2.5.18 The comments of the Panel Report into the draft South East Plan are of limited relevance to the proposals for Lovat Park, as they were primarily based on the proposals of others for a much larger development area east of the M1 extending south of M1 Junction 14. As such the Panel’s comments did not give appropriate weight to the fact that Lovat Park enjoys a high level of accessibility to local and strategic highway and public transport networks; high quality bus based public transport services for Lovat Park can be provided with ease; the site lies materially closer to Central Milton Keynes than the two growth areas; and Lovat Park residents and workers would enjoy material advantages in terms of reduced journey times, distances and delays when compared to the two growth areas.

2.5.19 Lovat Park could be well integrated with both Central Milton Keynes and Newport Pagnell. The M1 motorway corridor is no wider than the existing A5 road and rail corridor which has not prevented effective integration elsewhere in Milton Keynes.
3   Site Descriptions

3.1   INTRODUCTION

3.1.1 This section of the report briefly describes the locations of Lovat Park and the
      two South East and South West Growth Areas in terms of their existing available
      transport infrastructure. The location of Lovat Park and the centroids of the South East
      and South West Growth Areas are shown on Figure 1.

3.2   LOVAT PARK

3.2.1 Lovat Park lies to the immediate south of Newport Pagnell and to the east of
      the M1 in an area bisected by the flood plain of the River Ouzel. The site is located only
      3.5 to 5.5 kms from Central Milton Keynes and enjoys high quality accessibility to the
      local and strategic highway networks.

3.2.2 The northern boundary of the site is formed by the A422 dual carriageway
      which connects directly to Central Milton Keynes to the west and to Bedford to the east.
      The A422 crosses the Ouzel flood plain and connects the west and east areas of the
      site. The existing A509 runs broadly north south through the eastern area of Lovat Park,
      connecting to the A422 at the site's northern boundary and to the M1 Junction 14 at the
      southern boundary.

3.2.3 Local highway connections are provided at roundabouts on the A422. In
      particular Marsh End Road and the B525 London Road provide direct links into Newport
      Pagnell, while Willen Road, which runs through the Lovat Park western area provides
      another direct highway connection into Central Milton Keynes.

3.3   SOUTH EAST GROWTH AREA

3.3.1 The South East Growth Area is located 5.5 to 10.5 kms from Central Milton
      Keynes immediately to the south of the M1/A421 corridor, west of Junction 13, and to
      the immediate north of the settlement of Woburn Sands. The southern boundary of the
      site is formed by the Bletchley to Bedford railway line.

3.3.2 Highway access to the site is currently via the A5130, which runs north / south
      between Milton Keynes and Woburn Sands to the south. The A5130 provides direct
      access to the A421 to the north of the site. The A421 single carriageway also forms the
      northern boundary of the development area. The A421 is a main arterial route east to
      west through Milton Keynes linking to J13 of the M1 to the east and to the A4146 and A5
      to the west, as well as providing connections to the grid network of highways within
      central Milton Keynes.

3.3.3 Woburn Sands railway station is located at the site southern boundary
      providing an hourly rail service to Bedford and to Bletchley. The station provides no
      direct rail connection to CMK.

3.4   SOUTH WEST GROWTH AREA

3.4.1 The South West Growth Area is located around the village of Newton Longville,
      some 6.5 to 9kms from Central Milton Keynes, and is bisected by the disused Bletchley
      to Bicester railway line. Highway access is currently provided via number of local minor
      roads (Bletchley Road, Stoke Road, Whaddon Road) that then connect to the wider
      strategic highway network of the B3034, A421 and A4146.
3.4.2 Access to Central Milton Keynes is provided via the Milton Keynes highway grid network to the north of the site which is accessed via the A421 dual carriageway and also from the B3034. The A421 also provides access to the M1 Junction 13 to the north east and to Buckingham to the west. The A4146 to the east of the site connects directly to the A5 and thereby provides links to the M1 to the south and Towcester to the north.
4 Highways

4.1 INTRODUCTION

4.1.1 This section sets out the current programmed proposals for major highway improvements in the Milton Keynes area, in particular highlighting the M1 Junctions 13 and 14, and also the A421 and A509 corridors. A highway access strategy to serve the Lovel Park site is then described.

4.2 LOCAL HIGHWAY CONDITIONS AND PROGRAMMED MAJOR IMPROVEMENTS

4.2.1 Milton Keynes Local Transport Plan 2006-07 to 2010-11 (LTP) provides information on the traffic conditions on the highway network in the Milton Keynes area. The LTP sets out that there is currently only localised congestion on the highway network leading into Central Milton Keynes in the peak periods, but that significant congestion problems occur at M1 Junction 13 (including the A509 approach from the north), Junction 14, and also along the A421 single carriageway sections during these periods.

4.2.2 As part of the LTP Milton Keynes Council have developed a Strategic Transport Investment Framework. This Framework has been put in place in order to ensure that appropriate investment into the highway network is provided to accommodate future growth of the Borough.

4.2.3 Highway improvements put forward include dualling of the A421 between Kingston and Junction 13 of the M1, and also at Junction 13 itself. Other improvements to the A509 and M1 Junction 14 are currently in progress.

4.2.4 The planned improvements will, in combination, significantly improve the existing congestion problems on the strategic routes into Milton Keynes and will provide some capacity for future growth. These improvements will therefore benefit Lovel Park and the two growth areas.

M1 JUNCTION 14 INTERIM IMPROVEMENTS

4.2.5 The M1 Junction 14 Gateway Improvements scheme currently under construction is funded through a combination of Community Infrastructure Fund (CIF), Growth Areas Fund Round 2 and MK tariff contributions. The scheme is scheduled to be completed by Spring 2008 and will provide the following improvements:

- Improvements to Junction 14 to relieve current traffic congestion
- An additional lane for the A509 between Junction 14 and Northfield roundabout.
- Increasing the size of Northfield roundabout by adding additional lanes and widening the junction approaches
- Increased capacity of Pineham and Fox Milne roundabouts with more lanes and widening the junction approaches and improving the reliability of bus services by providing bus priority measures.
- Construction of a new Coachway building to give better facilities for the public and the operators of coaches and buses.
- Improving facilities for pedestrians and cyclists at the Park and Ride Coachway site.
Improving the Park and Ride site by creating approximately 360 additional car parking spaces.

