

Matter 1: Legal Requirements and the Duty to Co-operate

Q1.4 *Has the Sustainability Appraisal adequately assessed the likely environmental, social and economic effects of Plan:MK? Does the appraisal demonstrate that the Plan has been tested against all reasonable alternatives?*

ii) *Is there adequate coverage of all reasonable alternatives (sites and policies)?*

- 1.1 There is not adequate coverage of all reasonable alternative sites or policies. In particular, the potential uplift in housing numbers has only been considered in relation to two options.
- 1.2 Paragraph 6.5 of the Sustainability Appraisal October 2017 (SA) (MK/SUB/012) shows that the process the Council adopted is flawed. The process involved considering the potential of sites, **and excluding many of these**, prior to examination of higher housing levels. Paragraphs 6.5.5 and 6.5.6 identify how the Council has considered two remaining strategic development sites for different levels of development **subsequent** to dismissing other sites that could have provided an uplift in housing. Specifically, paragraph 6.5.6 advises that *‘other sites were deemed to be ruled out of contention, in light of the evidence available, including the analysis of site options discussed in Section 6.4’*.
- 1.3 Table 6.6 shows the reasonable alternatives that have been assessed – with ‘high’ levels of growth in certain development areas, and ‘low’ levels in others². This seems to assume that there is not an optimal density and site capacity for each of these areas that would be determined in accordance with their individual surroundings, proximity to services and public transport, landscape sensitivity, optimal density, and other criteria. It would be much more reasonable to consider the potential of additional sites, their ability to deliver further growth, and their impacts on the environment.
- 1.4 A different approach should have been adopted: to consider variations in uplift of the overall housing numbers (for example 10%, 15%, 20%, or in direct response to delivery of greater employment numbers), and assess the potential capacity of **all** reasonable alternative sites (i.e. including all sites from Table 6.4) to deliver this uplift instead of the only remaining sites left once the majority have been screened out. Paragraph 6.5.5 of the 2017 SA refers back to the assessments carried out in the March 2017 Interim SA Report. These detailed assessments of potential development sites could have been used to weigh up the benefits of additional development in these locations against any environmental impacts from each site.
- 1.5 As an example, the Hayfield site (as part of site location ref 13) could have provided for part of an uplift in numbers comprising 500 homes with very little environmental impacts, as identified in the March 2017 Interim SA. This site was summarily screened out. Instead, it could have sustainably contributed towards higher levels of growth, as shown by the comments set out by the Council itself in the SA in relation to this site.
- 1.6 With regard to the ‘reasonable alternatives’ established following the rejection of the majority of development sites, Section 6.5 and Table 6.6 present the proposed reasonable alternatives, with varying levels of overall housing growth. At page 8 of the Council’s response to INSP1, the Council

² See MKC Response to Inspector’s preliminary letter 3 June 2018, p7.

recognises that (albeit with hindsight) ‘options involving provision for greater than ‘OAHN plus 15%’ might have been appraised’. In other words, the Council confirms that the existing assessment is not sufficient.

iii) Are reasons for rejecting alternatives and discounting unreasonable options clearly given?

- 1.7 No. Reasons for rejecting alternatives and discounting unreasonable options are not clearly given.
- 1.8 Table 6.2 of the SA identifies the MK urban edge housing site options. For site reference 13, a number of submitted sites are all assessed together. In relation to the ‘large cross boundary site in this area’, which refers to the Hayfield Consortium land it states:
In short, it is clear that there is feasibly the opportunity to complete the eastwards expansion of MK in this direction, and for the expansion to cross over into the ‘Aspley Guise Triangle’ part of Central Bedfordshire.
- 1.9 The SA of Plan:MK was published in November 2017. Six months prior to this, in July 2017, Central Bedfordshire Council had published its Draft Local Plan Consultation, identifying the ‘Aspley Triangle’ land³ (see extract in Appendix 01) for about 3,000 homes. It was therefore quite clear that this land was considered favourably by Central Bedfordshire, and the two authorities should therefore have been talking to each other about this potential allocation.
- 1.10 Following a high-level screening process that concluded there are eight sites worthy of further detailed assessment, Table 6.4 (p30) subsequently sets out the conclusions for the examination of each remaining site. Paragraphs 4.11 to 4.13 of the Hayfield Consortium’s submission to the Draft Plan:MK (December 2017) explain in detail why the conclusions in the assessment within Table 6.4 are not just inaccurate, but plainly wrong, without evidence, and without justification. This type of reasoning cannot be considered ‘clearly given’.
- 1.11 Milton Keynes Council was aware that Central Bedfordshire Council was considering a site adjoining the Milton Keynes administrative boundary for allocation. Table 6.4 Identifies that a ‘series of linked villages’ within Aspley Guise Triangle is proposed in the Central Bedfordshire Local Plan. This is the series of villages promoted by the Consortium (extracts included for ease of reference in Appendix 02). The statement in Table 6.4 that the ‘Central Bedfordshire Local Plan is seemingly not supportive of cross boundary expansion in this location’ seems to reflect a lack of understanding of the proposals, and is contrary to the Duty to Co-operate signed by both Councils. There is no reason to suggest that Central Bedfordshire Council did not support this approach.
- 1.12 In fact, Milton Keynes and Central Bedfordshire should be jointly working to provide for and deliver the ‘Aspley Guise villages’ proposal. This proposal is supported by the current Milton Keynes Core Strategy 2013, Policy CSAD1 and extant Central Bedfordshire Core Strategy 2009 Policy CS1, which requires co-operation between the two authorities on the ‘Milton Keynes growth area’ (which effectively includes site G in Milton Keynes and the ‘Aspley Guise villages’). The villages in Aspley Guise are now proposed in the Submission Central Bedfordshire Local Plan for longer-term consideration (following the confirmation of the Oxford Cambridge Expressway route, similar to the MK allocation Policy SD13).

³ Page 88, Central Bedfordshire Local Plan 2035 Draft Plan Consultation July 2017

- 1.13 Appendix 3 of the SA sets out the detailed analysis of the shortlisted sites. Commentary on the detailed analysis is provided below, first in relation to Table A (p83) and subsequently in relation to each of the sustainability criteria (Table B in the SA, from page 84 to page 90). There is no table providing any scoring for the sites (as with the Interim SA in March 2017), so it is not possible to compare sites. The analysis below shows why it is impossible to work out, from the information given, how the sites have been assessed and conclusions drawn to exclude all but two of these sites.

TABLE A

- 1.14 This table identifies the Hayfield Consortium land within the 'Wavendon / Woburn ('eastern') broad area'. The two final paragraphs relate to the Hayfield Consortium land. The first of these states:

Finally, a large cross boundary site in this area (the majority within Central Bedfordshire District) was proposed in 2016, through the SDD consultation. However, the site was not promoted through the 2016 Draft Plan:MK consultation.

- 1.15 This is incorrect. Submissions were made by the Hayfield Consortium at all stages of the plan-making process, from the Topic Paper stage in 2014 onwards, including representations to the consultation in 2016, which was the 'Strategic Development Directions' consultation; and to the March 2017 'Draft Plan:MK consultation', followed by the 'Proposed Submission Plan:MK' consultation in October 2017. Copied at Appendix 03 is an email confirming submission of the representations, in addition to the Consortium's wider Vision document, including land within Central Bedfordshire.

- 1.16 The second paragraph in Table A replicates the text in Table 6.2, implying that, despite the inaccuracies of the first paragraph, the site was still considered to have development potential, stating that:

In short, it is clear that there is feasibly the opportunity to complete the eastwards expansion of MK in this direction, and for the expansion to cross over into the 'Aspley Guise Triangle' part of Central Bedfordshire.

