
Project:	Highways England Spatial Planning Arrangement 2016-2020	Job No:	60572359 DM014.002
Subject:	South Caldecotte Transport Assessment Review		
Prepared by:	Imogen Atkinson/Catherine Durbin	Date:	26th September 2018
Checked by:	Liz Judson	Date:	31st October 2018
Verified by:	John Alderman	Date:	2nd November 2018
Approved by:	John Alderman	Date:	2nd November 2018

Executive Summary

Following the review of the Transport Assessment associated with an employment led development proposal in South Caldecotte in Milton Keynes, AECOM have deduced the following key points that are of relevance to Highways England:

Recommendations regarded as critical to the acceptability of this review

1. It is recommended that the impact of the proposed development (both light vehicles and HGVs) at any other junctions on the SRN is established and that if it is considered to be significant then consideration should be given to undertaking capacity assessments at the junction(s) to determine its operation following development (previous recommendation from Scoping Review).
2. The results of the modelling assessment undertaken should be presented in a format where Highways England can assess whether the capacity of the junction has been exceeded. The tables of comparative journey time information presented in the TA for routes which incorporate the A5 Kelly’s Kitchen junction do not allow a detailed understanding of how the junction is predicted to operate, the queues that are forming and where, whether internal stacking spaces will be exceeded, whether excessive delays are predicted to occur on individual approaches, or within individual traffic lanes and whether the operation of the junction will give rise to potential safety concerns. Any other outputs from VISSIM that could demonstrate the operation of the junction should also be provided within a revised TA or further documentation.
3. In addition to AECOM understanding whether the capacity of the junction is predicted to be exceeded, it is also important for the model outputs to be presented for the ‘without’ development and ‘with’ development scenarios to determine whether the addition of the South Caldecotte development is expected to result in a severe impact on the junction when compared to the ‘without’ development scenario. If this is the case then measures (or further measures over and above the current layout and/or proposed Eaton Leys scheme) may need to be identified to support the proposed development.
4. It is recommended that, once the VISSIM model issues are resolved (as detailed in TN03), that revised model outputs are provided within the TA for review by AECOM.

Recommendations regarded as important but not critical to the acceptability of this modelling review:

5. When considering the impact of the development on the SRN, it is recommended that reference is made to DfT Circular 02/2013, together with Highway England’s ‘The Strategic Road Network: Planning

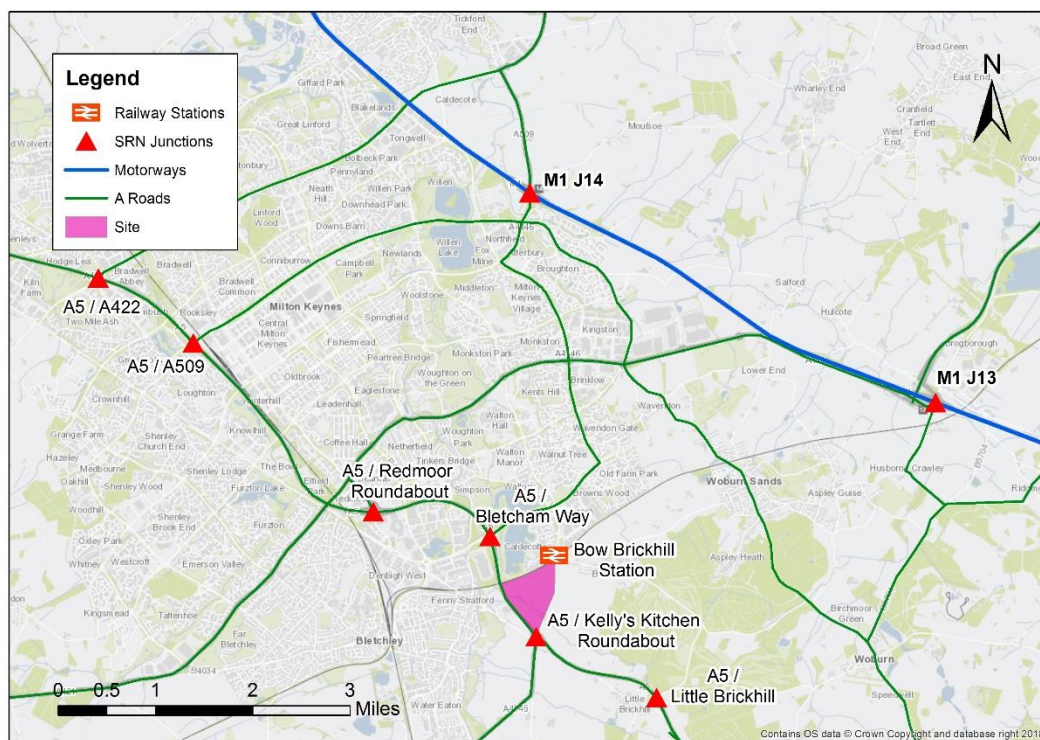
for the Future (a guide to working with Highway's England on planning matters)' both of which provide guidance regarding how the impact of the proposed development on the SRN should be assessed.

