

Figure 6.20: Tertiary Street Section - S3

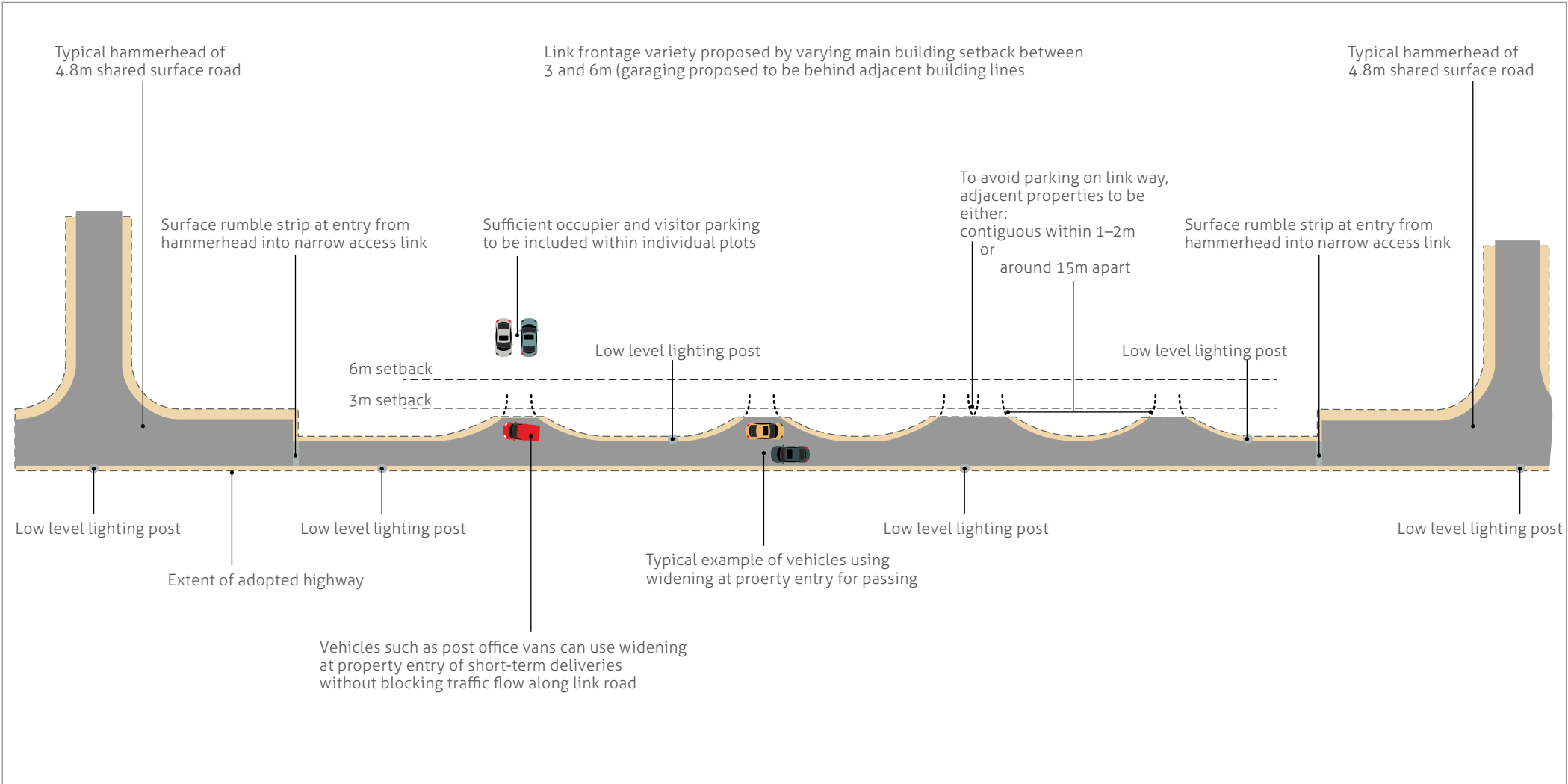


Figure 6.21: Typical Tertiary Street Plan

PEDESTRIAN AND CYCLE ROUTES

- 6.33 Pedestrian and cyclist interconnectivity is a key aim of the movement strategy. Connections are provided through the network of open space and in particular across and connecting to the ridgeline. The Master plan responds to the need to ensure that adequate pedestrian and cycle infrastructure will be provided, in accordance with the key desire lines.
- 6.34 The development will be fully permeable for pedestrians and cyclists. The principal footway / cycleway routes and connectivity to external areas is shown on Figure 6.20. 3m wide combined footways / cycleways will be provided in the form of the extended redway system into the development on both sides of the main primary street (off-road where possible), providing direct connections between the residential areas and local on-site facilities, including schools, retail and employment. All on-site footpaths are to be surfaced and well-lit, and the design philosophy of the Manual for Streets would be applied off the main public transport route, to help reduce traffic speeds and to encourage local journeys by foot and by bicycle.