TABLE B

Reduce levels of crime and create vibrant communities

- 1.17 On p84 the text advises that 'a primary consideration is the need to support larger schemes, which are able to deliver strategic community infrastructure. This in turn leads to a suggestion that there is merit in supporting the three notably larger schemes (3,000+ homes) ...'. The assessment excluded the 'Wavendon / Woburn broad area' as it was identified as able to deliver about 1,500 homes. This would be true if the site was assessed in isolation. However, as set out above, the Hayfield site (which could provide about 500 homes) is part of a wider scheme, most of which is in Central Bedfordshire, but that could deliver 3,500 homes in total, bringing the total numbers in this location to about 5,000 homes. It is not possible from the documentation to understand how the Council carried out this assessment.

Reduce the gap between the most deprived area of Milton Keynes and the average.

- 1.18 There is nothing written under this heading that informs the selection or rejection of sites;

Improve education attainment and qualification levels so that everyone can find and stay in work

- 1.19 The assessment carried out here is quite clearly incorrect. It states that the matter of schools has been discussed in the sections above. In relation to communities, the conclusions seem to be based on an assumption that contributions towards the provision of infrastructure such as schools is not possible.

- 1.20 This section advises that five sites are identified that would not deliver a secondary school. It is unclear which are the five sites referred to. In the case of the Hayfield site at the Wavendon / Woburn broad area, Central Bedfordshire had been clear in their proposed allocation, reflected in the submissions made by the Hayfield Consortium, that a secondary school would be provided as part of the wider cross- boundary Aspley Triangle proposals. This is not recognised in the assessment.

Ensure that everyone has the opportunity to live in an affordable, sustainably constructed home.

- 1.21 The argument presented in this section is inadequate to determine the relative merits of sites. For example, it concludes that a mix of sites is needed to deliver housing quickly, and therefore the larger sites are assessed as less desirable in relation to the delivery of affordable homes. Specifically, the Eastern Broad Area is described as needing to be delivered subsequent to the completion of adjacent sites. There is no evidence that this is true (which it is not), or necessary. Paragraph 4.11 of the Hayfield representations refer to this matter.

Ensure all sections of the community have good access to services and facilities

- 1.22 This section seems to indicate that Wavendon Golf Course site is less suitable, but there is no qualitative or quantitative assessment of each site set out.

Conserve and enhance the boroughs biodiversity

- 1.23 There is a little more detail to this assessment than with other criteria in this part of the SA, although it is not possible to compare how the Council considered each site in a relative way. It states that the Eastern Broad Area is 'seemingly' unconstrained. Whilst this is correct of the Hayfield land, it exposes a lack of clarity and transparency in the Council's decision making process.

Combat climate change by reducing levels of carbon dioxide

- 1.24 Similar to other sections, this assessment makes a broad assumption in relation to the size of potential allocation. Here the assumption is that larger sites can deliver better economies of scale in relation to energy networks and renewable energy schemes. It is unclear whether the Hayfield site was considered in relation to the wider scheme being proposed in Central Bedfordshire, which enlarges the site from 500 to 3,500 homes (or the 'Eastern Broad Area' from 1,500 to 5,000 homes).

Conserve and enhance the borough's heritage and cultural assets

- 1.25 Some comparative analysis is carried out in this section, advising that Wavendon Gold Course is the most constrained (perhaps), and that of the larger sites North MK is the most constrained. However, there is no mention of the Eastern Broad Area.

Conserve and enhance the borough's landscapes

- 1.26 No conclusions are drawn in this section, and there is no relative assessment of sites.

Encourage efficient use of natural resources

- 1.27 The Council identifies that South East of MK (SEMK) is mostly BMV land, but a comparison of all sites is not possible due to lack of information.

Limit noise pollution

- 1.28 It is unclear what evidence has been used in this part of the assessment. 'It is fair to conclude', 'albeit opportunities to mitigate effects' and 'could be similarly constrained' are all sentences that lead to a conclusion that the Council is unable to assess the sites against this criterion.

Limit and reduce road congestion and encourage sustainable transportation

- 1.29 The assessment under this criterion also informs the Council's assessment on air pollution. It does not take into account any traffic impact implications from surrounding developments just outside the border of Milton Keynes, as these were not assessed. There is no assessment of the ability of public transport to work with these sites, for the impact of rail to be considered, or the potential for Park & Ride to promote modal shift. This assessment is unclear and draws no conclusions.

Maintain and improve water quality and minimise the risk of flooding

- 1.30 It is unclear how any of the descriptive text has informed the assessment. Can all of the sites deliver the level of development proposed in Flood Zone 1? Can any of them mitigate flooding elsewhere? There is no evidence and there are no conclusions as to how the assessment has informed the site selection process.

Reduce waste generation and encourage sustainable waste management

- 1.31 There is no difference assessed in relation to any of the sites.

Encourage the creation of new businesses

Sustain economic growth and enhance competitiveness

Ensure high and stable levels of employment

- 1.32 The final three criteria are used together to assess the potential development sites. It is also unclear how this assessment relates to housing sites when compared with employment sites. It concludes that Plan:MK is not necessarily reliant on one of the sites being assessed to deliver employment. It is therefore unclear how this assessment impacted the overall conclusions.

iv) Is the SA proportionate and relevant in contributing to the evidence base of Plan:MK?

- 1.33 In light of the analysis above, the SA is not proportionate. The early stages of the SA reject sites too quickly without clear analysis (which was available to the Council through the site submissions and other evidence).
- 1.34 It is also clear that the SA has little relevance in terms of analysis. The details of Appendix 3 show that there has been very little relative assessment of sites, and that the assessment finally carried out on only two development options is broadly irrelevant as it considers contributions from these sites that do not reflect the site capacity, and are simply arbitrary assessments instead of reasonable alternatives.

Q1.4 Mitigation / remedy

- 1.35 Plan:MK is unsound as the underlying evidence supporting the decisions made in the Plan is not reasonable and the decisions therefore not justified.
- 1.36 The only way for this to be remedied is through a new SA to be carried out. If this indicates that changes should be made to Plan:MK in terms of the site allocated or policies adopted, further consultation will need to be carried out on either major modifications or a new Plan.
- Q1.6** *Has the Council engaged constructively, actively and on an on-going basis with all relevant organisations on the strategic matters applicable to the Plan's preparations?*
- Q1.7** *Are there cross boundary issues in relation to any of the proposed site allocations such as transport and other infrastructure requirements?*
- Q1.8** *Other than Strategic Objective 4, does the Plan provide for effective outcomes in terms of cross-boundary issues?*
- 1.37 No. As can be seen from the paragraphs above, the Council is unclear about cross boundary issues, has not discussed them adequately with neighbouring authorities, and does not provide for any effective outcomes in relation to these issues. The email trail attached in Appendix 04 shows the state of co-operation, and ongoing work between Milton Keynes and Central Bedfordshire Councils.
- 1.38 Table 6.2 of the SA (see above) states that '**it is clear that there is feasibly the opportunity to complete the eastwards expansion of MK in this direction, and for the expansion to cross over into the 'Aspley Guise Triangle' part of Central Bedfordshire**'. This is then contradicted in Table 6.4 '*Central Bedfordshire Local Plan is seemingly not supportive of cross boundary expansion in this location.*
- 1.39 The Hayfield Consortium raised a number of issues in relation to cross-boundary matters, in particular transportation matters, in its representations to the pre-submission Local Plan. Milton Keynes Council and Central Bedfordshire Council have both confirmed that the transport effects of allocations within Central Bedfordshire have not been tested in Milton Keynes.
- 1.40 The Consortium discussed these matters with planning and highways officers from Milton Keynes Council on a number of occasions. Officers have advised that, in order to address increases in commuting from neighbouring authorities, modal shift is required from car to other more sustainable modes of transport, in particular to bus or other mass rapid transit (meeting notes dated 22 August 2017 at Appendix 05).
- 1.41 The adopted LTP3 (MK/TRA/005) advises that a 'step change' in modal shift from the car to public transport will be delivered through Park & Ride, interchange facilities, and a rapid transit network'⁴. The plan states that in the medium term, the transport network '*will be served by Park and Ride sites on the edge of the city ... to allow commuters and other journey purposes to transfer to bus ... Possible locations include M1 Junction 13 ...*'. M1 Junction 13 is in Central Bedfordshire, about 1km from the boundary of Milton Keynes, within the travel to work area and promoted by the Hayfield Consortium, and yet no consideration is given to this cross boundary site, nor the Park & Ride, within the SA.