4.2.6 This package of improvements is intended to increase capacity to cater for approved and known growth up to 2016. After this time it is anticipated that there will be a modal shift towards public transport as traffic congestion continues to increase.

4.2.7 The Highways Agency has previously tabled the suggestion of a longer term major grade separated improvement of M1 Junction 14. However, their current Targeted Programme of Improvements (TPI) does not include such a scheme.

**M1 JUNCTION 13 IMPROVEMENTS**

4.2.8 Work took place in early 2007 to improve the flow of northbound traffic off the M1 at Junction 13 and onto the A421 into Milton Keynes.

4.2.9 Upgrading of the M1 from the M25 to Junction 13 is in the Highways Agency's TPI for completion by 2011. This includes widening to four lanes and further improvements at Junction 13.

**A421 Improvements**

4.2.10 Bedfordshire County Council, MKP and Milton Keynes Council are jointly managing the study of proposed A421 Dualling from M1 Junction 13 to Kingston. Recent public consultation in the Wavendon and Aspley Guise areas presented two alternatives:

- A new road alignment from Junction 13 to Bletcham Way;
- Dualling of the existing alignment, with additional junctions serving the Eastern Expansion Area to the north.

4.2.11 A major scheme business case for the A421 improvement has been submitted to DfT as MK's first priority for a major scheme in LTP2. However, initial appraisal work already undertaken has ruled out inclusion of a new Junction 13A, between Junctions 13 and 14.

4.2.12 The intended opening date for the reconfigured A421 is 2011.

4.2.13 To the east of the M1, the Highways Agency is taking forward the improvement of the M1 Junction 13 to Bedford section of the A421 (as a TPI project) with proposals including improvement of M1 Junction 13 and construction of a new dual carriageway alongside the existing A421 between the M1 and the Bedford Southern Bypass. Construction work is planned to commence in 2008 with the road open to traffic in 2010. The current status of the scheme is that a pre-Inquiry meeting is to be held in October 2007.

4.2.14 To the west of Milton Keynes, the upgrading of the A421 towards the M40 is an aspiration in the regional plan. It has yet to be programmed.

**A509 IMPROVEMENTS**

4.2.15 As part of the ongoing M1 Junction 14 improvements, an additional lane for the A509 between Junction 14 and Northfield roundabout is being built (to the West of the M1).
4.2.18 There is a long standing Local Plan Policy aspiration (T12) for a dualling improvement of the A509 between M1 Junction 14 and the A422, indicating that planning permission would be refused for development that would prejudice its construction. However there is no current programme or agreed funding for such a scheme.

4.3 **LOVAT PARK HIGHWAY ACCESS STRATEGY**

4.3.1 Lovat Park could provide a new off-line improvement to the A509, to dual carriageway standard if required, running along the eastern edge of the development as indicated on Drg. 1289/SK/002 rev. D. The new alignment would bifurcate at its northern end, separating north-south B526 movements from east-west A422 movements, thereby removing pressure from the A422 / B526 junction. The existing A509 could then be downgraded to local distributor status, serving the new development area.

4.3.2 In addition a new local distributor road link would be provided, running parallel and adjacent to the M1, linking the development areas across the Ouzel flood plain, which would otherwise only be connected by the A422. By constructing the new distributor close to the motorway, with watercourse structures mirroring those provided under the motorway, impacts on the flood plain would be minimised.

4.3.3 The new distributor would join Willen Road at a new roundabout junction thereby providing direct access to Newport Pagnell and Central Milton Keynes.

4.3.4 By virtue of this range of connections to the strategic and local highway networks traffic arising from Lovat Park would distribute to six different routes:

- A422 south to CMK
- Willen Road south to CMK
- M1 J14 for A509 south and motorway traffic
- A422/A509 north
- B526 London Road to Newport Pagnell
- Marsh End Road to Newport Pagnell

4.3.5 The outline highway strategy is readily deliverable and would provide good connections to the strategic highway network, a potential park and ride site (Section 8.3 refers), local links into Newport Pagnell and CMK avoiding the M1 Junction 14, as well as providing the basis for efficient bus circulation routes.

4.3.6 M1 Junction 14 will also need to be upgraded beyond the scope of the current interim improvement scheme, as that is only planned to accommodate growth to 2016. The Highways Agency will need, therefore, to devise a long term major improvement scheme at Junction 14 in any event to accommodate growth at Milton Keynes and along the M1 corridor. The scale of such further improvement will largely depend on the overall spatial strategy adopted for development in the east of Milton Keynes and the M1 corridor, but it is likely that it would be a major scheme to be delivered by the Highways Agency in due course. Although such major works would form part of the Highways Agency's publicly funded programme of works (TP1), we would anticipate that developments such as Lovat Park would contribute toward such long term improvements at that location through the tariff mechanism.
5 Provision for Walking and Cycling

5.1 INTRODUCTION

5.1.1 Planning Policy Guidance 13; Transport (PPG13) sets out the Government’s objectives for integration of planning and transport in order to: promote more sustainable transport choices for both people and for moving freight; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and reduce the need to travel, especially by car.

5.1.2 The thrust of PPG13 in order to achieve these objectives is therefore, so far as possible, to satisfy demand for travel locally and preferably by non-motorised modes, especially the car. The preferred hierarchy for travel is therefore walk, cycle, public transport and then the car.

5.1.3 PPG13 advises that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres; and that cycling also has potential to substitute for short car trips, particularly those under 5 km, and to form part of a longer journey by public transport.

5.2 EXISTING WALKING AND CYCLING

5.2.1 The location of Lovat Park will enable a significant number of journeys to be made by walking and cycling. In this respect Lovat Park compares very favourably with the South East and South West Growth Areas, as demonstrated by the walk and cycle mode shares shown in Table 5.1.

