

TRANSPORT

Background

7.1 The City was designed with an innovative grid-based road system that has provided a framework for the development of the City. This high capacity road network is now virtually complete and means that car-based journeys can be made relatively quickly and easily within the City by a variety of different routes. There is relatively little traffic congestion at present, compared to other towns and cities of similar size. The City was also planned with a comprehensive Redway system for use by cyclists and pedestrians.

7.2 However, there are now a number of issues to be addressed in relation to access and mobility in the City, for which this chapter provides a policy framework. These issues include:

- Increasing car ownership and car use together with the further growth of the City, mean that significantly worsening traffic congestion is forecast, above the capacity of some junctions, particularly at peak hours.
- The grid road system, the generally low gross density of development, circuitous roads within grid squares and dispersed land uses do not lend themselves to efficient and comprehensive public transport provision.
- New development needs to follow a pattern more suitable for public transport, to improve accessibility for all, particularly those without access to a car.
- There is a lack of integration between different transport modes, meaning that journeys using more than one type of transport are difficult.
- Although the Redways are well used for leisure trips, more direct routes are needed to encourage greater use for journeys to work.

Policy Objectives

7.3 The most recent national guidance on transport planning is contained in PPG13. It includes the following major policy objectives:

PPG 13: Transport
(2001)

- Integrate the objectives and policies of the Local Transport Plan and Local Development Plan;
- Use parking policies to promote sustainable transport choices and reduce reliance on the car for work and other journeys;
- Give priority to people over cars in town centres, mixed developments and local neighbourhoods and consider giving more road space to pedestrians, cyclists and public transport in these areas;
- Ensure the needs of disabled people are taken into account;
- Protect sites and routes for potential infrastructure to widen transport choices.

7.4 RPG9 sets out a regional transport strategy for the South East. It includes reference to the London to South Midlands Multi-Modal Study and the need to “enhance east-west public transport links north of London”.

RPG9 (2001)

7.5 The policies and proposals set out in this chapter have been developed in conjunction with the Council’s Local Transport Plan (LTP). This document sets out a strategy for co-ordinating and improving transport provision in Milton Keynes over a

5-year period (2000/1 to 2005/6) and includes funding proposals for transport-related schemes over this time.

7.6 The policies in this chapter and in the Local Transport Plan, take account of the above policy documents. In addition, both are based on the objectives set out in SITS:

- “All people should be able to move around conveniently and safely, regardless of their circumstances, with those able to pay doing so;
- That, in developing our planning policies with our partners, we will actively seek to reduce the number, length and need to make journeys;
- To encourage walking, cycling and quality public transport, whilst reducing journeys by car and promoting a healthier lifestyle; and:
- To ensure that Milton Keynes’ economic prosperity is enhanced by our new transport policies by helping people to travel when and where they want, but in more environmentally friendly ways.”

The Sustainable Integrated Transport Strategy for Milton Keynes (MKC, 1999)

7.7 Finally the Local Plan Vision sees ‘...a Milton Keynes that offers real choices of movement’. Reflecting this, the Local Plan Aim 1 sets out broad objectives to achieve this vision. The Council will monitor progress towards this aim over the plan period using the targets in the Local Transport Plan:

- Reduce the total number of journeys to work by car from 77% to 55% by 2011 and
- Increase the number of journeys to work by foot and cycle from 10% to 19% by 2011.

Policies

THE TRANSPORT USER HIERARCHY

Objective of policy

- To ensure the correct priority of access to and within new development.

7.8 The Transport User Hierarchy sets out a framework on which access to all new development will be based. It follows the principles set out in the SITS document for Milton Keynes, the Local Transport Plan and PPG13. By following this policy, new development will be easily accessible by all modes of travel, with priority given to those that are most sustainable and whose users are most vulnerable.

7.9 The appropriate priority measures will vary from site to site to suit the circumstances of each new development, e.g. a residential, town centre or rural area. The vast majority of new development should consist of streets designed for pedestrians, cyclists and motor vehicles but the latter need to be controlled so as not to dominate the other modes. All modes need to be considered in an integral approach, accommodating their different needs. The needs of pedestrians are not always the same as cyclists and conflicts between them should be avoided. Not all streets need to accommodate buses but those that do need to be designed accordingly.