⁴ LTP3 , Milton Keynes Council, 2011, in particular pages 37-43 (MK/TRA/005)

- 1.42 The policy to achieve modal shift at the boundaries of Milton Keynes is not only set out in LTP3. LTP4 (MK/TRA/001) identifies (p18 and 21) that congestion has increased public transport times by 13% per mile in the morning peak. As with LTP3, a requirement identified in LTP4 is to establish multi-modal hubs and expand mass transit networks (pp39-40). The recent submission made by Milton Keynes to the NIC ('Strategy for First Last Mile Travel', Appendix 06) builds on the requirement for modal shift and mass transit options, setting out the risks of ignoring the lack of adequate public transport provision to Milton Keynes (p9) and seeking intra- and inter-borough modal shift (p12). There is no evidence of discussions of these issues with Central Bedfordshire.
- 1.43 The Milton Keynes highways network will be impacted by allocations made in Central Bedfordshire including a housing allocation at Marston Vale for 5,000 homes, near to Junction 13 of the M1 and the boundary with Milton Keynes, and within the Milton Keynes travel to work area. No assessment has been made by Milton Keynes Council of the adjacent proposals in Central Bedfordshire, and no discussion has been carried out in relation to Park & Ride, or modal shift which is a key medium term requirement for Milton Keynes.
- 1.44 Pages 7-8 of the MKC Duty to Co-operate statement April 2018 (MK/SUB/008) states that the Aspley Guise Triangle is a strategic growth site of cross boundary significance. This site is promoted by the Hayfield Consortium to include Park & Ride, and as part of a strategic transport solution for Milton Keynes. Similarly, the proposed Central Bedfordshire allocation at Marston Vale is less than 1km from Junction 13 of the M1, and only 4km from Milton Keynes itself. The Kingston roundabout in eastern Milton Keynes will be severely impacted by the proposed Marston Vale development (see Consortium representations to Matter 7).
- 1.45 The Consortium notes that following the Inspector's initial questions (ref: INS1) MKC identifies on page 2 of its response that the MoU signed with Central Bedfordshire specifically addresses the issue of cumulative impacts from strategic sites within Central Bedfordshire. This directly contradicts the evidence currently available, and the Consortium therefore looks forward to the further evidence that is to be produced by the Council on this matter.

Q1.6 / 1.7 Mitigation / remedy

- 1.46 There is no evidence to show that the strategic cross boundary issues raised by the Consortium have been discussed, despite transport matters being identified by the Council as a key issue. There are no notes of such discussions, identification of decisions, or translation of those decisions into planning policy (or reasons why no policies have been included).
- 1.47 The Duty to Co-operate has therefore not been met. In order to make Plan:MK legally compliant, the Council needs to discuss the issues raised with Central Bedfordshire, and determine how they are to be addressed. This will require discussion, conclusions, and subsequent Major Modifications to the Plan.

APPENDIX 01: APLSEY GUISE VILLAGES

Allocation in Central Bedfordshire Draft Local Plan July 2017

Central Bedfordshire Local Plan 2035

Draft Plan Consultation July 2017

Aspley Triangle

(Provisional Capacity: 3,000-3,500 homes)

Context

The Growth Location is situated to the north of Aspley Guise, to the north east of Woburn Sands and to the south west of Brogborough. The site's northern boundary is defined by the M1, with junction 13 to the east, and the A421 leading into Milton Keynes, the southern boundary of the Growth Location abuts the Marston Vale railway line which forms part of the East-West rail route. This Growth Location benefits from the proximity to Milton Keynes, the A421, M1, Aspley Train Station (branch line) and the planned East West Rail interchange at Ridgmont Train Station (although separated from this Growth Location by the M1).

This Growth Location consists of arable farmland predominantly lying within the Aspley Clay Vale, a significant open featured vale that stretches northwards, enveloping Hulcote and Salford. The site is contained by distinctive landscapes and is situated to the north of the elevated landscape that resembles the Greensand Ridge that covers both Husborne Crawley and Aspley Guise. It is also situated to the south of the Cranfield to Stagsden Farmland.

Vision

It is envisaged that strategic scale development in this Growth location could include, a series of linked village separated and screened from neighbouring settlements by appropriate landscape buffers, which would benefit from direct access to the A421 and benefiting from good access to Milton Keynes, the M1, East-West Rail and the planned Oxford to Cambridge Express Way. Strategic scale development in this Growth Location could provide a significant number of homes and jobs to meet identified needs and could provide a significant section of the Bedford and Milton Keynes Waterway Park and waterway. Development would seek to maximise the environmental, leisure and community benefits from both the waterway providing habitat creation and leisure opportunities.

The proposed Oxford to Cambridge Expressway has a narrow corridor to connect to the A421 which would likely cross through this Growth Location, however the exact alignment of the expressway is yet to be determined. Due to the location of this site and the relatively narrow corridor to make this strategically important connection, it is considered that development within this Growth Location should not proceed until a route has been identified and safeguarded, which may potentially affect the deliverability of development in this Growth Location within the plan period.

Detail

Biodiversity and Blue/Green Infrastructure

The site contains a significant section of the planned route for the Bedford and Milton Keynes Waterway Park and a portion of the site is also located within the Green Sand Ridge Nature Improvement Area.

Development would be required to protect endangered species, provide a net gain for biodiversity and would be required to deliver the section of the Waterway Park as well as delivering that section of the waterway.

Development of this site provides the following site specific opportunities:

- There is the potential to provide a significant section of the Bedford and Milton Keynes Waterway (throughout the entire



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	<p>site) providing an immediate gain for biodiversity and leisure;</p> <ul style="list-style-type: none"> There is an opportunity to provide ecological gains and retention with enhancements to existing habitats as part of the wider green infrastructure.
Best and Most Versatile Agricultural Land	<p>Development within this Growth Location would result in the loss of land in Grade 3 of the Agricultural Land Classification. However the split between Grade 3a and 3b is unknown.</p> <p>Potential allocation and future development within this Growth Location must be in conformity with national policy.</p>
Flood Risk	<p>This Growth Location largely falls within Flood Zone 1; however there are portions of the Growth Location within Flood Zones 2 and 3.</p> <p>Potential allocation with future development within this Growth Location must be in conformity with national policy on flood risk.</p>
Heritage Assets	<p>There are a significant number of listed buildings within Aspley Guise and Husborne Crawley. Impacts on the setting of these will need to be considered as there are a number of listed buildings south of Aspley Guise Railway Station.</p> <p>The site contains and/or is within the setting of the following Designated Heritage Assets:</p> <ul style="list-style-type: none"> Brogborough Ringwork Scheduled Monument; Crossing House, Aspley Guise, Grade II Listed Building; Chimney Cottage, Wavendon, Grade II Listed Building; Woburn Abbey Grade 1 Registered Park and Garden <p>The site also has the potential to contain multi-period archaeological remains which would not form an overriding constrain to development but will require investigation, recording and where necessary preservation in situ.</p> <p>Any harm to designated or non-designated heritage assets will need to be considered in accordance with national and local planning policy.</p>
Coalescence	<p>Strategic development within this location could cause coalescence between the new settlement and Aspley Guise, contributing to future coalescence of Milton Keynes and Aspley Guise. Appropriate landscape buffers to ensure separation between new village and existing settlements will be required.</p>
Transport	<p>The site is adjacent to and would be directly accessed from the A421 whereby there are concerns relating to traffic and queuing implications from the development as well as implications for the M1 Junction 13. Development will likely have traffic implications for the surrounding settlements and minor road networks, including the level crossings in Woburn Sands and Aspley Guise. With the introduction of East-West Rail, queuing times at level crossings will likely increase, whereby a scheme may be necessary to mitigate such impacts.</p> <p>The site currently benefits from its proximity to the Marston Railway Line and the site will experience further benefits with the introduction of East-West Rail which is planned to have an interchange at Ridgmont.</p>