Table 5.1 Comparison of Existing Walk and Cycle Mode share for all Journeys to Work

<table>
<thead>
<tr>
<th>Sites</th>
<th>Walking Mode Share</th>
<th>Cycling Mode Share</th>
<th>Total Walk/Cycle Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lovat Park (Newport Pagnell South Ward)</td>
<td>6%</td>
<td>4.1%</td>
<td>13.1%</td>
</tr>
<tr>
<td>South-East Growth Area (Aspley Guise Ward)</td>
<td>6.3%</td>
<td>1.8%</td>
<td>8.1%</td>
</tr>
<tr>
<td>South-West Growth Area (Newton Longville Ward)</td>
<td>3.0%</td>
<td>1.1%</td>
<td>4.1%</td>
</tr>
</tbody>
</table>

5.2.2 Milton Keynes has an existing comprehensive network of cycle and footways linking the communities within the Central area to employment and services. The routes in the vicinity of Lovat Park are illustrated on the attached Figure 5. There are national and local targets to increase the percentage of journeys to work made by non-motorised modes and Lovat Park has the potential to contribute significantly to the achievement of the targets:

- 2km from site centre to Newport Pagnell town centre ensuring access by walking and cycling to employment and services;
- New employment within site can ensure journeys are internalised and undertaken by walking and cycling;
- New employment will provide opportunities for journeys of existing residents of Newport Pagnell to be reduced in length and made by walking or cycling;
- 5km to Central Milton Keynes making the employment, community facilities and rail station accessible by cycle; and
- Walking and cycle access to coach interchange adjacent to M1 Junction 14

5.3 WALKING AND CYCLING – FUTURE DELIVERY

5.3.1 Walking and cycling are key modes at the local level and fundamental parts of any development access strategy. The proximity of Lovat Park to existing trip origins and destinations within Newport Pagnell confirms that the site is well located to meet the access and transport needs of new residents, employees and visitors by these modes. The development strategy will encourage walking and cycling and seek to:
- Promote the reduction of private car local trips;
- Ensure excellent levels of accessibility to nearby trip attractors;
- Bring identified routes in to line with nationally accepted guidance.

5.3.2 Improvements to pedestrian and cycle routes are likely to include measures such as widening, improved surface quality, increased lighting, good crossing facilities and connections to the networks of these modes. An increased level of cycle parking is also likely.

5.3.3 An existing footbridge crosses the M1 between Willen Road and Junction 14 of the M1. This footbridge would allow pedestrians and cyclists to cross the M1 on a route which avoids conflict with road traffic. The footbridge will also allow a connection to be made between Lovat Park and the Milton Keynes Redway Cycle Route Network.

5.3.4 The footbridge would directly serve the western side of Lovat Park. A network of planned pedestrian and cycleways within the development area would mean that the eastern side of the development area would also be able to use the footbridge.

5.4 COMPARISON OF LOVAT PARK AND THE TWO GROWTH AREAS

5.4.1 Table 5.1 shows the significant walk / cycle mode share advantage that Lovat Park enjoys by comparison with the two growth areas. While the table relates only to journeys to work, the same broad conclusion can be drawn regarding other journey purposes.

5.4.2 Figure 6 shows the range of local facilities that are available within a 2 km walk and 5 km cycle distance of each site. From this it is apparent that:
- Only Lovat Park has a town centre (Newport Pagnell) within a 2 km walk
- Only Lovat Park is within a 5 km cycle distance of MK
- Only Lovat Park has significant employment opportunities within a 2 km walk
- Only Lovat Park has a supermarket (two in fact) within 2 km
- Only Lovat Park has a leisure centre within 2 km
- Only Lovat Park has an existing secondary school within 2 km
6  Bus Provision

6.1  EXISTING PROPOSALS FOR A BUS STRATEGY FOR MILTON KEYNES

RADIAL BUS ROUTES

6.1.1 The Milton Keynes Local Plan (2002) emphasises the importance of integrating the needs of public transport users into new development proposals. The main proposal is for the core of public transport services to be supported by eight ‘diameter’ routes, providing radial services from Milton Keynes town centre. Each of these eight diameter routes will operate at a 15 minute frequency.

6.1.2 Given the identification of these key routes, and their intended frequency, it is probable that future investment would be forthcoming via the LTP allocation, providing an enhanced level of service for bus users between development centres and Central Milton Keynes. These routes are also the most likely to be identified as Quality Bus Corridors.

6.1.3 The existing bus route network is shown in Figure 2 and the proposed bus network (as set out in the Bus Strategy for Milton Keynes) is shown in Figure 3.

HIGH FREQUENCY CORRIDORS

6.1.4 The MK Local Transport Plan also identifies two high frequency bus corridors operating through Central Milton Keynes, one running north-south (Stony Stratford - Central Milton Keynes - Water Eaton), with the other east-west from M1 Junction 13. The indicative route of the east-west high frequency corridor is shown on Figure 3.

6.2  BUS STRATEGY FOR LOVAT PARK

6.2.1 Existing services in the area include MK Metro Service 2, which connects Central Milton Keynes to Newport Pagnell Town Centre via Gifford Park, and MK Metro Service 1, which runs between Central Milton Keynes, Newport Pagnell and Bedford or Northampton. These are shown on Figure 2. MK Metro Service 1 deviates from the most direct route to serve the Green Park estate just south of Newport Pagnell Town Centre. The two existing services operate every 30 minutes.

6.2.2 Options were considered to extend or divert these existing services or those proposed in the Bus Strategy for Milton Keynes towards Lovat Park. However, these options did not offer a direct route from Central Milton Keynes to Lovat Park and were therefore dismissed.

6.2.3 The proposed level of development at Lovat Park provides the opportunity to deliver a new high frequency bus service beyond those services already anticipated in the Milton Keynes Public Transport Strategy. This would follow an alternative route between Newport Pagnell, Lovat Park and Central Milton Keynes, avoiding Junction 14 of the M1, and taking advantage of the Wilton Road direct route to CMK. This option would directly benefit bus users in the wider Newport Pagnell area, as well as the new community and employment opportunities to be located at Lovat Park. The route of this proposed service is shown in Figure 4.

6.2.4 Lovat Park and the town of Newport Pagnell would be served by a loop route, with buses running in both directions around the loop. This will enable all parts of Lovat Park to be well connected to Newport Pagnell Town Centre and to Central Milton Keynes.
6.2.5 The round trip journey time for the proposed Lovat Park service has been estimated to be 46 minutes, assuming that bus priority measures would be installed around the development area to improve journey times. Most of Lovat Park would therefore benefit from a bus journey time of less than twenty minutes to Central Milton Keynes.

6.2.6 With an anticipated mode share of 5% or better a service frequency of twenty minutes in each direction around the loop (effectively providing a 10 minute service for much of Lovat Park) would be commercially viable.