THE TRANSPORT USER HIERARCHY

POLICY T1

Development proposals should meet the needs of transport users in the following order of priority:

- (i) Pedestrians and those with impaired mobility
- (ii) Cyclists
- (iii) Users of public transport and taxis, and motorcyclists
- (iv) Others

'Impaired mobility' users include community transport vehicles

ACCESS FOR THOSE WITH IMPAIRED MOBILITY

Objective of policy

- To ensure the needs of those with impaired mobility are given priority in development.

7.10 New development should be accessible to all in society and this extends to the environment surrounding buildings. Development must also comply with Building Regulations in regard to access for those with impaired mobility.

See also Policies H2 and H9 on priority housing needs and housing mix

ACCESS FOR THOSE WITH IMPAIRED MOBILITY

POLICY T2

Development proposals must be designed to meet the access needs of those with impaired mobility. In particular:

- (i) Specifically identified and convenient parking spaces should be provided
- (ii) The layout of the external environment, including links to adjoining areas, must provide convenient, direct and safe access.

See also Disability Discrimination Act 1995 and 'Guidance on the use of Tactile Paving Surfaces' DETR 1998

PEDESTRIANS AND CYCLISTS

Objectives of policies (T3 & T4)

- To give increased priority to pedestrians and cyclists in the design and layout of new development
- To set out the Council's priorities for improving infrastructure for pedestrians and cyclists

7.11 Walking and cycling are very sustainable forms of transport with minimal impact on the environment in terms of pollution, congestion and the need for infrastructure. They are also very healthy transport options. In land-use terms, walking and cycling will be encouraged by:

PPG13 paras 75-80

- developing a strategic pedestrian and cycle network with more space allocated to them.

See also SITS paras 5.5, 5.6

- ensuring that cycles can be used safely and easily throughout the Council area, redways and other appropriate routes, e.g. canal towpaths, in the older towns and in the rural areas.
- ensuring that pedestrian safety and directness of routing are improved.

7.12 The LTP, rather than the Local Plan, is where specific schemes are decided and developed in detail for the year ahead. The LTP infrastructure programme for cycling and pedestrians includes:

- Improved cycle links between Wavendon, Woburn Sands and Bow Brickhill; and from Newport Pagnell to Emberton, Sherington and Olney
- Footway along Willen Rd, Newport Pagnell
- Redway along McConnell Drive, Wolverton
- Redway / footway improvements in / to town centres (CMK, Wolverton, Bletchley)
- Improved cycle infrastructure along National Cycle Network Routes

Local Transport Plan
2000

7.13 The National Cycle Network is a Millennium Project covering the entire country. It consists of a series of routes linking urban centres through attractive countryside to help both the commuter and leisure cyclist. Two routes pass through Milton Keynes; from Winslow to Bedford and from Leighton Buzzard to Northampton. These will use the existing redway networks, local roads and limited stretches of new cycleway. They are due for completion around 2003.

PEDESTRIANS AND CYCLISTS

POLICY T3

Development proposals must be designed to meet the needs of pedestrians and cyclists. In particular:

- (i) The layout of the external environment, including links to adjoining areas should provide convenient, direct, safe, secure and understandable pedestrian and cycle routes that are not isolated from other transport routes;
- (ii) The needs of cyclists should be taken into account in traffic calming schemes;
- (iii) Locations that are a deterrent to pedestrians and cyclists should be improved, including crossing points at roads;
- (iv) The existing redway, footway and right of way network should be retained, improved and extended;
- (v) Cycle parking should be provided that is conveniently sited, secure and sufficient to meet the Council's parking standards, together with showers and changing facilities.

PEDESTRIANS AND CYCLISTS

POLICY T4

The Council's priorities for improving access and conditions for pedestrians and cyclists are:

- (i) Routes from nearby settlements to Milton Keynes City
- (ii) Routes to and within CMK and Town Centres
- (iii) The National Cycle Network

PUBLIC TRANSPORT

Objective of policy

- To ensure that the needs of public transport and public transport users are planned into development.

