5. Order CS11 policies in order of priority

Our disagreement remains that the Grid Road should not remain as an overarching priority and certainly not the highest priority. This support for what essentially is a design type rather than a capacity issue is difficult to understand when considering other forms of sustainable transport. Such support conflicts with best practice in affording every opportunity to provide real choices in alternatives such as walking/cycling, rail and bus.

In respect to East –West rail the Council conceded that more proactive support for maximising the economic, environmental and social benefits needs to be established within the Core Strategy. (by providing an addendum to Policy CS11)

It therefore appears contrary to rank such planned public transport as the lowest denominator in CS11. (Priority 9 of 9)

The message being sent out by Milton Keynes is that the car movements will afford the most support when is comes to investment choices above all other forms of transport. If the LIP funding requirement cannot be achieved again the transport schemes that will remain undelivered (as has been already seen with the CMK Public Transport Improvements) will be the non-car projects.

East –West Rail and Public Transport should be ranked higher than grid roads. Capacity issues should be left to Transport Impact Assessments for particular strategic sites or network improvements.

6.2 Council evidence/support for grid road network

Whilst MK was conceived at the time of a very much a car dominated development and social era it is wrong not to recognise the resources and sustainability challenges that arise with the continued increase in population and the expectation
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of growth for Milton Keynes. The benefits of continuing with a grid road network must be carefully reviewed against the negative environmental message that it gives for a forward looking City including the potential social impacts from segregation and the lack of integration which result from such wide swathes of highway corridors.