6.3 PARK & RIDE PROPOSAL AT LOVAT PARK

6.3.1 The proposed highway strategy for Lovat Park provides the opportunity for a Park and Ride site located close to the intersection of the A509 and the B528 London Road, with a transfer time of circa fifteen minutes to Central Milton Keynes. The viability of such a proposal in large part depends on the approach to CMK parking strategy to be adopted by Milton Keynes Council as they move to encourage higher levels of use of public transport. If CMK parking remains available in competitively priced abundance then this would mitigate against the potential for a successful Park and Ride site.
7 Rail Provision

7.1 CURRENT AND PROPOSED RAIL SERVICES

7.1.1 Current Rail Services in the Milton Keynes area are concentrated on the North South axis with stations at Wolverton, Milton Keynes and Bletchley. Services between these stations are currently provided by Silverlink Trains, who operate trains between London Euston and Northampton. Services between Birmingham, Milton Keynes and London Euston are also provided by Virgin Trains.

7.1.2 Rail services are also provided by Silverlink Trains between Bletchley and Bedford. Stations along this route include Fenny Stratford, Bow Brickhill and Woburn Sands. Services on this route run hourly and terminate at Bletchley. This means that to reach Milton Keynes from this line passengers have to change trains at Bletchley.

7.1.3 An organisation known as the East West Rail Consortium supports the reopening of the disused railway line between Bletchley and Bicester Town. This is part of their plans to provide an orbital service from Didcot Parkway and Oxford to Bedford. The aim of this scheme is to improve long distance travel connections between the South West and the East of England, avoiding London.

7.1.4 The aspiration of the East West Rail Consortium is for services to be running on the route by 2012. The proposed service would be for two trains each hour between Oxford and Milton Keynes (operating semi-fast), and two trains each hour between Aylesbury and Milton Keynes (operating a stopping service). The stopping service between Aylesbury and Milton Keynes would serve new stations at Newton Longville and Bletchley Leys. However it is noted that no evidence has been provided to date to suggest that such an operation would be workable.

7.1.5 The cost of building the railway between Oxford and Milton Keynes is estimated to be between £100m to £135m. The scheme is expected to be funded with private sector developer contributions of around £100m deliverable through a supplementary tariff provided a commitment is given to deliver East West Rail. Notwithstanding that the scheme is a priority in the draft South East Plan, MKSM (Milton Keynes South Midlands) strategy and supported in local, sub-regional and regional planning and economic policies, it can be seen that the delivery of the scheme still remains uncertain.

7.1.6 It is our view that, should it ever be constructed, the East West Rail scheme is likely to have limited benefit on shorter commuter journeys within the Milton Keynes area. This is also the view of the Peer Review Group on the Draft Growth Strategy for Milton Keynes (as outlined in Section 2.4 of this report).

7.2 COMPARISON OF RAIL SERVICE PROVISION FOR EACH SITE

LOVAT PARK

7.2.1 Lovat Park is not served directly by rail. However, a high frequency bus service will be provided between the site and Central Milton Keynes. This will enable residents in this location to access Milton Keynes Central station for onward travel by rail to the range of destinations described at paras 5.1.1 and 5.1.2 above.
7.2.2 The journey distance from Lovat Park to Central Milton Keynes is only 3.5 to 5.5 kms, and for this reason the preferred public transport mode of travel for connection to CMK would, in any event, be by frequent high quality bus services rather than by rail.

SOUTH WEST GROWTH AREA

7.2.3 The South West Growth Area would be served by a new station at Newton Longville on the proposed East West Rail Line between Bicester Town and Milton Keynes. The station would not in fact be conveniently located for much of the South West Growth Area as over half of the site area is more than 800m away from the proposed station.

7.2.4 The East West Rail Consortium proposes that two trains per hour would operate from Newton Longville to Milton Keynes Central, albeit it has not yet been demonstrated that this is operationally feasible. This frequency of service would need to be supplemented by bus services to Central Milton Keynes as it does not offer a high enough frequency to be the main public transport service to Central Milton Keynes. Indeed at 6.5 to 9 kms distance from the site to CMK the preferred mode of public transport travel for such commuting would in any event be by high quality frequent bus services rather than by rail.

SOUTH EAST GROWTH AREA

7.2.5 The South East Growth Area is served by an hourly train service at existing stations at Woburn Sands and Aspley Guise on the Bletchley to Bedford Line. Proposals exist, as part of East West Rail, to improve the level of service on this line. However, presently there are no direct rail services from Woburn Sands to Milton Keynes Central. Additionally the service operating on this line is only hourly.

7.2.6 As with the South West Growth Area the poor frequency of available rail services means that they would need to be supplemented by bus services to CMK. Similarly at 6.5 to 10.5 kms distance from the site to CMK the preferred mode of public transport travel for commuting would be by high quality frequent bus services rather than by rail.
8 Accessibility

8.1 INTRODUCTION

8.1.1 This section of the report provides a comparison of the accessibility of Lovat Park and the South East and South West Growth Areas. In particular three key themes are explored:

- Proximity to Central Milton Keynes and a wider range of community facilities, as well as retail and employment opportunities
- Travel by public transport to employment destinations within the Milton Keynes conurbation
- Overall levels of travel to employment by sustainable modes of transport

8.1.2 Lovat Park lies materially closer to CMK and a wide range of facilities and employment opportunities; the sites are likely to be broadly comparable in terms of public transport travel to employment within the Milton Keynes conurbation, but overall Lovat Park would enjoy materially higher levels of travel to employment by sustainable (non-car) modes of transport.

8.2 PROXIMITY TO CMK, COMMUNITY FACILITIES, RETAIL AND EMPLOYMENT

8.2.1 Lovat Park offers significant advantages in terms of accessibility when compared to the South East and South West Growth Areas. Figure 5 demonstrates that the site lies materially closer to Central Milton Keynes than do the two growth areas, offering greater accessibility to a wider range of existing community facilities, retail and employment opportunities, particularly by public transport with significantly shorter journey times.