PPG13, para 72-74

7.14 To encourage increased bus and rail use it is important to link the planning of where people live, work and spend their leisure time with the planning of public transport services. Providing a reliable, regular and easily accessible public transport service is important to both increase the mobility of those people without the use of a car and to increase the number of people who choose to use public transport as an alternative means of travelling. However, the Council does not provide or control public transport services in the Borough.

7.15 The bus is the main form of public transport in Milton Keynes. Over the plan period it is hoped to increase bus usage through a partnership scheme between the Council and local bus operators. 'Quality Bus Routes' will be created on routes between CMK and Bletchley, Kingston, Newport Pagnell, Stantonbury, Stony Stratford and Wolverton. These routes will start to address the perceived imbalance in benefits of car journeys compared to public transport journeys. Further information on the Council's plans for public transport can be found in the Local Transport Plan.

See LTP (p.47)

7.16 The design and layout of new development areas can also promote bus use. 400 metres is about the furthest distance people will walk to and from a bus stop. In higher density developments, maximum distances of between 250-400 metres may be more appropriate. Good pedestrian access to bus stops includes meeting the needs of those with impaired mobility.

7.17 In major developments and in new development areas, developers will be expected to help 'pump prime' public transport services through planning obligations, to provide a satisfactory level of bus service. This is a minimum of three buses per hour between 7am-7pm Monday – Saturday, 2 buses per hour between 10 am – 6pm on Sunday and an hourly service at other times or the appropriate level of service set out in the Bus Strategy.

See Policies EA2, PO1-PO2

7.18 The Council and English Partnerships have also commissioned a long term public transport vision study. This study looks forward 30 years although if its recommendations are adopted, it will have land use and transport implications within the Plan period. A key aspect of the vision that is emerging from the study is a public transport hierarchy consisting of the following 3 levels:

1. Mass transit corridors running east-west and north-south across the City via CMK – with the east-west corridor linking the Eastern and Western Expansion Areas

2. A core high quality bus network along diameter routes across the City via CMK
3. Other bus routes (reflecting local demand) serving parts of the City not on the diameter routes

7.19 This hierarchy is consistent with the Council's overall objectives for transport and will help achieve the Council's targets for modal shift. The mass transit corridors are also identified in MKAV Policy 1 of the Sub-Regional Strategy for the City. In responding to the Draft Strategy, the Council supported the principle of these mass transit corridors and considered that they should be identified as an immediate priority with delivery beginning in 2001-06. In particular, the mass transit proposals are consistent with the development principles set out in the City Expansion Area Policies EA2, EA3 and EA5.

PUBLIC TRANSPORT

POLICY T5

Development proposals must be designed to meet the needs of public transport operators and users. In particular:

- (i) Road layouts must include direct, convenient and safe bus routes
- (ii) Bus priority measures must be implemented, where appropriate
- (iii) All houses and most other development must be no more than 400m from a bus stop
- (iv) Bus stops must have suitable shelters, good pedestrian access and be open to public supervision
- (v) Specific consideration must be given to the provision of public transport services in planning new development

TRANSPORT INTERCHANGES

Objective of policy

- To make trips using more than one mode of transport easier

7.20 To increase public transport usage it is important to improve the links between different modes. This includes bus services to rail stations, better cycle parking at stations, and improved pedestrian links to bus stops. Other modes include taxis and, where appropriate, the canal.

PPG13 para.48

7.21 The East / West Rail project should provide the opportunity for improved interchanges at Bletchley, (including interchange with the West Coast Main Line services, MK Central station, London and other destinations), Fenny Stratford, Bow Brickhill and Woburn Sands.

See Policy T12

7.22 Passenger information is also an important consideration at transport interchanges. The Council will therefore encourage the provision of timetables and real-time electronic information systems at interchanges.

TRANSPORT INTERCHANGES

POLICY T6

Development proposals in Central Milton Keynes, Town and District Centres, and in other appropriate locations should improve interchange between public transport and other modes of travel

PARK AND RIDE

Objective of policy

- To reduce the number of private car journeys into Central Milton Keynes.

7.23 A study into the feasibility of park and ride in the city recommended the use of smaller “arrive and ride” sites closer to CMK as well as the site at Junction 14. Identification of other sites is awaiting an evaluation of the J14 operation but the criteria for assessing sites are set out in the policy. These will be implemented together with a programme of bus prioritisation on the grid roads. The sites will be brought into use by a combination of developer and public funding.