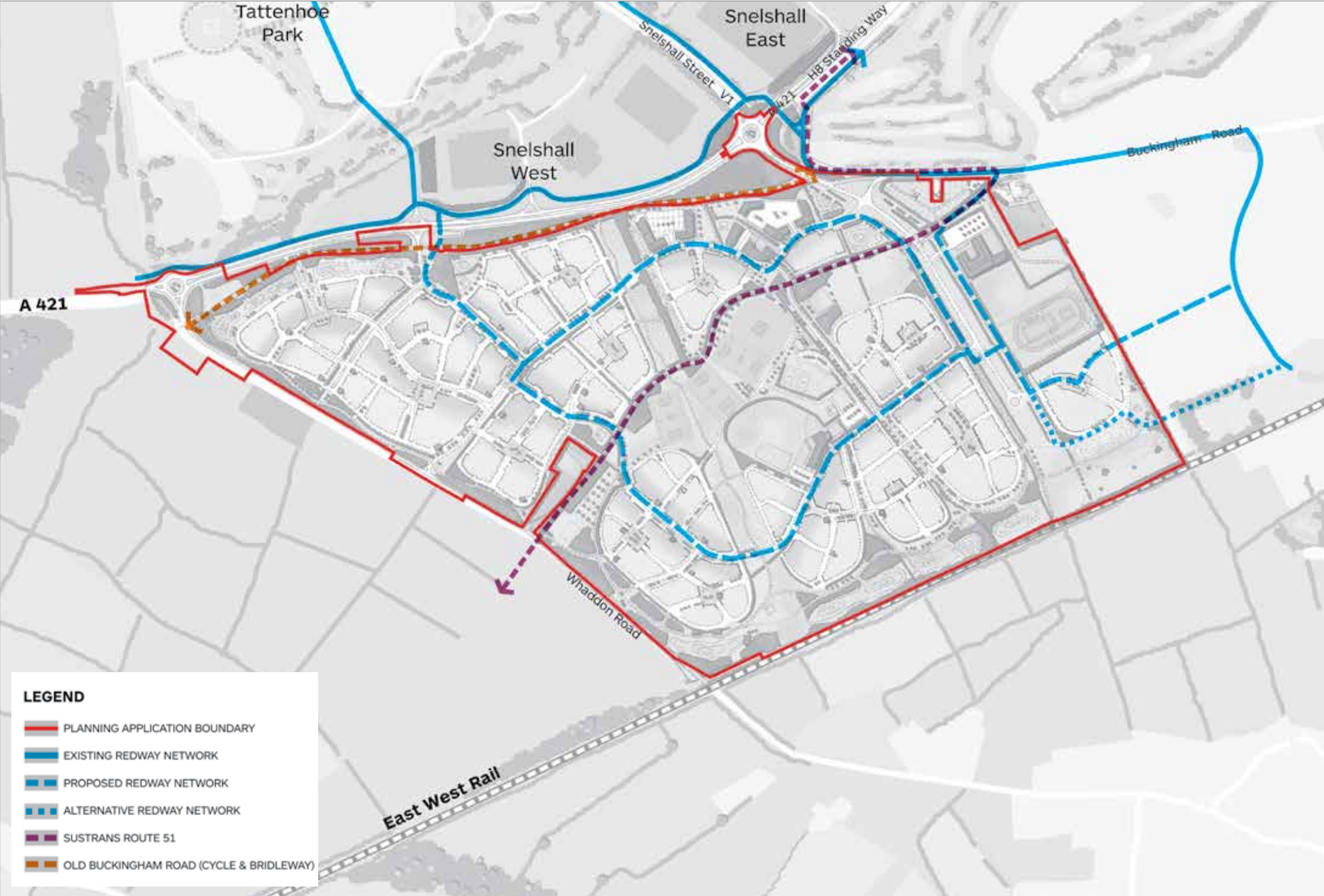


Figure 6.22: Footway / cycle routes plan

- 6.35 The development has been designed to maximise accessibility to all facilities by foot and cycle. The neighbourhood centre is accessible so that all of the development is within around 1,200m. This is around 15 minutes walking time, and within easy cycling distance.
- 6.36 The primary school is centrally located to maximise the opportunity for walking and cycling trips in its catchment area. All development is within around 600 – 700m of a primary school.
- 6.37 The secondary school is centrally located on the eastern half of proposed development. The rationale for this location is that:
- » it offers sufficient relatively flat land;
 - » it is situated away from the oil pipelines that cross the site;
 - » it is likely to be a building with a certain presence and consequently facing the future grid road will aid the legibility of the development;
 - » most of the secondary school land will not be built on. Therefore it offers the ability to provide enclosed playing fields as a visually soft but secure boundary to Far Bletchley;

- » it protects potentially historically interesting ground conditions; and
- » keeps educational traffic volumes from the majority of Whaddon Road.