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	<p>The proposed Oxford to Cambridge Expressway has a narrow corridor to connect to the A421 which would likely cross through this Growth Location, however the exact alignment of the expressway is yet to be determined. Due to the location of this site and the relatively narrow corridor to make this strategically important connection, it is considered that development within this Growth Location should not proceed until a route has been identified and safeguarded, which may potentially affect the deliverability of development in this Growth Location within the plan period. A comprehensive scheme for highway improvements will be required.</p> <p>Development will be required to improve connectivity between the development and existing settlements as well as connectivity to Milton Keynes and Ridgmont Train Station including public transport connections (serving both the development and neighbouring settlements), cycleway connections and footpaths (including Rights of Way).</p>
Pollution	<p>This Growth Location is located near to the following sources of air and noise pollution:</p> <ul style="list-style-type: none"> • A421; • M1; • neighbouring business uses; and • The Marston Vale Railway Line and planned route for East-West Rail. <p>There is potential for land contamination within the site due to historic uses within the landscape.</p> <p>Potential allocation and future development within this Growth Location will require appropriate mitigation in accordance with national and local planning policy.</p>
Energy	<p>There is an opportunity to connect development within this Growth Location to the heat network associated with the planned Energy Recovery Facility at Rookery Pit South (Combined Heat and Power Station).</p>

Infrastructure requirements

It is essential that strategic scale development in this location is supported by:

- highway improvements both to the local and strategic road network required as necessary to make development acceptable;
- connections to the Heat Network associated with the Combined Heat and Power Facility to be Constructed at Rookery Pit South;
- superfast next generation broadband infrastructure;
- community centres with a mixture of retail uses including A1 (shops), A3 (café/restaurants) and A4 (drinking establishments);
- providing employment generating uses to provide opportunities for local employment, decreasing the reliance on the private motor vehicle;
- community facilities including (village halls, sports pavilions);
- leisure facilities (indoor sports facilities, outdoor sports facilities and areas of equipped play);



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- blue/green infrastructure (provision informal open space including a waterway park, integrated Sustainable Urban Drainage Systems, improvements to the existing right of way network and habitat creation);
- Bedford and Milton Keynes Waterway Park, engineering the waterway through the entire site;
- provision of public transport infrastructure within the development and provision of a efficient public transport route through the site that links to Ridgmont Train Station and contributes to improving public transport connections serving surrounding settlements including access to Milton Keynes;
- Integrated community hub with a “Health and Social Care Hub”, to serve both the development and the catchment area;
- preschool/ nursery/ early years facilities; and
- enlargements to existing schools and the provision of new schools/ education facilities as required to support the identified need, including any existing unmet need, including upper schools.

The above local infrastructure and improvements are considered to be essential to support development of this scale but additional items may be identified as a result of more detailed site analysis.



APPENDIX 02: HAYFIELD PROPOSALS

Hayfield Consortium Vision

Extract from p29 of submission to Draft
Plan:MK on 23 June 2017





The land use comprises a mix of new homes local services and facilities, employment, infrastructure (including primary and a secondary education) and public open space.

Figure 10 identifies the illustrative disposition of land uses proposed across the villages.

A small element of the site lies within the administrative boundaries of Milton Keynes Council. This comprises circa 480 dwellings. However, the proposals remain deliverable without land within Milton Keynes, as this does not include any access points, or other elements crucial to implementation. As such, without the quantum of development proposed within Milton Keynes the site can still provide circa 3,020 homes exclusively within the boundaries of Central Bedfordshire.

APPENDIX 03: DRAFT PLAN:MK SUBMISSION

Email dated 23 June confirming submission
of representations and vision document

Andrew Raven

From: Andrew Raven
Sent: 23 June 2017 11:19
To: 'Cheston, John'
Cc: 'PlanMK@milton-keynes.gov.uk'
Subject: Draft Plan:MK Consultation
Attachments: R 170515 Vision Document 2017 low res.pdf

Dear John,

As discussed this morning, please also see attached our vision document for the wider site (Hayfield). Could you also please include this with out representations.

I will write separately to confirm potential meeting dates.

Kind regards,

Andrew.

Andrew Raven
Director
Urban Design Studio

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From: Andrew Raven
Sent: 23 June 2017 09:29
To: 'PlanMK@milton-keynes.gov.uk'
Subject: Draft Plan:MK Consultation [Filed 23 Jun 2017 09:29]

Dear Sirs,

Please find enclosed our representations to Draft Plan:MK, in pdf and Word format.

If you have any queries about these submission, please do not hesitate to contact us. I would appreciate your confirmation that these have been duly received.

Kind regards,

Andrew.

Andrew Raven
Director
Urban Design

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APPENDIX 04: EMAILS SHOWING LACK OF CO-OPERATION BETWEEN CBC AND MKC

Andrew Raven

From: Cheston, John <John.Cheston@milton-keynes.gov.uk>
Sent: 12 July 2017 18:44
To: David Jackson - Planning
Cc: Andrew Raven; Matthew Dawber; Keen, Paul
Subject: RE: South East Milton Keynes / Central Bedfordshire

Dear David

Thank you for your note of our discussion yesterday.

I am taking forward your suggestion that a meeting be sought with Highways England about the alignment of the Expressway and will follow up your point about education capacity in MK.

Concerning the CBC Local Plan, whilst we did not have early sight of relevant text in the plan, CBC officers informed us verbally some weeks ago that Marston Vale and Aspley Guise were likely to be included as housing sites.

Regards

John

John Cheston
Development Plans Team Leader

T: 01908 252480
E: john.cheston@milton-keynes.gov.uk

Normal working hours:
Monday: 8:00 – 18:00 (working from home)
Tuesday: 8:00 – 18:00
Wednesday: 8:00 – 18:00
Thursday: 8:00 – 18:00
Friday: 8:15 – 12:00

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| Central Milton Keynes | MK9 3EJ



Celebrating 50 years of Milton Keynes

#MK50

Find out about MK's 50th birthday celebrations at www.MK50.co.uk

From: David Jackson - Planning [mailto:DJackson@savills.com]
Sent: 11 July 2017 18:33
To: Cheston, John
Cc: Andrew Raven; Matthew Dawber
Subject: [EXT] South East Milton Keynes / Central Bedfordshire

Dear John

Thank you to you and Paul for meeting with Andrew and I this afternoon. Hopefully you found it useful for us to bring you up to date, both in regard to the strategic land promotion for the 'Aspley Guise Triangle' and the planning application, which could be the first phase of this wider proposal.

As we discussed, the planning application site is now included as part of an emerging allocation in the CBC Local Plan. From what we discussed, MKC was not aware that the allocation was going to be identified and MKC has not therefore had any input to the wording of the proposals. As Andrew and I explained, and as we have discussed before, there is considerable merit in the two councils working together on the strategic planning for the area given the obvious cross-boundary issues raised notably the shared infrastructure requirement i.e. P&R, A421 dualling, Expressway.

There are also the available additional opportunities in relation to both housing and employment provision as part of both councils preparing their Local Plans. As we discussed, one particular area of co-operation which makes great sense, and should be a priority, is for both councils to seek an early meeting with Highways England to progress an alignment for the first section of the Oxford-Cambridge Expressway from Junction 13 to the A5 to the south of MK. This alignment has important implications for emerging allocations in both MK and CB.

We will continue to liaise with both councils in relation to both the emerging allocation and the forthcoming planning application. As we discussed, the timing of the submission of the application is likely to be within the next 2 months. In advance of that we will send a copy of the EIA Scoping to Paul for his information. We would also welcome a more proactive discussion with your colleagues on issues of education given the proximity to the site of secondary schools in MK.

I trust this is a helpful note of our discussion, but please do contact me if you have any questions or require further information.