6. It is recommended that as part of any junction improvements implemented at the junction consideration is given to introducing additional measures on the A5 southbound approach to try and reduce vehicle speeds and improve driver awareness of the junction ahead.
7. It is recommended if there is predicted to be a significant increase in trip numbers as a result of the proposed development at any other SRN junctions, that the Personal Injury Collision data analysis is also undertaken at these junctions.
8. AECOM recommend that a firm commitment is secured to enhancing public transport provision for the site including providing additional bus stops, accommodating these within the site if appropriate, increased bus frequency where appropriate, plus extending service durations to capture shift changeovers that are likely to feature within the warehouse operations.

1. Introduction

- 1.1. This Technical Note (TN02) has been prepared by AECOM on behalf of Highways England to document a review of a Transport Assessment (TA) prepared by BWB Consulting Ltd (BWB). The TA is associated with an outline planning application for a proposed employment development site in South Caldecotte, Milton Keynes.
- 1.2. The outline planning application proposes that the site will encompass up to 2,596,350sqft of B1(c), B2, and B8 land uses. This includes storage, warehouses, and light industrial and ancillary offices. The TA states that each unit will be associated with access, parking provision, servicing, groundworks, and landscaping.
- 1.3. The development site is located in South Caldecotte in Milton Keynes and is proposed to be allocated under policy SD16 of MKC's 'Proposed Submission Version of Plan:MK' (October 2017) for a mixed employment development of B2/B8 uses.
- 1.4. AECOM have previously reviewed a Scoping Report prepared by BWB for the same site (South Caldecotte Scoping Review V7), which will be referred to in this note as TN01. A number of recommendations by AECOM were made in TN01, and whether these have been noted and/or addressed within the TA will be reviewed in TN02.
- 1.5. Highways England are responsible for the monitoring, management and maintenance of the Strategic Road Network (SRN). The nearest access point to the existing SRN is the A5/A4146/Brickhill Street roundabout, also known as Kelly's Kitchen roundabout, which is located on the southern edge of the proposed development, approximately 300m from the site access junction on Brickhill Street. The purpose of this TN is to review whether the TA has reasonably assessed the potential impact of the proposed development on the SRN and if a material impact is identified, whether any measures to mitigate the impact have been identified and whether these measures are appropriate and sufficient.
- 1.6. The location of the development in relation to the SRN is shown below in Figure 1.

Figure 1: The Development Site and the SRN



1.7. For ease of reference, AECOM's main comments and recommendations are presented in bold and underlined text throughout the note. Recommendations requiring immediate action are coloured **red**. Recommendations that are of concern but are unlikely to be detrimental to agreement of a subsequent planning application are highlighted in **amber**.

2. Policy Context

2.1. The TA includes a review of the following national and local planning documents:

- The National Planning Policy Framework (NPPF) (2012) and draft framework (March 2018);
- National Planning Practice Guidance: Transport Evidence Bases in Plan Making;
- Milton Keynes Council (MKC) Plan:MK Proposed Submission Local Plan (2017);
- MKC's Parking Standards: Supplementary Planning Document (SPD, January 2016); and
- MKC's Local Transport Plan 3 (2011-2013).

2.2. **When considering the impact of the development on the SRN, it is recommended that reference is made to DfT Circular 02/2013, together with Highway England's 'The Strategic Road Network: Planning for the Future (a guide to working with Highway's England on planning matters)' both of which provide guidance regarding how the impact of the proposed development on the SRN should be assessed. Whilst there is evidence that the Circular has been referenced within the TA, it is not listed within the policy documents that have been considered.**

- 2.3. AECOM note that the proposed development is now expected to be 241,209sqm instead of the original 195,000sqm stated in the original scoping material. The Plan:MK October 2017 Proposed Submission document identifies the land south of Milton Keynes in South Caldecotte for a minimum of 195,000sqm and therefore the proposed submission still falls within local planning policy.