See PPG13 paras 59-63 and LTP Section 5.3.2

Potential Role of Bus Based Park & Ride” UCL 2000

PARK AND RIDE

POLICY T7

Proposals for Park and Ride sites should satisfy all the following criteria:

- (i) The site lies on or close to a Primary Distributor as defined on Plan T1
- (ii) The site is not within the open countryside, as defined in Policy S9
- (iii) The site is not needed for either its current use or any use for which it has been allocated in this Plan
- (iv) The site can act as an “Arrive and Ride” facility for local residents within the City and is easily accessible by walking and cycling
- (v) Proposals should have no significant adverse effect on the amenity of nearby residential areas
- (vi) Proposals should be integrated with existing bus services

RAIL AND CANAL FREIGHT

Objectives of policy

- To aid the transfer of freight from the road to the rail and canal networks.

7.24 Rail or canal can transport certain types of freight more sustainably, so reducing traffic congestion, air pollution and road wear. This is an under-utilised resource in Milton Keynes at present. However there are a number of sites presently in use, or proposed for freight transfer use, and these are listed in the policy below.

7.25 The East / West Rail project may provide new opportunities for freight transfer sites, either as part of the Eastern Expansion Area or the Newton Leys

See Policies T12 and E13

development. These possibilities will be investigated with developers as these sites come forward.

RAIL AND CANAL FREIGHT

POLICY T8

Development involving the transfer of freight from road to rail or canal will be encouraged. The following sites are reserved for rail and canal freight transfer:

- (i) Land near Old Wolverton Rd, Old Wolverton, for a canal freight interchange facility
- (ii) Freight transfer depot, McConnell Drive, Wolverton
- (iii) Bletchley aggregates depot, Saxon Street, Bletchley
- (iv) Land west of railway, Old Wolverton

Planning permission will be refused for development that would prejudice these schemes or lead to the loss of existing freight transfer facilities, unless equivalent alternative facilities are provided elsewhere.

THE ROAD HIERARCHY

Objective of policy

- To maintain the current road hierarchy, so aiding the management of traffic within the Borough.

7.26 To make the most efficient use of the road system it is necessary to manage traffic within the Borough, directing users to the most appropriate parts of the network for their journey. To this end, the network has been divided into four different categories; Primary Distributors, District Distributors, Local Distributors and Access Roads. Each of these four categories of road has different characteristics that need to be maintained.

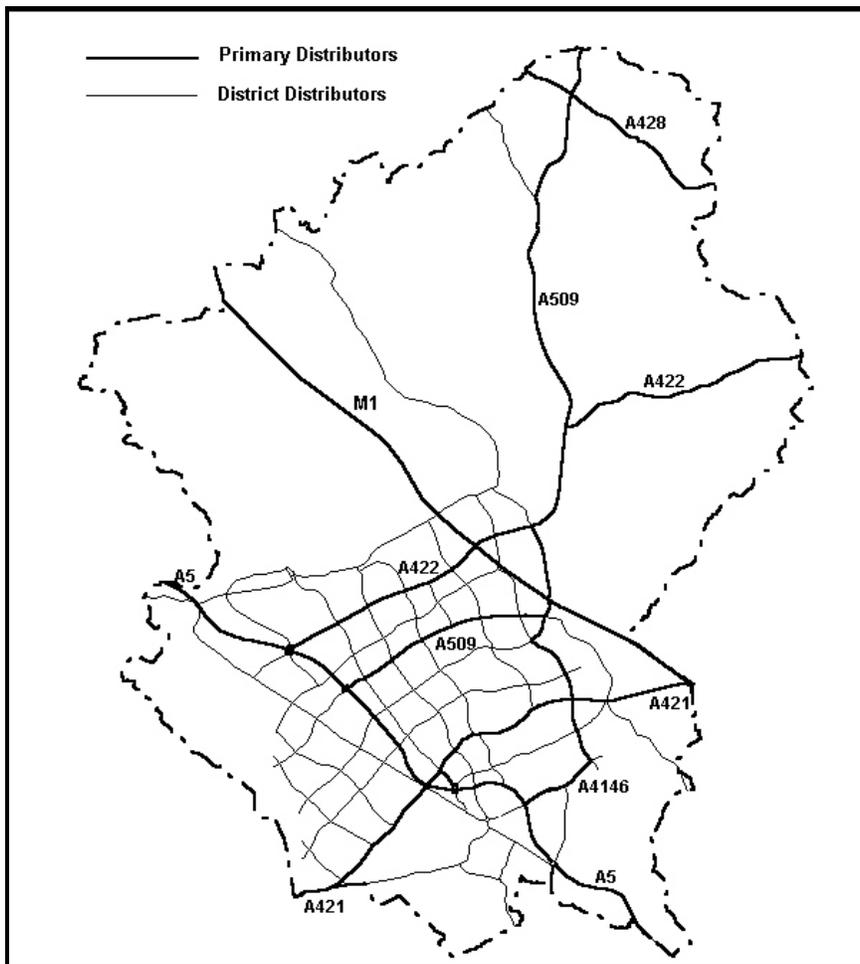
7.27 Primary Distributors act as the main routes for through traffic in the Borough. They are identified in Plan T1 and include all 'A' Class roads. They allow traffic to take a direct and efficient route through the area.