Regards
David

From: David Jackson - Planning
Sent: 26 September 2016 10:34
To: 'john.cheston@milton-keynes.gov.uk'
Cc: Andrew Raven
Subject: FW: South East Milton Keynes / Central Bedfordshire

Dear John

It appears that we are not able to have a combined meeting because Central Beds wish to engage in a seminar format instead, in which we will be participating.

Would it still be possible for us to have a meeting with MKC as the Consortium is very keen to understand the current status of events and particularly the operation of the Duty to Cooperate between the two councils in relation to this important option for MK expansion.

Regards
David

From: Connie Frost-Bryant [<mailto:Connie.Frost-Bryant@centralbedfordshire.gov.uk>]
Sent: 26 September 2016 10:17
To: David Jackson - Planning
Subject: RE: South East Milton Keynes / Central Bedfordshire

David,

Thank you for your email. I have verified with Sue Frost the position that I set out in my initial response to you and she has again communicated this to colleagues at Milton Keynes Council. I am afraid that we are not conducting separate meetings at present but look forward to seeing you at our workshop event next week.

Regards,

Connie

From: David Jackson - Planning [<mailto:DJackson@savills.com>]
Sent: 23 September 2016 17:27
To: Connie Frost-Bryant
Cc: Sue Frost; 'john.cheston@milton-keynes.gov.uk'; Andrew Raven
Subject: RE: South East Milton Keynes / Central Bedfordshire

Dear Connie

Thank you for your reply, we were aware of the Strategic Sites Seminar and my colleague Andrew Raven will be attending on that day to represent the SEMK Consortium.

However, the reason for seeking a meeting in addition to that is because of the particular circumstances of the SEMK proposal with the obvious cross-boundary issues related to the expansion of Milton Keynes.

The last meeting that we had was held on a combined basis and was of added value for providing the opportunity for all parties to engage. You will see for the email below that Mr Cheston from MKC has agreed to meet. Can I therefore ask again whether a representative from CBC would be able to attend also.

Kind regards
David Jackson

Dear David

I am replying to your email to Anna Rose of 19 September.

Jonathan left the Council a couple of months ago. Can I help instead? I am happy to meet, if we can coordinate dates with Sue Frost.

Regards

John Cheston
Development Plans Team Leader | Planning, Culture and Infrastructure

T: 01908 252480
E: john.cheston@milton-keynes.gov.uk

Milton Keynes Council | Civic Offices | 1 Saxon Gate East | Central Milton Keynes | MK9 3EJ

From: Connie Frost-Bryant [<mailto:Connie.Frost-Bryant@centralbedfordshire.gov.uk>]
Sent: 23 September 2016 16:56
To: David Jackson - Planning
Cc: Sue Frost
Subject: RE: South East Milton Keynes / Central Bedfordshire

Dear David,

Thank you for your email which has been passed to me as I am leading on the site assessment work stream.

At present, our approach is that we are not conducting separate meetings, but are instead holding a Strategic Sites Seminar on 4th October to efficiently discuss issues that are pertinent to the delivery of all strategic scale sites. Your colleague Andrew Raven has discussed this approach with me and has accepted this invitation. I attach the email invitation for your information.

Obviously once the initial draft of the plan has been prepared at Regulation 18, and we have identified broad locations for growth, we will then potentially look to have additional meetings with the promoters of those sites that correspond with those preferred locations.

Regards,

Connie Frost-Bryant MRTPI
Interim Local Planning Manager
Regeneration and Business Directorate

Central Bedfordshire Council Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ
Direct dial: 0300 300 4329 Internal: 74329 | Email: connie.frost-bryant@centralbedfordshire.gov.uk

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Not Protected - General Data

From: David Jackson - Planning [<mailto:DJackson@savills.com>]
Sent: 19 September 2016 17:20
To: Sue Frost
Subject: RE: South East Milton Keynes / Central Bedfordshire

Sue

Have you been able to make any progress on the possibility of a meeting?

Regards
David

From: Sue Frost [<mailto:Sue.Frost@centralbedfordshire.gov.uk>]
Sent: 05 September 2016 15:51
To: David Jackson - Planning; 'jonathan.entwistle@milton-keynes.gov.uk'
Cc: Andrew Raven; 'Andrew Wilson'
Subject: RE: South East Milton Keynes / Central Bedfordshire

David

Thanks for your email, I need to discuss with Andrew Davie who's on leave this week so I'll come back to you on this next week.

Kind Regards
Sue

Sue Frost
Interim Head of Place Delivery
Regeneration and Business Directorate

Central Bedfordshire Council Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ
Direct Dial: 0300 300 4952 | Internal: 74952 | Email: sue.frost@centralbedfordshire.gov.uk

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Information security classification* of this email: **Not protected**

*Information security definitions:

Restricted – Sensitive data only to be sent via secure email
Protected – Contains personal data covered by the Data Protection Act
Not protected – General data

From: David Jackson - Planning [<mailto:DJackson@savills.com>]
Sent: 02 September 2016 19:19
To: 'jonathan.entwistle@milton-keynes.gov.uk'; Sue Frost
Cc: Andrew Raven; 'Andrew Wilson'
Subject: South East Milton Keynes / Central Bedfordshire

Dear Jonathan and Sue

You may recall that we met back in May 2015, when Anna Rose had just taken up her role at Milton Keynes, to discuss the proposed strategic opportunity at South East Milton Keynes (see presentation attached).

At the time, the Plan:MK was at an early stage and the Central Beds Development Strategy was subject to a judicial review.

Now that the Plan:MK has concluded a first stage consultation and the Central Beds process is underway, the Consortium would welcome the opportunity to meet up again so that we can discuss the next stages underway as well as the Consortium's current proposals for SEMK.

If you agree, then perhaps we could arrange a meeting. We are quite happy to come to MK or Chicksands.

I look forward to hearing from you.

Kind regards
David

David Jackson
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APPENDIX 05: HIGHWAYS MEETING NOTES

Notes of meeting on 22 August 2017 with
MK Highways officers

Minutes/Action List

Hayfield: Meeting with MKC Highways

Held at: Milton Keynes Council officers
On: 22 August 2017
At: 3.00 PM

Attendance:

John Cheston	Milton Keynes Council	JC
Ishwer Gohil	Milton Keynes Council	IG
Steve Hayes	Milton Keynes Council	SH
Andrew Moss	Milton Keynes Council	AM
Gavin Murray	i-Transport	GM
Andrew Raven	Savills	AR

ITEM	ACTION
1. Hayfield Vision	
<ul style="list-style-type: none"> AR updated officers on the Consortium's local plan promotion work and the planning application being prepared for part of the site, that would operate as a standalone development, but provide for future connections 	
<ul style="list-style-type: none"> MKC confirmed that cycle links / a cycle scheme should be provided to Ridgmont rail station 	
<ul style="list-style-type: none"> GM confirmed that bus networks had been contacted, and bus providers were willing to serve the proposed development 	
<ul style="list-style-type: none"> The proposals should consider provision for walking and cycling including links to redways and local stations 	
<ul style="list-style-type: none"> MKC advised that E W Rail had to consider frequency of services and number of halts vs speed. Woburn station would be a key hub on the route from the site to Milton Keynes. 	
<ul style="list-style-type: none"> AR confirmed that the Consortium was supporting the dualling of the A421 by providing the necessary land, although they wanted to have potential for access to the Consortium land preserved to serve potential development. 	
<ul style="list-style-type: none"> GM queried the funding gap for the dualling costs 	
<ul style="list-style-type: none"> MKC advised that they would respond separately on this issue 	
3. Local Plan	
<ul style="list-style-type: none"> AR queried the issue of long-term increases of in-commuting to MK and how the Council intended to deal with this 	
<ul style="list-style-type: none"> AM advised that the wider focus for the city was on travel behaviours as much as infrastructure assets [i.e. modal shift]. Buses were being supported, but bus services were losing patronage 	
<ul style="list-style-type: none"> MKC want to see more innovation in alternative modes of transport rather than more infrastructure over the long-term 	
<ul style="list-style-type: none"> In relation to rail, Woburn would become a hub, and Bletchley a superhub 	
<ul style="list-style-type: none"> Other transportation options being considered include guided bus, car share (or similar alternatives), e-bikes and bike hire (Santander). 	
<ul style="list-style-type: none"> The Consortium proposals should consider village hubs for e-bike hire, car share and electric charging points 	
<ul style="list-style-type: none"> Park and Ride at Jct13 was supported but should be termed rapid transit hub as it may not just be car to bus modal shift 	