8.2.2 Table 8.1 below shows the estimated journey distance and time for expected bus provision towards Central Milton Keynes. The table shows that, of the three sites, Lovat Park will have the quickest journey time to Central Milton Keynes by a considerable margin. This is discussed further at Section 8.3

<table>
<thead>
<tr>
<th>Sites</th>
<th>Distance to Central Milton Keynes</th>
<th>Access to Central Milton Keynes by Bus</th>
<th>Estimated Journey Distance to Central Milton Keynes by Bus</th>
<th>Estimated Journey Time to Central Milton Keynes by Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lovat Park</td>
<td>3.5 – 5.5 km</td>
<td>6 km</td>
<td>15 minutes to edge</td>
<td>23 minutes to centre</td>
</tr>
<tr>
<td>South-East Growth Area</td>
<td>5.5 – 10.5 km</td>
<td>10 km (via Proposed East Corridor)</td>
<td>20 minutes to edge</td>
<td>32 minutes to centre</td>
</tr>
<tr>
<td>South-West Growth Area</td>
<td>6.5 – 9 km</td>
<td>12 km (via Proposed West Corridor)</td>
<td>28 minutes to edge</td>
<td>30 minutes to centre</td>
</tr>
</tbody>
</table>
8.2.3 Table 8.2 below compares the level of accessibility each site potentially has to local facilities within a 5km radius (Figure 6 refers), including connectivity to the Milton Keynes Redway ped/cycle network.

**Table 8.2 Comparison of Access from Each Site to Local Services**

<table>
<thead>
<tr>
<th>Sites</th>
<th>Distance to nearest Local Centre</th>
<th>Access to Local Services within 2 kms</th>
<th>Local Services within 5 kms</th>
<th>Connection to Local Walk/Cycle Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lovat Park</td>
<td>1.5 – 3.5km (Newport Pagnell)</td>
<td>Newport Pagnell town Centre</td>
<td>Central Milton Keynes</td>
<td>Direct connection possible to Milton Keynes Redway (Walk/Cycle) Network</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 GP Surgeries</td>
<td>Newport Pagnell Town Centre</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 Secondary School</td>
<td>Kingston Retail Park</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 Leisure Centre</td>
<td>10 GP Surgeries</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 Supermarkets</td>
<td>4 Secondary Schools</td>
<td></td>
</tr>
<tr>
<td>South East Growth Area</td>
<td>2 – 4 km (Kingston)</td>
<td>None</td>
<td>2 Supermarkets</td>
<td>Site is 2km from Milton Keynes Redway (Walk/Cycle) Network</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4 Leisure Centres</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1 University</td>
<td></td>
</tr>
<tr>
<td>South West Growth Area</td>
<td>2 – 5km (Bletchley)</td>
<td>None</td>
<td>Bletchley Town Centre</td>
<td>Site is 2km from Milton Keynes Redway (Walk/Cycle) Network</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>7 GP Surgeries</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5 Secondary Schools</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 Supermarkets</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 Leisure Centres</td>
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</tbody>
</table>
8.2.4 From this it can be seen that Lovat Park benefits from a more extensive range of community facilities within walk/cycle distance, reinforcing a materially higher expectation for walk/cycle mode share than for the two growth areas. This is illustrated in Table 8.3 which shows the walk/cycle mode share for journeys to work in the Milton Keynes conurbation. As described in Section 5 and shown in Table 8.2 above this advantage of Lovat Park holds not just for employment but for journeys to local facilities generally.

<table>
<thead>
<tr>
<th>Sites</th>
<th>Comparative Mode Shares</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Walk</td>
<td>Cycle</td>
</tr>
<tr>
<td>Lovat Park</td>
<td>11%</td>
<td>5%</td>
</tr>
<tr>
<td>South East Growth Area</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>South West Growth Area</td>
<td>1%</td>
<td>2%</td>
</tr>
</tbody>
</table>

8.2.5 The journey to work mode share is derived from source data available through the 2001 Census. However, here it can be viewed as a broad proxy for all journey purposes, reflecting as it does the closer proximity of Lovat Park to a wide range of facilities and thereby a propensity for a higher proportion of journeys on foot and by cycle above motorised transport.

8.3 COMPARISON OF PUBLIC TRANSPORT ACCESSIBILITY AND MODE SHARE FOR JOURNEYS TO WORK

8.3.1 One of the underlying principles of the designation of Milton Keynes as a Growth Area is that it should reinforce more sustainable patterns of living. In terms of travel implications this means that the aspiration is for Milton Keynes to become more self-contained and less of a dormitory town, with more journeys to be shorter distance and carried out by sustainable modes of transport, and less journeys to be longer distance out-commuting.

8.3.2 In order to provide a comparison of Lovat Park and the two growth areas in this respect two issues are explored below: firstly the likely journey times by public transport to Central Milton Keynes and local facilities; and secondly the likely mode share for public transport journeys to work in the Milton Keynes conurbation.

8.3.3 The comparison of expected public transport journey times has been conducted using the Accession software package (which Local Authorities are now required to use to develop their Local Transport Plans). The assumed future public transport network is based on a combination of the current network and an assumption that each site will be connected to Central Milton Keynes by a bespoke new bus service. These services have been assumed to operate every 15 minutes in accordance with the Milton Keynes Public Transport Strategy.
8.3.4 The Accession plots are provided at Appendix A of this report and indicate the relative public transport journey times to CMK and community facilities from the assumed centroid of each site. For each site the Accession plots are provided in pairs: with bus and rail together; and then bus only. Examination of the pairs of plots shows that the rail services make no material difference to the journey time accessibility of the sites when considering journeys in the Milton Keynes conurbation. The findings of the Accession analysis are summarized below.

**LOVAT PARK JOURNEY TIMES**

8.3.5 The Accession analysis of Lovat Park (Figures A1a and b refer) indicates that within a 20 minute public transport journey (based on expected public transport provision) the following existing facilities will be available:

- Central Milton Keynes
- Newport Pagnell Town Centre
- 7 GP Surgeries
- 1 Secondary School (within Newport Pagnell)

8.3.6 Of the three sites analysed using Accession Lovat Park is the most accessible by a significant margin. This site provides good levels of accessibility to local amenities within Newport Pagnell and Central Milton Keynes by means of the current and proposed provision of public transport within the local area.

**SOUTH EAST GROWTH AREA JOURNEY TIMES**

8.3.7 Accession analysis of the South East Growth Area (Figures A3a and b refer) indicates that no existing local services are accessible within 20 minutes by public transport and that Central Milton Keynes is a journey of 26 to 32 minutes.

**SOUTH WEST GROWTH AREA JOURNEY TIMES**

8.3.8 Accession analysis of the South West Growth Area (Figures A2a and b refer) indicates that existing local facilities are located well beyond the 20 minutes travel time by public transport and that Central Milton Keynes is a journey of 28 to 30 minutes.