7.28 District Distributors include most of the grid roads (other than the Primary Distributors) and 'B' Class roads in the Borough (see Plan T1). These roads carry some through traffic, but mainly traffic whose origin and/or destination is within the Borough. In CMK, the 'gates' correspond to District Distributors and the same requirements apply.

7.29 The Primary and District Distributors divide the City into grid squares. Roads within grid squares should only carry traffic whose origin or destination is within that grid square and the volume and speed of that traffic should be (s) low.

7.30 Local Distributors provide access to the grid squares from the District Distributors and allow traffic to circulate freely inside. **Access Roads** give direct access to buildings. In CMK, the "boulevards" are equivalent to Local Distributors

and the “streets” and “rows” equivalent to Access Roads. The same requirements apply to these as to their equivalents in other grid squares.



PLAN T1: PRIMARY AND DISTRICT DISTRIBUTOR ROADS

7.31 Development in the City Expansion Areas will still be based on this hierarchy, without necessarily conforming to a grid road layout.

7.32 The older towns within the Borough were not designed with a grid road network, having evolved over a much longer time period. There are roads within these areas that do not easily fit the District / Local Distributor definition. In these cases greater flexibility will be given in relation to new accesses.

7.33 The Milton Keynes Highway Guide is proposed to be a supplementary planning document and will set out design and engineering guidelines for new roads in the Borough. The use of these guidelines should have due regard to the need for flexibility in order to achieve quality of design as advised by PPG3.

THE ROAD HIERARCHY

POLICY T9

The Council will promote a road hierarchy, comprising Primary Distributors, District Distributors, Local Distributors and Access Roads. The objectives for each type of road are set out in Table T1.

Planning permission will be refused for development if proposed highways do not comply with the Council's Highway Design Guide, unless necessary to achieve good urban design

TABLE T1: THE ROAD HIERARCHY

POLICY REQUIREMENTS	PRIMARY DISTRIBUTOR	DISTRICT DISTRIBUTOR	LOCAL DISTRIBUTOR	ACCESS ROAD
Encourage through traffic	√			
Discourage through traffic		√		
Discourage through and non-local motor traffic			√	
Discourage all non essential motor traffic				√
Ensure safety and convenience of pedestrians and cyclists, or provide safe and convenient alternative routes for these users	√	√		
Give priority to the needs of pedestrians and cyclists			√	√
Give priority to the needs of public transport	√	√	√	
Restrict the number of turning and crossing movements	√	√		
Restrict or prohibit on street parking	√	√		
Reduce the environmental impact created by traffic	√	√		
Introduce traffic calming measures			√	√

TRAFFIC

Objective of policy

- To ensure that development does not take place in inappropriate locations due to traffic creation.

7.34 The environmental capacity of the local road network or a single road is the level of traffic above which noise, local air pollution (particularly Nitrogen Oxides and particulates) and/or visual intrusion become unacceptable within the context of the local environment. The highway capacity is the level of traffic above which an unacceptable degree of congestion, delay or severance occurs.