APPENDIX 06: FIRST LAST MILE TRAVEL

Milton Keynes Strategy: submission to NIC

Strategy for First Last Mile Travel



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Introduction

Milton Keynes has been a fast growing modern city since its birth 50 years ago and is committed to further sustainable growth as expressed in its vision for 2050. Its unique layout continues to attract interest from around the world and this document sets out the emerging strategy (to be included in the updated local transport plan in 2018) for its approach to providing fast, affordable and efficient connectivity for the city of Milton Keynes and the wider area and to provide connections to both the East West Railway and East West Expressway as they come into place in future years. Good connectivity is key to the city's ambitions for growth and this strategy for the "first and last mile" of each journey is part of a wider review of transport in Milton Keynes to support transformational growth across the corridor between Oxford-Milton Keynes-Cambridge.

The objectives of this first/last mile strategy are to:

- ❖ Ensure the maximum advantage is taken from the new nationally significant east west infrastructure, putting in place transport solutions which remove the risk of congestion, promote sustainable transformational growth and ensure the region's economic capability, in line with NIC objectives.
- ❖ Working with the cities and town of Cambridge, Oxford and Northampton ensure development of transport systems which will be the example for others worldwide
- ❖ Ensure that first/last mile infrastructure schemes provide a basis for the future potential directions of growth for the city out to 2050, in line with the NIC's objectives

This first/last mile strategy covers the borough of Milton Keynes (see map on page 14)





Business

MK is home to leading global brands including Red Bull Racing, Coca Cola, Marshall Amps with 700+ international companies based in the city. Forty five percent (45%) of the UK population is within 2 hours reach. Professional services, logistics and transport are key local sectors as well as having strengths in retail and digital. The city has the second highest concentration of SMEs in the high tech and digital sector (Centre for Cities, 2015)

Key sector strengths:

- ❖ High tech & Digital
- ❖ Automotive and high performance technologies
- ❖ Business, financial & professional
- ❖ Logistics & distribution

The city has strong relationships with the Open University (located within Milton Keynes) a partner in the city's leading Smart City project (MK Smart), existing local universities UC:MK (University of Bedfordshire) and the University of Buckingham (based at MK Hospital) as well as nearby Cranfield University, with its core strength in automotive and technology engineering and more widely business administration.

The project to establish a new residential university, MK:U is well underway, with MK:U aiming to be the first university anywhere designed as a response to the challenges facing cities today and in the future.

The advanced manufacturing sector is key to the city, with growing supply-chains in automotive and motorsport, rail and low carbon manufacturing.

Population & Growth

With a population of 270,000 Milton Keynes has ambitions to grow to at least 400,000 in the city and the surrounding area by 2050. This was a key part of the MK Futures 2050 Commission's report "Making a Great City Greater", which recognised the benefits of planning growth at a significant scale, rather than at an incremental level. This is covered in more detail later in this submission. Growth at this level would require around 50,000 to 60,000 new homes, underpinned and supported by infrastructure, jobs, services and facilities. This builds on the current growth aims within the draft Local Plan (Plan MK) of 1,766 new dwellings per year until 2031 bringing an expected increase of 27,500 new jobs and reaching a Borough population of 330,000 by 2031. A (not yet published) study prepared for Milton Keynes Council considers how changing trends in economic and labour market structure might impact on the sorts of jobs and industries that will exist in the future. To help ensure that Milton Keynes remains economically competitive, the MK Futures 2050 programme (the MK:U project to create a new university in the city centre, and the Learning 2050 project) and the Economic Development and Skills Strategies are addressing the skills agenda by ensuring the future local workforce are in a position to access future jobs.

Located just 32 minutes from London, the city's highly developed industry cluster includes more than 400 head office and financial services companies, and a specialist workforce of more than 22,000 people.

But Milton Keynes offers something more: significant savings on property and labour costs versus competitor UK locations, including 72% lower prime office rents than London.



Connectivity

The growth of Milton Keynes has been a hugely positive story, its optimal location at the south-eastern periphery of England's central logistics hub provides businesses (particularly logistics and distribution companies) with unrivalled access to the UK national market, the high-income 'London and South East England' market, and Europe (via the Channel Tunnel and southern England ports).

The city's transport system is key not only to its origins and its history but also to its future growth and prosperity as one of the best places to live and locate in the country, now and in the future.

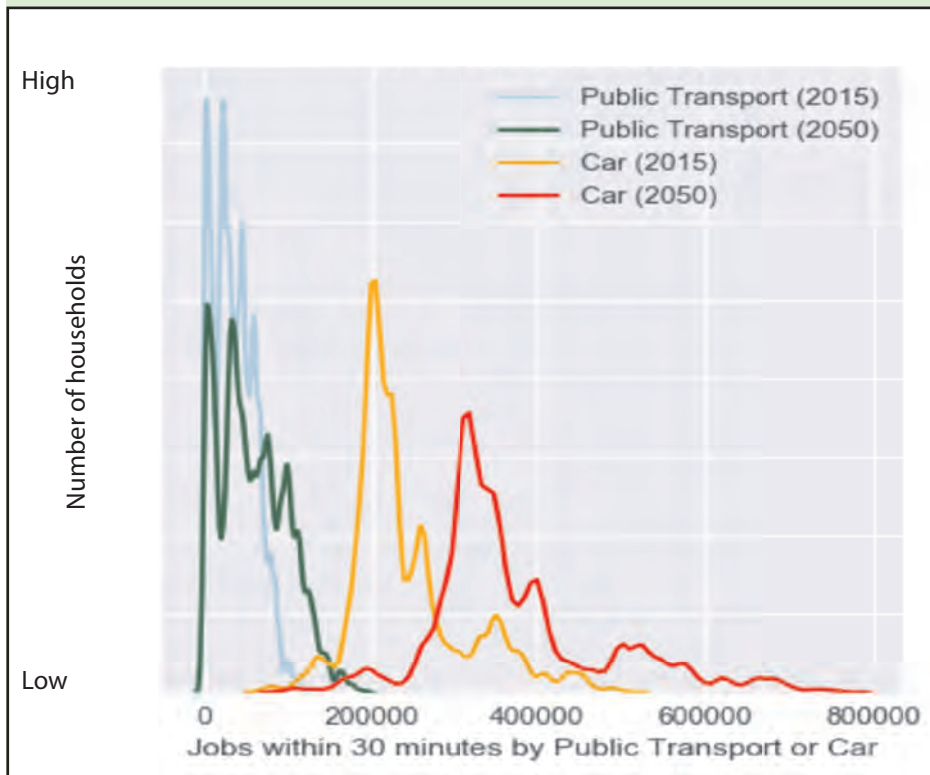
However with rapid growth comes an increased pressure on the transport network. The MK multi modal traffic model has been updated during 2017 and it evidences an increasingly congested road network towards 2031 especially during morning and evening peak travel times. There is a risk that without much greater investment in the public transport system greater growth in the economy beyond then to 2050 could be stifled by further increases in road traffic.

As the economy grows so will the number of jobs in Milton Keynes and because jobs growth is set to outstrip housing growth, a trend which is expected to continue, there will inevitably be a need for more people to travel further, increasing the already net inflow of traffic during peak times.

Further increases in demand are expected with the arrival of the East West Rail and Expressway as passenger numbers build on those new networks. Without intervention to provide alternative, more sustainable travel choices congestion will only get worse.