**PUBLIC TRANSPORT MODE SHARE**

8.3.9 Tables 8.4 and 8.5 below set out the current and estimated future mode shares for bus and rail journeys to work destinations within the Milton Keynes conurbation for each of the three sites. Current bus and rail mode shares have been taken from 2001 Census Journey to Work data. Future bus mode shares have been based on the level of service anticipated for the growth areas in the Milton Keynes Public Transport Strategy.

8.3.10 The future bus mode share at 8% is shown to be the same for each site. This is largely because the levels of service frequency have been assumed to be the same for each site. With regard to Lovat Park the close proximity to CMK also means that the bus mode share is to some extent constrained by the anticipated high levels of walking and cycling journeys.
Table 8.4 Comparison of Journey to Work Mode Shares for Bus Journeys within the Milton Keynes Conurbation

<table>
<thead>
<tr>
<th>Sites</th>
<th>Access to Milton Keynes conurbation</th>
<th>Future Mode Share by Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current Mode Share by Bus</td>
<td></td>
</tr>
<tr>
<td>Lovat Park</td>
<td>4% (Newport Pagnell South Ward)</td>
<td>8%</td>
</tr>
<tr>
<td>South East Growth Area</td>
<td>2% (Aspley Guise Ward)</td>
<td>8%</td>
</tr>
<tr>
<td>South West Growth Area</td>
<td>4% (Newton Longville Ward)</td>
<td>8%</td>
</tr>
</tbody>
</table>

8.3.11 The rail mode share represents journeys where the main form of transport for a journey is rail. For Lovat Park, while there is no direct rail service, there is likely to be an increase from the existing 1% to 2% as bus based public transport connections between Newport Pagnell, Lovat Park and Central Milton Keynes rail stations are improved and rail travel within the conurbation (mostly to Bletchley) is subsequently made more accessible.

Table 8.5 Comparison of Journey to Work Mode Shares for Rail Journeys within the Milton Keynes Conurbation

<table>
<thead>
<tr>
<th>Sites</th>
<th>Access to Milton Keynes Conurbation</th>
<th>Future Mode Share by Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current Mode Share by Rail</td>
<td></td>
</tr>
<tr>
<td>Lovat Park</td>
<td>1% (Newport Pagnell South Ward)</td>
<td>2%</td>
</tr>
<tr>
<td>South East Growth Area</td>
<td>2% (Aspley Guise Ward)</td>
<td>2%</td>
</tr>
<tr>
<td>South West Growth Area</td>
<td>1% (Newton Longville Ward)</td>
<td>2%</td>
</tr>
</tbody>
</table>

8.3.12 The South East Growth Area is currently served by rail, albeit an hourly service with no direct connection to CMK. The majority of the site will be some distance from the existing rail station. For this reason we do not anticipate an increase in the existing 2% rail mode share. Again this is largely because bus based public transport will be far more accessible.

8.3.13 There are proposals for the South West Growth Area to be served by rail in future years, as part of the East West Rail Project. However the majority of the site will be some distance from the proposed rail station. We therefore anticipate only a modest increase (to 2%) should the rail proposals come to fruition.
8.3.14 There would therefore appear to be no material difference between the anticipated public transport mode shares for employment trips within the Milton Keynes conurbation when comparing the three sites. However the Lovat Park site has more potential for travel on foot and by cycle. This is discussed in the following section.

8.4 OVERALL TRAVEL TO EMPLOYMENT BY SUSTAINABLE MODES

8.4.1 Table 8.6 presents the anticipated mode shares for Lovat Park and the two growth areas in terms of journeys to work in the Milton Keynes conurbation. Derivation of the bus and rail figures was described in Section 8.3. The walk and cycle figures have been taken from the 2001 census data and are not expected to differ materially in the future given the site locations. The car mode share is taken from the 2001 census data for car driver plus taxi, minus the anticipated increase in bus / rail mode share.

<table>
<thead>
<tr>
<th>Sites</th>
<th>Walk</th>
<th>Cycle</th>
<th>Bus</th>
<th>Rail</th>
<th>Car</th>
<th>Total Non Car</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lovat Park</td>
<td>11%</td>
<td>5%</td>
<td>8%</td>
<td>2%</td>
<td>64%</td>
<td>26%</td>
</tr>
<tr>
<td>South East Growth Area</td>
<td>4%</td>
<td>3%</td>
<td>8%</td>
<td>2%</td>
<td>74%</td>
<td>17%</td>
</tr>
<tr>
<td>South West Growth Area</td>
<td>1%</td>
<td>2%</td>
<td>8%</td>
<td>2%</td>
<td>82%</td>
<td>13%</td>
</tr>
</tbody>
</table>

*Excludes car passengers and motorcycles

8.4.2 It can be seen that Lovat Park enjoys far greater mode share for sustainable (non car) travel. Indeed it is forecast to be double that of the South West Growth Area and broadly one and a half times that of the South East Growth Area.

8.4.3 It follows from the above that the significantly higher proportion of car travel associated with the two growth areas will relate to longer distance journeys than those on foot, by cycle or by bus and will therefore lead to much higher levels of motorised journey miles than for Lovat Park. Similarly the longer bus journey distances associated with the two growth areas will lead to higher levels of motorised public transport journey miles than for Lovat Park.
9 Benefits of Proximity to Newport Pagnell

9.1 NEWPORT PAGNELL

9.1.1 It is our view that the Panel Report into the draft South East Plan did not fully appreciate the potential benefits of major development close to Newport Pagnell.

9.1.2 Located to the north of Milton Keynes, with a population of nearly 16,000, the market town of Newport Pagnell plays an important role as a local centre for Milton Keynes.

9.1.3 Newport Pagnell is one of the older towns that make up the Milton Keynes area. It has a traditional High Street housing a variety of high street stores, two supermarkets and several specialist shops. The housing stock comprises a range of accommodation styles, ages and price ranges. Newport Pagnell has several primary and middle schools and one secondary school, Ouse Dale, which has around 2070 pupils including a sixth form.

9.1.4 In 2004, the Countryside Agency's 'Healthcheck' was conducted on Newport Pagnell. The outcome of this process was an Action Plan for the town's development over the next 20 years\(^6\). The vision statement was based around the following headings:

- A thriving, vibrant Market Town
- Mixed population and mixed activities
- Thriving economy based on small firms
- Safe and easy for people to move in and around
- Still proud of its built and green environment
- Managing its own destiny.