7.35 Decisions about the traffic impact of development proposals should take into account the effect of any proposed mitigation measures. Milton Keynes Highway Guide provides more advice on examples of some potential measures.

7.36 In CMK, developments that would require regular servicing by lorries should be situated next to the 'gates' and serviced from these roads.

Severance is the difficulty experienced by pedestrians in crossing a highway

TRAFFIC

POLICY T10

Planning permission will be refused for development if it would be likely to generate motor traffic:

- (i) Exceeding the environmental or highway capacity of the local road network;
or
- (ii) Causing significant disturbance, noise, pollution or risk of accidents.

TRANSPORT ASSESSMENTS AND TRAVEL PLANS

Objectives of policy

- To evaluate and reduce traffic generated by new development.
- To encourage the use of modes of transport other than the car by users of new development.

7.37 Transport Assessments replace Traffic Impact Assessments (TIA's) for major developments. As well as evaluating the extent of the traffic impact of new development, Transport Assessments broaden the assessment considerably to include an assessment of the potential of journeys by all modes of transport to and from the site. They should also set out measures to improve non-car access and minimise car and lorry traffic. Assessments should also be carried out in cases where there are several small development proposals that may cause a significant cumulative increase in traffic. The government will issue best practice guidance on this subject in the near future.

PPG13 para. 23-27

7.38 Travel Plans can be a useful element of Transport Assessments, showing how new development can be designed to reduce car usage, increase access and potential journeys by other modes, improve travel safety and reduce road-based

PPG13 paras 87-91

freight and delivery journeys. They should include arrangements for monitoring progress and enforcement.

TRANSPORT ASSESSMENTS AND TRAVEL PLANS

POLICY T11

Planning applications for proposals that exceed the thresholds set out in Table T2, or will otherwise generate significant amounts of travel, must include a Transport Assessment and a Travel Plan, produced in consultation with local transport providers and agreed with the Council.

Planning applications for new or expanded school facilities that would increase pupil numbers should also include a Travel Plan.

TABLE T2: THRESHOLDS FOR TRANSPORT ASSESSMENTS

<i>Use</i>	<i>Threshold</i>
A1 Retail	1,000 sq m
D2 Leisure (including cinemas and conference facilities)	1,000 sq m
B1 Business (including offices)	2,500 sq m
B2 Industry	5,000 sq m
B8 Distribution and warehousing	10,000 sq m
Hospitals	2,500 sq m
Primary and Secondary Education	1000 sq m
Higher and Further Education	2,500 sq m
Stadia	1,500 seats
Housing (transport assessments only)	100 dwellings
Transport assessments and Travel Plans will also be required for any development that would increase traffic on an adjoining road by 5% or more, or would lead to any increase in traffic where the road is at or over its environmental or highway capacity.	

Thresholds taken from PPG13: Transport – Annex D

MAJOR TRANSPORT SCHEMES

Objective of policy

- To identify and safeguard the routes of major transport schemes that will be implemented within the lifetime of the plan.

7.39 The following major transport proposals have been dropped from the previous Local Plan:

- A5 / A4146 junction grade separation
- A509 Olney Bypass – previously safeguarded route
- Grade separation of junctions on A422 / A509 Newport Pagnell Bypass
- H1 Ridgeway extension to Calverton Rd, Stony Stratford
- East Street diversion, Olney

7.40 The M1 Junction 10 to 14 widening scheme has been withdrawn from the national roads programme, as has the A5 / A4146 Fenny Stratford junction grade separation. The M1 widening scheme is now part of the London to South Midlands Multi-Modal study, which will consider congestion problems along the M1 as well as other major road corridors.

See 'A New Deal for Trunk Roads in England', DETR 1998

7.41 The Council adopted a new approach to assess the road schemes included in the previous Local Plan, based on the SITS objectives and similar to that now used by the Highways Agency. As a result of this review the A422 / A509 grade separation, the H1 Ridgeway Extension and the East Street Diversion schemes were dropped as they would have had a net negative impact on the SITS objectives.

7.42 The County Council carried out public consultation on the route of the Olney bypass in 1994. Two alternative routes east and west of the town replace the previously safeguarded route. A decision on the preferred route is still to be made. Preliminary assessment of the two route options for Olney has been carried out. There is a strong case for both routes on economic grounds although environmentally they do present some problems. Further more detailed examination is needed before a preferred route can be taken forward. This will involve full public consultation and an inquiry. A bypass for Olney is a priority scheme for MKC, and will feature in future LTPs within the lifetime of the Local Plan.