3. Existing Conditions

Overview

- 3.1. In the TA it is noted that the Bletchley to Bedford Marston Vale Railway Line forms the northern border of the proposed site, with Bow Brickhill railway station directly to the north east of the site. The site is made up of agricultural land at present, with V10 Brickhill Street forming the eastern border, and the A5 making the western border, with A5 Kelly's Kitchen roundabout located to the south of the site. In addition to the nearby A5, the A421, the M1 and M1 junctions 11A, 13 and 14 are all identified as roads in the wider networker in proximity to the site, all of which are on the SRN.

Walking and Cycling

- 3.2. A map of walking isochrones are displayed in Figure 4 of the TA, which shows walking from the site access. As stated in the TA, the Chartered Institution of Highways and Transportation (CIHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) recommends that the desirable commuting walking distance is 500m, an acceptable walking distance is up to 1km, and the preferred maximum walking distance is up to 2km. Figure 4 of the TA shows that most of Caldecotte, Bow Brickhill Railway Station and parts of Fenny Stratford are considered within walking distance from the site access point.
- 3.3. It is noted that there are currently no footways provided in the vicinity of the proposed site access along the V10 Brickhill Street. It is stated that public footpath Bow Brickhill 004 (A&B) is in close proximity to the site, as are Redway Super Routes along V10 Brickhill Street between Bow Brickhill railway station and towards A4146 Bletcham Way (H10). Neither of the Redway routes are connected to the site access point. It is stated in the TA that a new Redway is proposed between Kelly's Kitchen Roundabout and along the V10 Brickhill Street South. The proposed Redway could provide a safe and attractive route for pedestrians and cyclists to the site access point.
- 3.4. A map of cycling isochrones in Figure 7 of the TA noted the areas within reasonable cycling distances to the site, including Caldecotte, Bow Brickhill, and Bletchley. BWB noted that there are currently good opportunities for cyclists to travel to/from the site and that in addition improvements to the pedestrian and cycling infrastructure close to the site are committed as part of the Eaton Leys development.

Public Transport

- 3.5. It was noted by BWB that none of the existing bus stops are located within the recommended maximum walking distances from site to bus stop, in accordance with CIHT's Buses in Urban Developments (January 2018) publication. The existing bus services therefore currently do not provide an attractive alternative to car use for future employees. BWB noted in the TA that there is a wider public transport strategy currently being developed as part of the Eaton Leys and Levante Gate developments and that this public transport provision would enable additional bus services and bus stops along the V10 Brickhill Street which would encourage the use of bus services by future

employees. AECOM note that the Initial Transport Strategy in the TA states that it is proposed that the existing bus services 11/12, which run every 30 minutes, are extended to serve the site.

- 3.6. Bow Brickhill is the closest railway station to the site, located approximately 600m north of the proposed access point. West Midlands trains operate on the line with direct links to Bletchley and Bedford and the areas between the two. Apart from this link there are limited direct connections to other potential commuter areas, including Milton Keynes, Northampton, Luton and London. Although the current railway services may be attractive to employees travelling to/from Bletchley and Bedford, employees who live in other possible commuter areas, especially those undertaking long distance trips, would likely use alternative methods (possibly private vehicle) to access the site.
- 3.7. As stated in TN01 due to the site location on the outer edge of a built up area and being accessible to strategic routes, it is important to ensure that the sustainable mode offer is attractive and well-promoted if the development is to avoid high levels of car-dependency. Further discussion on this will take place in the Travel Plan review within this technical note.