9.1.5 Lovat Park could play an important role in realising this vision, by providing land for new businesses and demand for a wider range of shopping and leisure facilities in the town.

EMPLOYMENT

9.1.6 Census data shows that unemployment rates within Newport Pagnell (2%) are slightly lower than Milton Keynes (3%) and the national averages (England & Wales: 3%). Furthermore, 80% of the Newport Pagnell population is described as economically active, compared to 75% of Milton Keynes residents and 70% of the population across the South East as a whole. This shows that the perceived severance of the M1 has not negatively impacted on employment levels.

9.1.7 Almost half (49%) of the Newport Pagnell working population travels outside the town for work, with 37% travelling between 5 and 10 km, compared to 22% of Milton Keynes residents and 15% of the South East working population. If development of Lovat Park includes an allocation for employment use, it would assist Newport Pagnell in becoming more sustainable by reducing out commuting and the length of journeys to work.

9.1.8 One of the recommendations of the Healthcheck report was "work to maintain the current employment levels by continually attracting more business into the town" (p. 11). Lovat Park could help realise this aim.

RETAIL

9.1.9 The Healthcheck report (2004) identified 74 retail units in the town centre occupying 8119.2 sq. metres and a further 16 units occupying 2145 sq. metres out of the centre. There is one out of town supermarket and a weekly farmers' market has recently been introduced.

9.1.10 The report stated that increasing the range of retail would be desirable, though recognised that given the close vicinity of the large shopping areas of Milton Keynes, the types of shops which might flourish in Newport Pagnell may be of very specific nature. Development of Lovat Park could increase the demand for retail facilities in Newport Pagnell and support a wider range of shops.
10 Conclusions

10.1 TRANSPORT POLICY

10.1.1 The development proposals for Lovat Park are consistent with the transport policy aspirations for growth at Milton Keynes as they would be based on easy access to high quality and high frequency public transport; high accessibility to employment opportunities and community facilities; and high quality access to the local and strategic road networks.

10.2 SOUTH EAST PLAN PANEL REPORT

10.2.1 The comments of the Panel Report into the draft South East Plan are of limited relevance to the proposals for Lovat Park, as they were primarily based on the proposals of others for a much larger development area east of the M1 extending south of M1 Junction 14. As such the Panel's comments did not give appropriate weight to the fact that:

- Lovat Park enjoys a high level of accessibility to local and strategic highway and public transport networks
- High quality bus based public transport services for Lovat Park can be provided with ease
- Lovat Park lies materially closer to Central Milton Keynes than the two growth areas
- Lovat Park residents and workers would enjoy material advantages in terms of reduced journey times, distances and delays when compared to the two growth areas
- Lovat Park could be well integrated with both Central Milton Keynes and Newport Pagnell. The M1 motorway corridor is no wider than the existing A5 road and rail corridor which has not prevented effective integration elsewhere in Milton Keynes.

10.3 HIGHWAYS

10.3.1 A highway strategy for Lovat Park is readily deliverable and would provide good connections to the strategic highway network, a potential park and ride site, local links into Newport Pagnell and CMK avoiding the M1 Junction 14, as well as providing the basis for efficient bus circulation routes.

10.3.2 By virtue its connections to the strategic and local highway networks, traffic arising from Lovat Park would distribute to six different routes:
- A422 south to CMK
- Willen Road south to CMK
- M1 J14 for A509 south and motorway traffic
- A422/A509 north
- B526 London Road to Newport Pagnell
- Marsh End Road to Newport Pagnell

10.3.3 The Lovat Park highway strategy would deliver the Local Plan aspiration for an improvement scheme for the A509 between Junction 14 and the A422.
10.3.4 A long term major improvement scheme will be required at Junction 14 as current improvement works are only planned to accommodate growth to 2016. It is anticipated that it would be a Major Scheme delivered by the Highways Agency with developments such as Lovat Park contributing finances through the tariff mechanism.

10.4 WALKING AND CYCLING

10.4.1 The proximity of Lovat Park to Central Milton Keynes and Newport Pagnell town centre provides a much higher level of opportunity for travel on foot or by cycle than the two growth areas:
- Only Lovat Park has a town centre within a 2 km walk
- Only Lovat Park is within 5 km of Central Milton Keynes
- Only Lovat Park has significant employment opportunities within a 2 km walk
- Only Lovat Park has supermarkets, a leisure centre and an existing secondary school within 2 km

10.5 BUS PROVISION

10.5.1 The scale of development proposed at Lovat Park provides the opportunity to deliver a new high quality high frequency bus service connecting Central Milton Keynes, Lovat Park and Newport Pagnell. Operating every twenty minutes in both directions around a looped route the service would be commercially viable and effectively provide a ten minute frequency service for much of Lovat Park.

10.5.2 Bus journey times from Lovat Park to Central Milton Keynes will be broadly half those from the two growth areas.

10.6 RAIL PROVISION

10.6.1 The distances from Lovat Park and the two Growth Areas to Central Milton Keynes are relatively low (3.5-10.5km) and for this reason high quality frequent bus service are seen as the preferred method to connect each site to Central Milton Keynes, rather than providing rail services.

10.6.2 In terms of access to strategic rail services Lovat Park enjoys a comparatively short bus transfer distance to Milton Keynes rail station

10.6.3 The proposed East West Rail scheme aims to improve long distance travel, and is likely to have limited benefit on shorter commuter journeys within the Milton Keynes area.

10.6.4 There is no evidence to date that the proposed East West Rail services into Milton Keynes are able to run alongside existing rail services through Milton Keynes. Nor is there a committed funding programme for its construction. As such delivery of the East West Rail scheme must be deemed to be uncertain.

10.6.5 The rail service proposed from existing stations at the South East Growth Area would need to be supplemented by bus services to Central Milton Keynes as the hourly rail service does not provide a direct connection and, in any event, is not of a high enough frequency to be the main public transport service to Central Milton Keynes.
10.6.6 Similarly the half hourly rail service proposed for the South West Growth Area would also need to be supplemented by bus services to Central Milton Keynes to provide a good public transport connection between the site and Central Milton Keynes. Additionally, the proposed new station at Newton Longville is in a location which does not benefit a large part of the site.