7.43 The development of the Eastern Expansion Area will require the construction of a new junction 13a on the M1 motorway or improvements to junctions 13 and 14 to deal with increased traffic flows, particularly freight, to and from the site. This requires further study as part of the master planning process for this area.

See Policy EA3

7.44 East West Rail aims to restore passenger train services linking Bristol, Swindon and Oxford via Milton Keynes and Bedford to Cambridge, Ipswich and Norwich. It will use mainly existing lines, including a current freight only line between Bicester and Claydon, and a mothballed line between Claydon and Bletchley. Existing passenger lines between Oxford and Bicester, and Bletchley and Bedford would also require upgrading, while new build is needed east of the Bedford-Luton (Midland) main line. The first phase of the scheme sees a new Cambridge-Norwich passenger service, and an improved Cambridge-Ipswich service starting late 2002; the second phase should be Oxford-Bedford; the third phase, longer-term would fill the gap between the Midland and East Coast Main Lines. The main infrastructure work required within Milton Keynes is the construction of high-level platforms at Bletchley station.

7.45 A consortium of local authorities along its route, including Milton Keynes Council, is promoting the project. It will require funding from Network Rail and private train companies.

7.46 Among the benefits it will provide are connections to all of the main radial rail routes from London. It should allow regular passenger services from Milton Keynes to Peterborough and Aylesbury, as well as access to other cross-country services from Bletchley. It will play a key role in attracting inward investment and promoting the regeneration of Bletchley.

7.47 The Highways Agency will be consulted on any development proposal that could affect any future M1 scheme, and Network Rail for the East / West Rail project.

MAJOR TRANSPORT SCHEMES

POLICY T12

Planning permission will be refused for development that would prejudice the construction of the following road and rail improvement schemes, as shown on the Proposals Map:

- 1 A509 Olney Bypass (western option)
- 2 A509 Olney Bypass (eastern option)
- 3 A421 / A5130 to M1 Junction 13 dualling
- 4 A509 / M1 Junction 14 to A422 dualling
- 5 Olney Northern Distributor Road
- 6 B4034 link to Tavistock Street, Bletchley
- 7 Standing Way to Newton Road road link, Bletchley
- 8 East / West Rail link upgrading
- 9 North Crawley Road to A509 Newport Pagnell bypass road link
- 10 A428 Lavendon bypass

All schemes should incorporate suitable and adequate mitigation measures, similar to those sought under Policy T10 for other forms of development, in order to contain their environmental impact on residential areas or to avoid adverse effects on local mobility.

TRANSPORT RESERVATIONS

Objective of policy

- To retain the potential for transport infrastructure improvements in the City.

7.48 Transport reservations include the City's grid road corridors as well as the local rail and canal routes. The purpose of these reservations is to allow the future development of additional transport infrastructure when needed. This could include the dualling of roads, the construction of bus or cycle lanes or the upgrading of the rail or canal routes. The reservations also safeguard the route of some unbuilt sections of grid road shown on the Proposals Map i.e. the H1 link across the A5, completion of V1 and H6 in the west flank, V8 extension Mount Farm to Fenny Lock

7.49 Unused land within these reservations also has an important role in improving the environment. Planting and landscaping make the road verges visually attractive; reduce noise and visual intrusion to nearby housing; absorb CO₂ emissions; and act as valuable wildlife corridors.

TRANSPORT RESERVATIONS

POLICY T13

Planning permission will be refused for development that would prevent the future use for transport purposes of transport reservations shown on the Proposals Map.

ROADSIDE SERVICES

Objective of policy

- To restrict the development of roadside services to appropriate locations within the Borough.

7.50 As well as the criteria in Policy T14, any new proposals for roadside services will need to conform to general design policies. Reserved sites for petrol filling stations within the City are not considered suitable for unless required for another transport-related function or purpose.

