



TRANSPORT AND INFRASTRUCTURE PLANNING

LAND AT SOUTH CALDECOTTE
APPLICATION REF. 19/01818/OUT

SUMMARY PROOF OF EVIDENCE ON HIGHWAYS AND
TRANSPORT

PINS REF HB/4/2

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July 2020

DOCUMENT ISSUE RECORD

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|-------------------------|--|
| Document Number: | SCD-BWB-GEN-XX-RP-TR-015-Highways PoE Summary (HB/4/2) |
| BWB Reference: | NTS2682_PoE Summary |

| Revision | Date of Issue | Status | Author: | Checked: | Approved: |
|----------|---------------|--------|--|-----------------------------|-----------------------------|
| P1 | 28/07/2020 | Final | Matthew Addison Associate Director | Shirley Dumigan Director | Shirley Dumigan Director |

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- 1.1 I am Matthew Addison, the author of this report. I am a Transport Planner and Associate Director at BWB Consulting Limited (BWB). I was originally appointed by HB (South Caldecotte) Ltd in August 2017 to advise upon transport matters in relation to a proposed employment development on the appeal site. I am acquainted with the Appeal Site and the surrounding highway network, having visited the site and reviewed video footage from the traffic surveys.
- 1.2 I have prepared the Proof of Evidence to present as evidence at the Public Inquiry. I am only presenting evidence on highways and transportation matters relating to my Client's development proposals on the Appeal Site.
- 1.3 In Chapter 2 of my evidence I provide baseline information on the site and the surrounding highway network covering the agreed study area for the Transport Assessment and details of existing walking, cycling and public transport provision that are relevant to my proof.
- 1.4 In Chapter 3 of my evidence I summarise the development proposals, access arrangement and the mitigation measures proposed to offset the traffic and transport impacts of the proposals on the surrounding road and transport networks.
- 1.5 In Chapter 4 of my evidence I detail the policy context relevant to my proof in traffic and transport terms.
- 1.6 In Chapter 5 of my evidence I address the perceived issues relating to the walking and cycling (Redway) infrastructure provision and contributions to off-site Redway improvements. I confirm how the Proposed Development will be linked into existing walking, cycling and public transport infrastructure with the provision of a new Redway route through the Appeal Site and alongside the V10 Brickhill Street between the A5 and proposed site access. Discussions regarding an appropriate level of financial contribution to the off-site Redway infrastructure works are on-going with MKC and it is envisaged that this can be agreed prior to the inquiry and secured as part of the Section 106 Agreement.
- 1.7 In Chapter 6 of my evidence I address the matter of upgrading the entirety of V10 Brickhill Street to Grid Road standard. I confirm that the Proposed Development includes upgrading the section of Brickhill Street between the A5 and site access to a dual-carriageway Grid Road and reiterate that there is no technical justification or development requirement to upgrade the section north of the site access up to Bow Brickhill Level Crossing. In response to the SD14 local policy requirement, I show how the Appellant has safeguarded land within their control to provide a Grid Road Reserve, enabling the north section of the link to be upgraded in the future when required. This includes land sufficient to accommodate a potential 40 metre ICD roundabout at the junction with Station Road and a future Super Redway link along the western side of Brickhill Street between the site access and proposed Redway Link running into the site.
- 1.8 In Chapter 7 of my evidence I describe the public transport strategy for the Proposed Development, which in addition to providing a Redway link to Bow Brickhill train station, also includes the provision of an enhanced bus service connecting the site with Central

Milton Keynes seven days a week. Costs associated with this will be secured via a financial contribution as part of the Section 106 Agreement.

- 1.9 In Chapter 8 of my evidence I present the results of the VISSIM modelling assessment and associated off-site highway mitigation requirements at the A5 Kelly's Kitchen Roundabout and Tilbrook Roundabout. I confirm that these can be delivered as part of a Section 278 Agreement between the Appellant and MKC / Highways England.
- 1.10 In conclusion, in my evidence I demonstrate that the Proposed Development can be accommodated on the surrounding traffic and transport network with the mitigation proposals in place.



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