6.38 In this location the majority of children living in the application site are within 1,000m (a maximum of 6 minutes cycling time).

6.39 External pedestrian and cycle connections are to be facilitated at the following locations:

- » at several locations along the existing pedestrian / cycle route running along the northern boundary of the site – the former Buckingham Road - which provides a connection to the subway beneath the A421, east of Steinbeck Crescent;
- » to Hamilton Lane, Far Bletchley, providing connections to this existing residential area and a more direct route towards Bletchley;
- » to the existing redway and recreational routes north of the site via the subway next to the Bottledump Roundabout;
- » towards Newton Longville via Whaddon Road and Footpath NLO/19; and
- » to the bridleway which passes through the western part of the site.



PARKING STRATEGY

6.40 The parking strategy for the site will reflect the primary focus of the transport strategy which targets a modal shift away from private car use. The following principles will govern parking provision:

- » adopting a flexible approach to parking design and provision, focusing on the optimum design and layout of parking solutions to meet the needs of residents, businesses, pedestrians and cyclists;
- » using a wide variety of parking solutions in any one area (for example, designing a mix of on-street, on-plot, small garage court and individual garages to meet requirements);
- » reducing the dominance of the car in the streetscene by careful design of individual plots and street design, robust boundary treatments and unobtrusive garaging; and
- » exploring the ways in which parking can be managed within mixed use areas to allow a range of users to use the same spaces at different times.



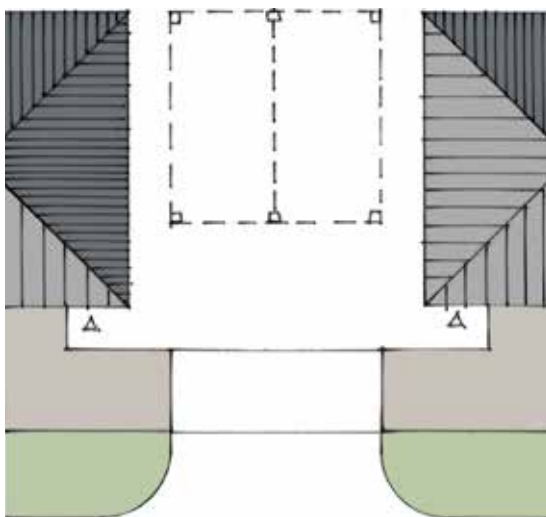
PARKING

- 6.41 The most common element that creates a poor relationship between properties and streets is the manner in which car parking is accommodated. A varied and balanced approach to parking provision is required specific to the local context, whether this is on street, on-plot, within shared central mews courtyards: again, this will be considered as an integral element in the design of each phase of the development schemes.

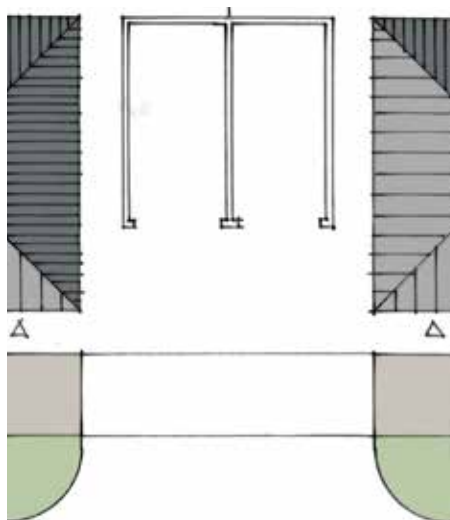
- 6.42 Parking and garaging for vehicles will be designed in accordance with the standards contained in the adopted AVDC Parking Guidelines SPG (May 2000). Standards range from 1 space for a one bedroom flat to 3 spaces for a 4+ bedroom house. The NPPF, at paragraph 39 introduces a degree of flexibility to car parking standards, so that factors such as accessibility and availability of public

transport for example, are taken into account. Such elements have also influenced the form and layout of the proposed development to help to reduce reliance in use of the private car and promote sustainable modes of transport. The proposed residential areas will provide sufficient car parking, with the exact amount to be determined at detailed design stage.