ROADSIDE SERVICES

POLICY T14

Planning permission will only be granted for new petrol filling stations and related permanent roadside refreshment facilities if all the following criteria are satisfied:

- (i) The site lies on a Primary Distributor as defined on Plan T1
- (ii) The site is not within the open countryside, as defined in Policy S9
- (iii) The land required is not needed for either its current use or any use for which it has been allocated in this plan.
- (iv) The proposal satisfies Policy R4 on forecourt shops.

If there is no demand for sites reserved within the grid road corridors to be used for petrol filling stations, they will remain as undeveloped land within the grid road corridors unless required for another transport-related function or purpose.

The term “petrol filling station” includes all vehicle fuels e.g. LPG, biofuels and electricity

PARKING PROVISION

Objectives of policy

- To provide a framework for parking provision in new development
- To ensure that the level of provision does not take an inappropriate amount of land
- To encourage the use of alternative forms of transport to the private car, in conjunction with other policy mechanisms

PPG13, paras 49-58

7.51 The Council's Parking Standards have the status of Supplementary Planning Guidance and were adopted in January 2005. It sets out maximum standards for different types of development, in line with government guidance, and also standards for cycle parking.

7.52 In order to provide realistic alternatives to access by car, new developments may be required to contribute to the provision of access by non-car modes. However, the level of this contribution will not be directly linked to the amount of parking provision at the development.

See Policies PO1-
PO2

7.53 Well designed parking areas should allow the safe movement of traffic, pedestrians and cyclists, as well as reduce the visual and environmental impact of what are often large areas of unbroken asphalt.

PARKING PROVISION

POLICY T15

Development proposals should meet the following vehicle parking requirements:

- (i) Car parking provision must not exceed the Council's maximum standards.
- (ii) On-site parking should not be reduced below the maximum standard if it would be likely to result in off-site parking causing problems that cannot be resolved by on-street parking controls.
- (iii) Parking areas should be well designed in terms of safety, circulation and appearance and assist access by pedestrians and cyclists.

LORRY PARKS

Objectives of policy:

- To provide guidance on locations and facilities for lorry parking

7.54 There may be a need for a new lorry park in the City, particularly to reduce the problem of lorry parking in residential areas. Other policies require the retention or replacement of the lorry park facilities in areas affected by new development proposals at Fen Farm (Eastern Expansion Area).

7.55 Any new lorry park facility will need to satisfy the general design policies in this plan and also be in a suitable location to minimise its potential environmental effects.

See Policy E13

LORRY PARKS

POLICY T16

Proposals for new lorry parks must satisfy all the following criteria:

- (i) The site should not be within the open countryside, as defined in Policy S9
- (ii) The site must be well related to a Primary Distributor road as defined on Plan T1
- (iii) Any ancillary uses are closely related to the main use of the site as a lorry park – such as a petrol filling station, refreshments, motel and vehicle repairs

- (iv) Proposals should not have a significant adverse effect on the amenity of nearby residential areas.

TRAFFIC CALMING

Objectives of policy

- To identify areas for traffic calming.
- To provide a framework for traffic calming measures in new development areas

7.56 Traffic calming is an important mechanism for increasing road safety on residential streets by reducing traffic speed. To this effect, it is just as important in new development areas as in established areas. In new development areas traffic calming can be achieved by good road layout design. In existing residential areas it may be necessary to implement measures such as road narrowing and priority systems. In all cases it is important to make sure that the traffic calming measures do not impede or cause a danger to pedestrians, cyclists or public transport. They should also take into account the needs of emergency services and statutory undertakers. Schemes in town centres can benefit economic viability by improving the environment for users.

7.57 The Council will continue to implement traffic calming measures as and when needs are identified in the LTP implementation programme, and subject to the availability of funding. The current list includes schemes in Wolverton, Woburn Sands, Newport Pagnell, Stony Stratford, CMK and “Safer Routes to Schools” schemes. The LTP aims to create 20mph zones outside every school. They would also be desirable in new housing areas e.g. “homezones”.

TRAFFIC CALMING

POLICY T17

Development proposals should include traffic calming measures to provide a safe environment for pedestrians, those with impaired mobility and cyclists. In new development areas traffic calming should be achieved as an integral part of the street design.

The design of such measures must take into account the need for efficient and convenient public transport operation.

The Council may seek financial contributions from developers towards the implementation of traffic calming measures.