Personal Injury Collision Data

- 3.8. BWB have obtained Personal Injury Collision (PIC) data from MKC for the years 2012 to 2017. The study area for this analysis includes the A5/A4146 Kelly's Kitchen Roundabout. BWB outline that a total of 40 incidents were recorded across the study area, with 20 of these occurring at Kelly's Kitchen Roundabout. No further SRN junctions were included in the scope of the assessment.
- 3.9. Further detail of the collisions are noted in Chapter 6 of the TA. Of the 20 collisions recorded, 3 were classed as serious and the remaining 17 were slight. The details of the serious incidents indicates that there were no similarities between them, suggesting there are no particular causation factors linking them. The collision plot indicates a collision cluster on the A5 Southbound approach to the roundabout, a review of the causation factors indicates a high number of rear end shunt type collision plus some loss of control collisions. This potentially suggests excessive speeds on the approach to the junction and a lack of junction awareness. **It is recommended that as part of any junction improvements implemented at the junction consideration is given to introducing additional measures on this approach to try to reduce vehicle speeds and improve driver awareness of the junction ahead.**
- 3.10. A further mitigation scheme has also been confirmed for the roundabout as part of the Eaton Leys committed development which has been subject to a Stage 1 Road Safety Audit. Further discussion of the status of this mitigation proposal going forward will take place later within this note.
- 3.11. AECOM acknowledge that the A5/Kelly's Kitchen roundabout is the SRN junction included in the PIC analysis. **It is recommended that if there is predicted to be a significant increase in trip numbers as a result of the proposed development at any other SRN junctions, that the PIC analysis is also undertaken at these junctions.**

Traffic Surveys

- 3.12. Junction Turning Count (JTC) surveys and queue length surveys were undertaken on 18th October 2017 covering the weekday AM Peak period (07:00-10:00) and PM Peak period (16:00-19:00). The JTCs were undertaken on the A5/Kelly's Kitchen Roundabout, as well as on multiple non-SRN junctions in the vicinity of the site. Queue length surveys were also undertaken on all arms of Kelly's

Kitchen Roundabout. BWB noted that the data will be used to help validate the capacity models of the roundabouts.

- 3.13. No other junctions on the SRN were included in the survey scope. It is unclear at this stage whether any junction capacity assessments will be required at other junctions on the SRN. This will be discussed later within this note following a review of the trip generation and distribution approach. If these assessments are required then traffic surveys may also need to be undertaken at these junctions to complete these assessments.
- 3.14. The peak hours for existing flows was identified in the TA at A5/Kelly's Kitchen Roundabout as 07:30 – 08:30 and 17:00 – 18:00. AECOM has undertaken checks on this using the information provided in Appendix D of the TA and consider that these observed traffic peak hours are reasonable.

4. Development Proposals

- 4.1. The proposed development at South Caldecotte comprises an outline planning application for up to 241,209sqm Gross Internal Area (GIA) of B1(c)/B2/B8 employment land uses. Table 4 of the TA shows the GIA of each unit and the associated car parking provision. It is anticipated that the following amount of land will be split accordingly.
 - 19,695sqm of B2 Land Use; and
 - 221,514sqm of B8 Land Use.
- 4.2. The TA outlines the development proposals and provides details of the vehicular and pedestrian access points, with the vehicular access point being to the southeast of the site via a new roundabout on V10 Brickhill Street. The junction will be located approximately 300m north of the A5/Kelly's Kitchen roundabout.

5. Trip Generation and Modal Split

- 5.1. BWB previously provided trip rates for the B2/B8 land uses on the proposed development in the Scoping Report reviewed in AECOM's TN01. It was noted in TN01 that if the land use split of 20/80 between B2 and B8 changed between the scoping stage and the TA then the trip generation and impact of development trips on the highway network should be reassessed. AECOM note that the proposed development plan in the TA states an 8/92 split between B2 and B8 land use but the TA has outlined that it has based its traffic calculations on the 20/80 split for robustness and to allow for flexibility in the site layout plan at this stage. AECOM consider this to be robust as the 20/80 split assumes a higher proportion of B2 land use, which would be expected to generate a greater number of peak hour trips than the B8 land use.
- 5.2. BWB state that the traffic generation in the TA is based on a rounded development figure of 2,600,000sqft (241,548sqm) GIA, as opposed to 2,596,350sqft (241,209sqm), to allow for flexibility in the masterplan. AECOM consider that this is reasonable.
- 5.3. The trip generation displayed in the TA by BWB for the AM and PM peaks has been based on the trip rates suggested by AECOM within their review of the Scoping Report, which is considered reasonable. The resulting trip generation is summarised in the tables below:

Table 1: Light vehicle trip generation

Land Use	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
B2	154	79	233	47	133	180
B8	124	71	195	52	95	147
Total	277	151	428	99	228	327

Table 2: Heavy vehicle trip generation

Land Use	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
B2	7	10	17	3	5	8
B8	33	37	70	37	39	75
Total	40	46	86	40	43	84