On plot – Car Port



On plot – Detached Shared Garage



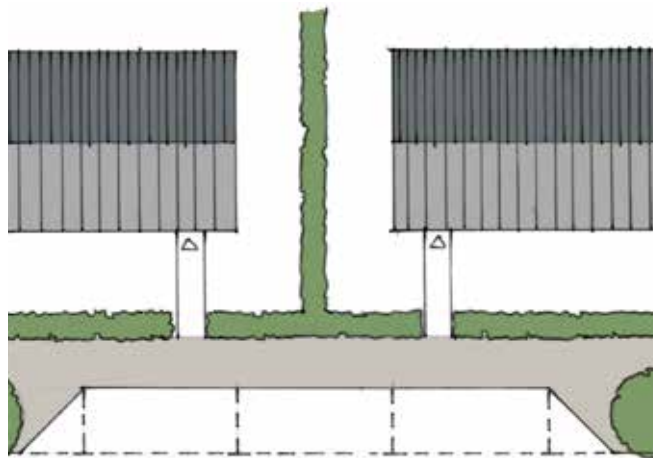
On plot – Attached Garage



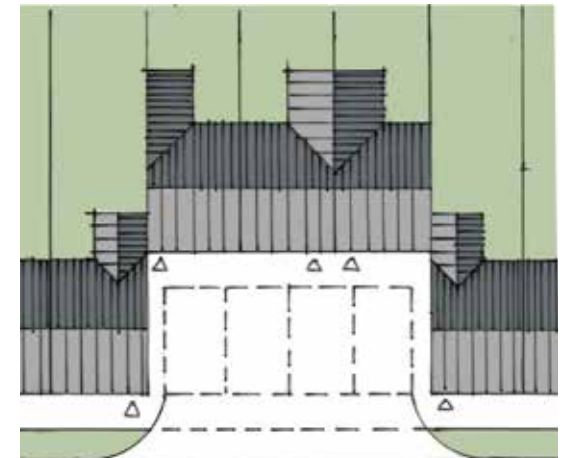
On plot – Shared Driveways



On street – Parallel



Court – front



Development Accesses

6.43 Pedestrian access to the development site is to be achieved as follows:

- » a connection with the existing redway on the northern side of the A421 as well as other recreational routes, and via the pedestrian / cycle route running along the line of the old A421 route south of the current A421 dual carriageway:
 - across the A421 close to Bottledump Roundabout via the existing subway;
 - across the A421 to Snelshall West via the existing subway; and
 - via Tattenhoe Roundabout;
- » to Buckingham Road, approximately 600m to the east of the Tattenhoe Roundabout – via National Cycle Route 51 on Weasel Lane, and via a new access to the site between this point and Tattenhoe Roundabout;
- » to Hamilton Lane, Far Bletchley on the eastern boundary of the site, via a footway/cycleway; and
- » at four locations to the south and west of the site, via existing bridleways / footpaths NLO/19, MUR/15, WHA/15, and WHA/16.

6.44 These proposed accesses (except the recreational footpaths) will also be available for use by cyclists.

6.45 Weasel Lane currently transects the site in an east west direction. It is largely an unmade bridleway abutted with high hedges on raised banks. It forms part of the Sustrains cycle network as route 51. Limited alterations are proposed to this route in the farm and north south crossing of streets so it retains, as far as is practicable, its rural character.

6.46 The alignment of the former Buckingham Road abuts the northern edge of the site. The semi rural character of this route, outside the boundary of this proposal, is to be maintained as changes will only occur to it where new routes connect into it and cross its alignment. No other changes are proposed to it.

6.47 The Milton Keynes Boundary Walk transects the site from an existing bridge under the East – West railway embankment in its south eastern corner, along a field boundary to Weasel Lane, to Whaddon Road and then north. From Bottledump Roundabout the walk then continues through Snelshall West and Tattenhoe Park up to Stony Stratford. No changes are proposed to the alignment of this route as it can be included within the site as part of the proposed public open space and retained Sustrans route.

6.48 Three vehicular accesses to the development will be provided (see Figure 6.23). These are:

- 1** from Whaddon Road;
- 2** from the westbound carriageway of the A421 (left in, left out); and
- 3** from Buckingham Road.

There are also associated improvements to the Tattenhoe(**4**), and Bottledump(**5**) roundabouts; and a new access arrangement at the Pearce Recycling Centre(**6**).

6.49 Each of these proposed alterations to the public highway will be on a combination of highway and land under control of the consortium and as such does not involve the use of third party land.

6.50 In relation to public transport both Bottledump and Tattenhoe Roundabouts will provide direct access for extended public transport services to the rural hinterland of the Aylesbury Vale, Far Bletchley and Milton Keynes.

6.51 As result the development will be well integrated to the wider locality to the benefit of both existing and new residents.



Figure 6.23: Vehicular Access Points and Pedestrian Access

Linkages: Underpasses

- 6.53 A key component of the proposals is the provision of an 80m wide highway reserve which would facilitate the future extension of the Milton Keynes grid road network. This has been a long standing requirement for the site. The development capacity of the scheme itself does not require a grid road (which would be a duelled carriageway). In the first instance the single carriageway of 7.3m wide would be required. Consideration needs to be given to this road in 4 key locations.



Example of Milton Keynes pedestrian underpass