that border this essentially branch line. Therefore the Wavendon Parish Council is of the view that the East/West rail project should be given limited weight.
http://eastwestrail.org.uk/route/

• There remains a considerable problem with the central link west of Bedford to Cambridge. Therefore in respect of the weight that should be given to linking MK to Cambridge, Wavendon Parish Council maintains that it should be given no weight, bearing in mind that a decision may be taken (post 2020) to create a new central link from Milton Keynes to Cambridge through Luton and Luton Airport Parkway rather than through Bedford.

• Milton Keynes Council has long held the view that there should be a J13a, with one eye on serving Cranfield University and the associated Cranfield town expansion and industrial park. It would also form part of a much needed bypass for the Bedfordshire villages of Salford and Hulcote. A junction 13a would also open options for development north east of the M1. However, this long held aspiration of Milton Keynes Council is not shared by Central Bedfordshire Council, nor the Highways Agency and thus should be given limited weight.

• With regards to the Park and Ride proposal in the south eastern part of Milton Keynes – it is a policy supported by the Wavendon Parish Council and the Parish Council would urge that land be reserved for such use, however, the Parish Council is mindful of the under usage of the existing J14 Park and Ride, it may not be appropriate to make it formal policy until it can be shown to be viable

Alan Kemp
Clerk to Wavendon Parish Council
May 2012