

Matter 7.]

M.O'Sullivan

# PLANMK Public Examination

July 2018



19 June 2018

I am Mike O'Sullivan, an architect and town planning resident of Milton Keynes who came here in 1974 to join the Milton Keynes Development Corporation and help to design and build the new city. In 1997 I was elected to the then new MK Unitary Authority/City Council and took on the role of Cabinet Member for Planning and Transport reflecting John Prescott's DETR grouping of planning and transport responsibilities.

In relation to the current PlanMK Public Examination and the specific questions and issues that have been identified for discussion, I offer the following comments relating to Matter 7: Infrastructure and Viability.

**Q Issue 1:: "Whether the overall approach to transport is justified, effective and consistent with national policy".**

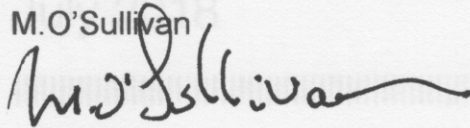
**Response::** Judging from the PlanMK Policy CT1 there is no serious indication as to what the proposed transport policy is beyond "reducing dependency on the private car". How much of a "reduced dependency" is not quantified/expressed in terms, for example of CO2 emissions and by when and how would this be achieved? PlanMK avoids any discussion about this crucial aspect of the pursuit of greater MK sustainability. This is a serious omission and shows that the MK Council is wasting everyone's time with this plan.

"Reducing dependency on the private car" is nothing more than a vague ambition that carries no weight in the absence of the identification of appropriate buttons to press and levers to pull to deliver the sought result.

Therefore it can be assumed that 'carry on driving' is the implicit MK policy which seemingly flies in the face of the 2008 Climate Change Act. If this is the case then the MK Council is in breach of the law and the Planning Inspectorate would likewise be in breach of the law if it were to 'rubber stamp' Policy CT1.

## PLANMK Public Examination

M.O'Sullivan



19 June 2018.

I am Mike O'Sullivan, an architect and town planning resident of Milton Keynes who came here in 1974 to join the Milton Keynes Development Corporation and help to design and build the new city. In 1997 I was elected to the then new MK Unitary Authority/City Council and took on the role of Cabinet Member for Planning and Transport reflecting John Prescott's DETR grouping of planning and transport responsibilities.

In relation to the current PlanMK Public Examination and the specific questions and issues that have been identified for discussion, I offer the following comments relating to Matter 7: Infrastructure and Viability.

Q 7.2: "Does PlanMK reflect and assist delivery of the latest MK Local Transport Plan?"

Response: There is a misunderstanding here. As the PlanMK is seeking to set out an updated planning framework for MK's devolution it therefore follows that any preceding policy will need to be modified in the light of what might emerge from the PlanMK process. This is the way that evolution works - not the reverse!

M.O'Sullivan



19 June 2018.

# PLANMK Public Examination

July 2018



July 2018

I am Mike O'Sullivan, an architect and town planning resident of Milton Keynes who came here in 1974 to join the Milton Keynes Development Corporation and help to design and build the new city. In 1997 I was elected to the then new MK Unitary Authority/City Council and took on the role of Cabinet Member for Planning and Transport reflecting John Prescott's DETR grouping of planning and transport responsibilities.

In relation to the current PlanMK Public Examination and the specific questions and issues that have been identified for discussion, I offer the following comments relating to Matter 7: Infrastructure and Viability.

**Q 7.2:: "Does PlanMK reflect and assist delivery of the latest MK Local Transport Plan"?**

**Response::** There is a misunderstanding here. As the PlanMK is seeking to set out an updated planning framework for MK's devolution it therefore follows that any preceeding policy will need to be modified in the light of what might emerge from the PlanMK process. This is the way that evolution works - not the reverse!

M.O'Sullivan

*M.O'Sullivan*  
19 June 2018.

Matter 7.3

M.O'Sullivan

# PLANMK Public Examination

July 2018

I am Mike O'Sullivan, an architect and town planning resident of Milton Keynes who came here in 1974 to join the Milton Keynes Development Corporation and help to design and build the new city. In 1997 I was elected to the then new MK Unitary Authority/City Council and took on the role of Cabinet Member for Planning and Transport reflecting John Prescott's DETR grouping of planning and transport responsibilities.

In relation to the current PlanMK Public Examination and the specific questions and issues that have been identified for discussion, I offer the following comments relating to Matter 7: Infrastructure and Viability.

**Q 7.3:: ".....proposals to manage traffic levels"?**

**Response::** Beyond the vague Policy CT1 reference to "improvements to public transport services" there are no proposals "to manage traffic levels". This is a disgrace.

M.O'Sullivan

*M.O'Sullivan*  
19 June 2018.

# PLANMK Public Examination

July 2018



I am Mike O'Sullivan, an architect and town planning resident of Milton Keynes who came here in 1974 to join the Milton Keynes Development

I am Mike O'Sullivan, an architect and town planning resident of Milton Keynes who came here in 1974 to join the Milton Keynes Development Corporation and help to design and build the new city. In 1997 I was elected to the then new MK Unitary Authority/City Council and took on the role of Cabinet Member for Planning and Transport reflecting John Prescott's DETR grouping of planning and transport responsibilities.

In relation to the current PlanMK Public Examination and the specific questions and issues that have been identified for discussion, I offer the following comments relating to Matter 7: Infrastructure and Viability.

**Q 7.5:: ".....transitioning to a low carbon (transport) future....."**

**potential of new transport technologies...."?**

**Response::** Have I missed something? I see no such reference to any sort of transition in Policy CT1. In Policy CT2 the words do appear but with no policy attached - again more vagueness. What should be discussed is a reversal of the present modal split in favour of public transport coupled to the pursuit of building-out MK at urban as opposed suburban development densities.

M.O'Sullivan

19 June 2018.