Submission by FLP LTD on behalf of the Bow Brickhill Consortium to the Milton Keynes Core Strategy Examination

EAST-WEST RAIL - AMENDMENT TO POLICY CS11 AND ADDITIONAL PARAGRAPH

Context

When the Core Strategy (CS) was submitted and the evidence assessed the East West Rail project was just an aspiration supported by the Council and local businesses. This has now changed because Ministerial Statements on the 30th November 2011 and 16th July 2012 have given unequivocal support for the scheme1 which is now to be delivered by 2017.

The CS does not sufficiently recognise the opportunity the East West Rail Link presents to sustainable development and improvements to the shift away from car bourn journeys to public transport. It does not give due weight to the importance of realising what this project can deliver for the Borough in terms of economic, social, and environmental benefits despite the fact that it is heavily supported by both local politicians and statements made by SEMLEP2.

In order that the maximum benefit can be gained from the implementation of East West Rail the Council should fully engage with Network Rail, relevant stakeholders including adjoining land interests to fully explore what can be provided to further enhance both improvements to the train service operational use, and the wider social, environmental and economic benefits this important piece of infrastructure can deliver in Milton Keynes - notwithstanding any financial contributions which have been identified as a requirement for towards the capital costs of the project to be generated through a 'local contribution'. An example this process has already been commenced by the Bow Brickhill Consortium in which Network Rail views were sought as to the benefits of a new road crossing to safety and operational efficiency of the East West Rail. A copy of the response appears as Appendix A.

Additional Paragraph 11.13 a

With regard to East –West Rail, the Council will seek to engage with Network Rail and relevant stakeholders (including adjoining land owners) along the route of the East –West rail line through the Borough to establish whether any operational benefits or improvements to more sustainable forms of non-car bourn journeys can be realised with the implementation of the Project. This presents an exceptional opportunity for the Borough in both the local and regional context which will provide significant economic, environmental and social benefits.

Policy CS11

New 9. To engage with Network Rail, Relevant Stakeholders (including adjoining landowners) along the East –West Rail line to identify operational benefits which thereby provides additional support for a more sustainable transport strategy and/or the economic growth of the City.

24th July 2012

1 CP5 High Level Output Specification (HLOS)
2 Milton Keynes Citizen ‘East West rail link will re-open’ 16th July 2012.
Mr Henry Clarke  
Director  
Rail Estate  
12 Bridge Wharf  
156 Caledonian Road  
London  
N1 9UU  
13th June 2012

Dear Henry,

Bow Brickhill – Proposed Development at Browns Wood and Old Farm Park

Thank you for the opportunity of discussing your proposals for the development between Bow Brickhill and Woburn Sands. Network Rail has a policy to encourage the closure of Level Crossings where ever possible to improve safety. Your proposal to replace the three existing crossings/bridal ways with an over bridge and possibly a subway would increase public safety and benefit Network Rail with the closures.

I can therefore confirm that Network Rail would support this scheme and has no objections, in principle, to your proposed development.

I will advise you of our Level Crossing Risk Manager as soon as possible under separate cover.

Yours sincerely,

Alan Williams  
Senior Asset Protection Engineer  
LNW(South) Route  
Birmingham