10.7 ACCESSIBILITY

10.7.1 Located at only 3.5 to 5.5 kms from Central Milton Keynes the entirety of Lovat Park lies closer to CMK than any part of either of the two growth areas.

10.7.2 Lovat Park enjoys a wider range of accessibility to facilities when measured for sustainable modes of travel than for either of the two growth areas:

- within a 2km walk isochrone
- within a 5km cycle isochrone
- and within a 20 minute public transport journey.

10.7.3 Journey times by public transport from Lovat Park to Central Milton Keynes are significantly shorter than from the two growth areas.

10.7.4 While the public transport mode share for employment journeys within Milton Keynes conurbation is forecast to be broadly comparable for Lovat Park and the two growth areas, Lovat Park benefits from a far higher proportion of journeys made on foot or by cycle. As a result Lovat Park has a significantly higher proportion of employment journeys in the Milton Keynes conurbation made by sustainable (non-car) modes, being double the figure for the South East Growth Area and one and a half times the figure for the South West.
Figures, Appendices & Tables
Journey Time Isochrones for Timetabled Public Transport Services for 8am to 9am Period from the Lovat Park Site using October 2006 NPTDR PT Data. Produced using Bus and Rail Services and an additional service serving the site.
Journey Time Isochrones for Timetabled Public Transport Services for 8am to 9am Period from the South West Growth Area Centroid using October 2006 NPTDR PT Data

Produced using Bus and Rail Services and an additional service serving the site

Isochrone Legend
- Time Ranges in mins
  - 0-10
  - 10-20
  - 20-30
  - 30-40
  - 40-50
  - 50-60
  - No Access

Legend:
- South East Growth Area (Centroid)
- South West Growth Area (Centroid)
- Lovat Park (Centroid)
- Town Centre
- Hospital
- Leisure centre
- Secondary school
- University
- Retail Park
- Lovat Park Site
- South West Growth Area Service
- Central Milton Keynes

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LICENCE AGREEMENT, GETMAPPING.COM PLC
Journey Time Isochrones for Timetabled Public Transport Services for 8am to 9am Period from the South East Growth Area Centroid using October 2006 NPTDR PT Data
Produced using Bus Services Only and an additional service serving the site

Legend
- South East Growth Area (Centroid)
- South West Growth Area (Centroid)
- Lovat Park (Centroid)
- Town Centre
- Hospital
- Leisure centre
- Secondary school
- University
- Retail Park
- Lovat Park Site
- South West Growth Area Service
- Central Milton Keynes

Isochrone Legend
Time Ranges in mins
- 0 - 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50
- 50 - 60
- No Access

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Last Updated: November 9, 2007
Core Strategy: Pre-Submission Publication Responses, February-March 2010
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Journey Time Isochrones for Timetabled Public Transport Services for 8am to 9am Period from the South East Growth Area Centroid using October 2006 NPTDR PT Data
Produced using Bus and Rail Services and an additional service serving the site

DETAILS:
TITLE: South East Growth Area Accessibility
Bus and Rail Services

Isochrone Legend
Time Ranges in mins
No Access
0-10
10-20
20-30
30-40
40-50
50-60
Legend
South East Growth Area (Centroid)
South West Growth Area (Centroid)
Lovat Park (Centroid)
Town Centre
Hospital
Leisure centre
Secondary school
University
Retail Park
Lovat Park Site
South East Growth Area Service
Central Milton Keynes

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SITE LOCATIONS

FIGURE No:

TITLE:

N:\Newport Pagnell\DRAWINGS\COREL\1289-Fig1-Site Locations.cdr

SITE LOCATIONS

1

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE NO. 100016037. CROWN COPYRIGHT RESERVED.
EXISTING BUS SERVICES TO NEWPORT PAGNELL

FIGURE No: [Figure Number]
TITLE: [Title]

KEY
- SITE
- BUS ROUTE 1 - 2 SERVICES PER HOUR
- BUS ROUTE 2 - 2 SERVICES PER HOUR
- BUS ROUTE 9 - 2 SERVICES PER HOUR
- BUS ROUTE X5 - 2 SERVICES PER HOUR
- BUS ROUTE 200 - 2 SERVICES PER HOUR
- NATIONAL EXPRESS COACHWAY AND PARK & RIDE

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FIGURE 6

Location of Local Facilities close to All Sites

Legend
- Central Milton Keynes
- Town Centre
- Employment areas
- Leisure centre
- Retail Park
- Supermarkets
- Secondary school
- University
- Hospital
- Lovat Park
- South East Site (Centroid)
- South West Site (Centroid)
15 October 2008

Mr G Keeble
Highways Agency
Woodlands
Manton Lane
Manton Industrial Estate
Bedford
MK41 7LN

Dear Geoff

Lovat Park, Milton Keynes

Thank you for taking the time to meet with us on 19th September 2008. It was helpful for us to better understand the position of the Highways Agency in the context of the Secretary of State’s Proposed Changes to the South East Plan, particularly with regard to the proposed SDA east of the M1.

You confirmed that with background growth and existing commitments J14 of the M1 will have reached capacity by 2016 and we discussed the need for capacity enhancements of this junction beyond this period, wherever growth takes place in Milton Keynes. Whilst this could be in the form of works to the existing junction, you considered that capacity improvements are most likely to be achieved in the form of an additional crossing of the motorway, in close proximity to the existing junction.

You also helpfully drew my attention to previous modelling work undertaken by Buckinghamshire County Council which indicates that J14 operates better with a new crossing of the M1 plus development to the east, than with no development and no crossing.

We are looking more closely at their findings as part of the transport modelling work that we are currently undertaking through SMT. We have also been considering deliverable options for improving the capacity of J14 (including new bridge crossing options) and once these have been prepared in more detail, supported by the outputs from our modelling work, then I think it would be very helpful if we could meet again to discuss how we might best take matters forward.

In the meantime, representations to the Secretary of State’s Proposed Changes need to be submitted by 24th October and I noted from our meeting that the Highways Agency will not be objecting to the proposed SDA east of the M1. It would be helpful if you could let me have a copy of the Highway Agency comments as soon as they are publicly available.

Thank you for your assistance with this matter and I will contact you again very shortly to arrange a further meeting.

Yours sincerely

[Signature]

Colin Smith
Technical Director

cc: Haydn Payne – Berkeley Strategic