Without investment in transport system there is a risk that the significant potential for growth in Milton Keynes will be stifled by congestion. Forecasts for Milton Keynes to 2050 show a steadily increasing congestion risk to the local economy.





An example of how a lack of affordable public transport can impact on productivity is shown here.

In 2015 people who rely on the public transport system to access jobs are already disadvantaged compared to those with access to a car.

Milton Keynes aims to improve its local skill base to meet the growth demands for business however after 30 years of growth our projections show that those without cars will in fact have not greater access to jobs while access to jobs increases for those with a car.

The risk to future economic growth is that as skills improve people without cars will be less able to access the growing number of jobs or they will need access to a car to secure them. Either way the economic impact is negative without proper investment in affordable, effective public transport as business is either starved of skilled staff or constrained by congestion.



Milton Keynes strategy for future mobility

The Vision for 2050 sets the scene for the transformation of the city into a highly skilled, highly proactive workforce with one of the best transport systems in the world, to be an exemplar transit city providing benefits for business and an exemplar for future mobility solutions across the world. It envisages a future city for which its ambitions for growth are realised through greater strategic planning with key partners and neighbours, based on high density development along transit corridors with people able to access a transport system that meets their needs based on rapid mass transit and shared use of vehicles such as autonomous pods, electric car share and demand responsive services.

This comes at a time when expectations on the UK economy for growth are at their highest – Milton Keynes already delivers one of the highest GVA per capita in the country and underlining the significance of growth for the Cambridge - Milton Keynes- Oxford corridor . The government is providing significant investment in the region with both the East West Railway and the East West Expressway, both of which position Milton Keynes at the heart of growth for the region.



To ensure the maximum advantage is taken from this new nationally significant infrastructure the council is working with the NIC, Oxford, Cambridge and Northampton to put in place transport solutions which remove the risk of congestion, promote transformational growth and ensure the region's economic capability is one of the best in the world for growth, innovation and development of transport systems which will be the example for others worldwide.



The plan for Milton Keynes first last mile connectivity

In parallel with the development of a strategy for 2050, the updating of the Local Plan and a review of wider transport strategy (LTP) Milton Keynes has devised a strategy to deliver first last mile travel to connect with the new EWR and expressway and widen the travel to work capability of the city. Based on the modeshift targets in the table below, if achieved, the strategy will ensure Milton Keynes will achieve the high growth ambitions it holds for the future.

MK Modeshift			
Car/Other		2030	2050
65/35	city	60/40	50/50
80/20	intra-borough	70/30	55/45
85/15	inter-borough	80/20	60/40

The plan is in three phases to meet significant changes in local growth. The aim is to provide a transit system based on Advanced Very Rapid Transit (AVRT) network into which fits a range of personal travel options including autonomous pod fleets, electric car and bike share, and prioritised autonomous local bus services.

All of which lead to highly efficient modern travel hubs based at key EWR stations such as Bletchley, Woburn, and further afield at Ridgmont and Winslow. Such systems are key to a step change in people’s ability to move freely, fast and efficiently at affordable costs and on fast, clean, reliable modern transport without the need to rely on their cars during peak travel times. The above modeshift milestones are set out to illustrate what Milton Keynes believes it can achieve with the right infrastructure in place.

In parallel with other strategies within the MK Futures 2050 programme as the city’s workforce upskills the key priority for transport and connectivity in the city is the provision of transit systems which ensure businesses have access to the largest, most highly skilled workforce possible and that people are able to travel easily and affordably to and from work in a way which does not choke off the very growth that is the future potential for the city. That will require a significant increase in the amount of available travel choices based around a mass transit system that people are both proud of and willing to use for every day travel.



New Mobility Strategy for Milton Keynes 2018 - 2036

Public Transport, Cycling, Walking, AVRT Mass Transit Corridors, Mobility as Service, Shared Mobility, Pods and Autonomous Vehicles

2011 - 2017

2018 - 2024

2025 - 2030

2031 - 2036

2037 - 2042

2043 - 2050

Interventions
Smarter Choices

Stablise current journey times,
Increase Mass Transit Corridors

Interventions
Smart Travel Choices

Increase Public Transport, Cycling and Walking

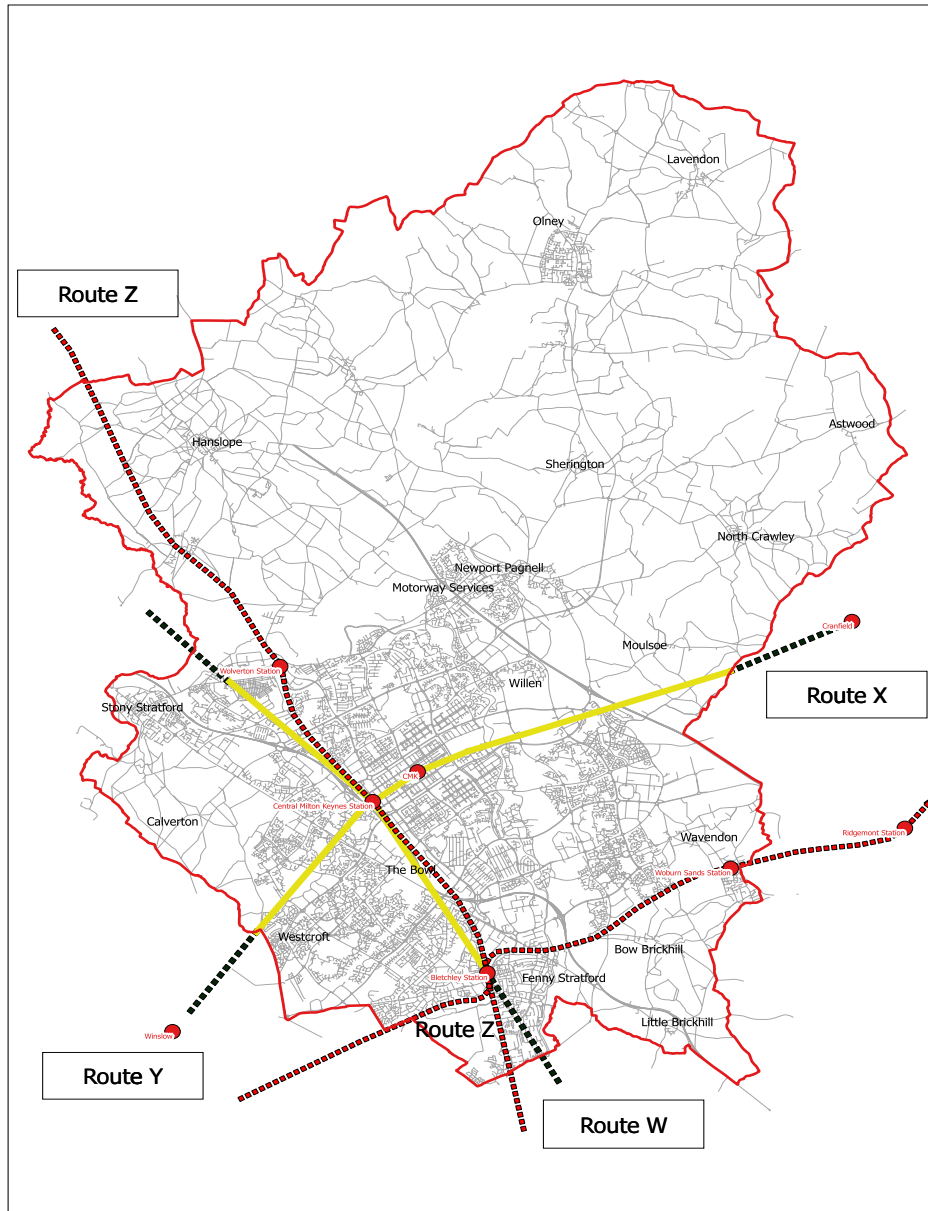
Develop Strategy

Introduce Mobility as Service, Shared Mobility, Demand Responsive Tranpsort

Develop Strategy

Advanced Very Rapid Transit (AVRT) Networks, Autonomous and connected vehicles

"Towards Smart Sustainable Shared Mobility"



Milton Keynes: First Last Mile Strategy

Milton Keynes aims to be an exemplar transport city and global centre of excellence for public mass transit and Mobility as a Service

The first step in delivering the strategy is to ensure that existing travel in the city is maintained at existing average journey times.

