

From: Buckley, David
Sent: 18 December 2019 11:44
To: Buckley, David
Subject: FW: 19/01818/OUT- South Caldecotte- Formal Consultation

From: Povey, James
Sent: 06 December 2019 15:29
To: Buckley, David
Subject: RE: 19/01818/OUT- South Caldecotte- Formal Consultation

Dear David,

In response to your consultation on application 19/01818/OUT at South Caldecotte, I have the following comments to make from the Transport Policy Team.

Bow Brickhill Crossing – There is a strong likelihood that because of the East West Rail project the level crossing will close in future or the increased barrier downtime will have an unacceptable impact on traffic movements along the V10 Brickhill Street. Other level crossings along the Marston Vale Line such as Woburn Sands are in a similar situation. Because this area to the south of Milton Keynes is within the corridor where the route of the proposed Expressway is being considered, there is considerable uncertainty over what development may take place in this area and what the potential for new/replacement bridge crossings over the Marston Vale Line will be, that could mitigate the impact of level crossing closures. It is therefore prudent to safeguard the potential for a highway bridge to be built on the site of the existing Bow Brickhill level crossing. A further consideration is that Milton Keynes has aspirations for a mass rapid transit network in future to support its continued growth in a sustainable manner. There is a strong possibility the V10 Brickhill Street will accommodate a route given this would serve the existing and planned employment areas along here, as well as a southern park and ride site which would cater for traffic using the A5 and A4146. Milton Keynes Council is undertaking a piece of work to clarify how much, if any, third party land would need to be safeguarded to construct a satisfactory bridge in place of the level crossing, utilising existing highway land as far as possible. Any land that needs to be safeguarded would need to be to the west of level crossing, and hence would have implications for the South Caldecotte site and planning application. We aim to have clarified the land required by February 2020.

Off-Site cycling infrastructure contribution – The planning application includes provision of a redway through the site connecting the V10 Redway Super Route north of the level crossing with the existing redway provision at the A5 Kelly's Kitchen roundabout. The new redway being provided would need to accord with the new Redway Design Guide being adopted in 2020, which includes the principle to give cyclists and pedestrians priority where the redway crosses over side roads. In addition to the redway improvements within the site and across the site frontage, we would expect a contribution from the developer to the wider redway super routes programme. Specifically this would fund an upgrade of the V10 Super Route, including the delivery of the missing link adjacent to Walton Park along the V10 grid road. The V10 Super Route would be the principle north bound route from the South Caldecotte site to the rest of Milton Keynes and onto the wider redway network. This would be an attractive cycle and walking route for people accessing the site by bike and hence would be well used by employees and visitors. Delivery of the Redway Super Routes is a high priority for Milton Keynes Council as defined in its recently adopted [Mobility Strategy](#) [Transport Infrastructure Delivery Plan](#), and S106 contributions from new development was identified as a key funding means for this project.

Kind regards

James Povey
Strategic Lead Transport Policy and Planning