Managing immediate demand - Phase 1: 2017-2024

The current transport improvement programme is being used to:-

- ❖ Reduce congestion at key junctions and routes
- ❖ Connect existing cycleways (Redways) to commuting routes to improve cycling to work choices

Dependent on funding preparation work which will be carried out in preparation for East West Rail, and later the Expressway:-

- ❖ Building capacity within the existing road network for a future prioritised mass transit system
- ❖ In collaboration with Cambridge and Oxford carry out innovation, feasibility and concept development for AVRT mass transit approaches and pilot the concept
- ❖ Investment in interchanges and Rapid Mass Transit corridors connecting to EWR and EWX
- ❖ Expanding capacity for Central, Bletchley and Wolverton stations.
- ❖ Outline and Strategic Business Cases for long term strategic infrastructure
- ❖ Potential for a "Fast Track" development option for key pipeline sites via a Housing Infrastructure Fund (HIF) bid
- ❖ Transformation model - accelerate new mobility options to effect switch from the car (capital and revenue)

Subsequent Phases

Connecting to First Last Mile - Phase 2: 2025-2031

2025-2031 (Plan:MK stage)

- ❖ Expand Phase 1 work to increase capacity and mode-share to newly improved EWR hubs
- ❖ Delivery of mass transit systems – AVRT or similar
 - Bletchley – Central MK
 - Winslow and EEA to Central MK
 - Growth East of the M1 and WEA to Central MK
- ❖ Development of detailed business cases for increased mass transit investment

Futures 2050 delivery - Phase 3: 2031-2050

2032-2050 (MK Futures stage)

- ❖ Continuation of Phase 1 & 2 programmes
- ❖ Maximising development of high-speed infrastructure
- ❖ Synchronising movement within the EWR, EWX and HS2 configurations
- ❖ Transformational growth of jobs, skills and GVA



Key Features of Milton Keynes' Connectivity

Multi-modal hub interchanges

A network of local buses and high-tech connected vehicles connecting to our growing Rapid Mass Transit system.

- ❖ Call points at key EWR stations/station improvement programme **£20m**
- ❖ Access to city centre via AVRT prioritisation lanes **£500m**
- ❖ EWX very rapid inter-urban transit units **£tbc**
- ❖ Park & Ride/multi-modal interchanges at key locations **£50m**
- ❖ Connecting to protected bus lanes and super cycle-ways ("Redways") **£30m**
- ❖ Milton Keynes is closely involved in development of a fully integrated transport system approach utilising a range of data gathering and journey planning technologies to support a future autonomous integrated system across all modes.

The plan is to apply this methodology to first and last mile travel across the borough.

On demand, shared and low carbon mobility services



City-wide movement, parking and timetable data



Electric Vehicles

Milton Keynes is the first of the UK's Go Ultra Low cities, designated by Government to promote and deliver the uptake of Ultra Low emission vehicles. The city currently has one of the highest concentrations of charging infrastructure in the UK with over 200 city centre public charging units, and a city network of 60 rapid chargers. The focus of the MK ongoing programme is to concentrate future infrastructure on destinations, workplaces and residential locations without off street parking. The council is also working with manufacturers and dealers to understand potential customer's needs. Its current programme has targeted an uplift of sales of ULEVs to 20% of all sales by 2021, compared with a national target of around 5%. Sales in MK are currently running at around twice the national average.

The council has moved the maintenance of the network to the commercial market which allows the programme to continue and has attracted government funding support for continuing our programme until 2021.



Stakeholder involvement

To deliver first last mile solutions Milton Keynes is working with partner authorities across the Oxford-Milton Keynes-Cambridge corridor, with Highways England in support of the Expressway and to progress improved capacity across the M1 to drive further growth and on upgrading Junction 14 of the M1. It is member of the East West Rail consortium and participates in both the Western Section and Central Section authority groups. The city has a renowned reputation for being involved in the technological advancement of transport working with Cranfield University and the Open University, Transport Systems Catapult and Automotive industry partners.

For the review of its transport strategy there is a full programme of engagement during Autumn 2017 with local communities, businesses and all key transport system stakeholders including engagement with developers on future growth plans.



Freedoms and Flexibilities

The case is being made for increased freedoms and flexibilities

- ❖ **Traffic** - ability to integrate parking and traffic management solutions to experiment with demand led parking charging and a greater choice of travel choices using incentive based travel systems that reward rather than penalise commuters.
- ❖ **Transport solutions** - ability to co-ordinate all types (modes) of travel within one operating framework. This will enable taxis, hackney cabs and buses to be integrated into a single model of scheduled and demand responsive system that suits the passenger needs for highly flexible travel within the Mobility as a Service concept.
- ❖ **Planning** - flexibilities and powers to enable greater use of pooled funding and encourage more ambition contribution from developers.

Example Freedoms

Milton Keynes needs the ability to negotiate and secure agreements consistent with ongoing discussions across the Central Area of the Corridor to help realise the additional economic and housing growth ambition for the CamMKOx Corridor including:-

- ❖ A package of proposed freedoms and flexibilities specifically including CIL and Section 106 funds with the ability for greater pooling to support delivery, including the removal of pooling limits.
- ❖ Funding for and engagement in developing a shared Central Area Infrastructure Assessment, to identify growth opportunities and constraints aligned to developing a prioritised investment plan.
- ❖ That DCLG instruct all national bodies and statutory agencies to participate in a Central Area wide, Service Level Agreement (or similar) to ensure consistent timely input on schemes and responses to consultations on schemes and Local Plan making stages.

Demand led parking charges

- ❖ An ability within (or exemption from) current parking charging regulations to allow a variable charge to be applied using technology to detect and communicate available spaces and guide vehicles to them for a pre-specified charge. This would enable more efficient use of current spaces and reduce congestion. Current regulations do not permit a dynamic live pricing approach.

Finance

PHASE 1: 2017-2024 (EWR stage)

£220m

- £25m feasibility and proof of concept for AVRT fund (cross corridor consortium approach)
- £145m first phase AVRT (Routes W & X)
- £50m multi-modal station hub improvement programme, redways, park & ride, prioritised AVRT access
- Potential for fast track pipeline developments, HIF bid integrated into transit corridor approach

PHASE 2: 2025-2031 (Plan:MK stage)

£270m

- £210m AVRT city wide strategic network (Routes Y & Z)
- £50m multi modal station hub improvement programme
- £10m future tech network development – pods, e-bike

PHASE 3: 2032-2050 (MK Futures stage)

£500m ++

- Super Growth fund
- Exemplar Transit City for growth led by MaaS and AVRT fast connectivity

Programme Total £990m





Investment need

Options are being considered to meet the need for increased rapid mass transit. As demonstrated above for the people of Milton Keynes to benefit from the investment in skills they need investment in transport systems to ensure they are able to reach the increase in jobs which arise from growth without having to travel by car which risks choking the very growth which provides for their wellbeing in the future.

Locally controllable funding	£ millions	Notes
S106/Tariff	150	Requires removal of pooling restrictions as previously discussed requires continuation of NHB without further reductions assuming long term deal with operators or external financing of new MK City transport authority
New Homes Bonus (additional Dwellings beyond Plan)	62	
Private Sector Investment	290	
Subtotal	502	

Additional Direct Grant from government

Possible sources		Notes
Business Rate Retention	90	Requires move towards 100% BRR as soon
Stamp Duty Retention (additional Dwellings beyond Plan)	148	
National Contributions/ Treasury support	250	Would require new provision, assumes MK average £3,833 per new dwelling
Subtotal	488	Would require a 'deal' for MK within or out-with SEMLEP
		£16m per year long term support (30 years)

Total **£990m**