6. Trip Distribution and Assignment

- 6.1. The TA states that 2011 Census Origin-Destination data has been utilised using the Milton Keynes 024 MSOA (as the location of the South Caldecotte site) to estimate the trip distribution associated with the light vehicle trips to and from the proposed development. When reviewing AECOM’s Scoping Review, in TN01, AECOM noted that the development is located within MSOA Milton Keynes 024, however BWB had used MSOA Milton Keynes 022 to reflect the predicted distribution of trips generated by the proposed development. AECOM considered the use of MSOA 022 as a reasonable approach as it covers an area more suburban in nature and is therefore more likely to reflect the distribution of the proposed development more accurately than the rural area covered by Milton Keynes MSOA 024.
- 6.2. AECOM previously conducted trip distribution and assignment analysis for trips associated with the proposed development site. A comparison between the AECOM’s (MSOA 022) and BWB’s trip distribution (MSOA 024) is displayed in Table 2 below. As can be seen from the table, AECOM have conducted a wider analysis than BWB of junctions on the SRN, including other A5 junctions and M1 Junction 13 and 14. The table suggests that BWB predict a slightly higher percentage of trips at A5/Kelly’s Kitchen roundabout than AECOM, which is considered to be robust. However, it was noted that AECOM estimated that some notable proportions of trips could route via other junctions on the SRN. **It was recommended within AECOM’s Scoping Review that this should be investigated further by BWB and based on the analysis presented below by AECOM this recommendation still stands (including the turning movements at each junction). If the impact of the proposed development is predicted to be significant at any other junctions then capacity assessments may be required to determine the operation of the junction following development.**

Table 2: Light Vehicle Trip Distribution Comparison

Route Name	BWB	AECOM
A5 Kelly’s Kitchen	65%	57%
A5 Redmoor	-	15%
M1 J13	-	5%
M1 J14	-	14%

A5 Portway	-	7%
A5 Monks Way	-	8%
Non-SRN	35%	24%

- 6.3. BWB have calculated the HGV trip distribution associated with the site using Average Annual Daily Traffic (AADT) data which calculates the distribution using DfT’s traffic counter points. The TA notes that there are local traffic counter points on the A5 and other surrounding roads, but some assumptions have been made for roads such as V10 Brickhill Street that don’t have counter locations on them.
- 6.4. AECOM consider that the methodology applied within the TA, considering there is a lack of further information from which to establish the distribution and makes use of the proportion of existing HGVs on the highway (particularly strategic) network, can be considered reasonable.
- 6.5. Table 16 of the TA outlines the HGV Traffic Distribution on selected routes near the proposed development and indicates that 78% of all HGV trips will route via the A5/Kelly’s Kitchen Roundabout, which is considered reasonable. However although the TA recognises that HGVs are able to access the wider network and motorway junctions, there is no indication of the impact the HGVs generated by the proposed development will have on these junctions. Therefore, **AECOM recommend that data is provided for a wider trip distribution of HGVs at A5 and M1 junctions (as requested at scoping stage), both north and south, to assess the potential impact the proposed development may have (alongside light vehicle trips) at these junctions.**

7. Committed Developments

- 7.1. BWB reviewed the MKC online planning portal to identify any committed developments in proximity to the site. The following committed developments were considered at the time of writing the TA:
 - Land at Eaton Leys: 600 units;
 - Land south of the A5 (Levante Gate): 500 units; and
 - Land east of V10 Brickhill Street (Red Bull Racing development): Land use change (and additional parking).
- 7.2. BWB have noted that the Land south of the A5 application was being considered at the time of writing the TA and that no decision had been reached to determine the planning permission for this development. However, BWB have included the associated traffic impact of the site in their analysis, as well as mitigation and sustainability improvements, for robustness. AECOM welcome this approach.
- 7.3. BWB recognise that there are other committed developments in the area, such as Newton Leys and land south of Newton Leys, however, they state in the TA that because these developments are mostly built out, occupied and being developed in phases with relevant reserved matters planning applications in the process of being approved, the associated traffic impact was not considered for these sites in the TA. AECOM consider the exclusion of these committed developments to be reasonable and that any remaining trips associated with these developments will be picked up in the background growth factors.

7.4. The TA also makes reference to committed highway mitigation schemes that should be included within the assessment. Of concern to HE is the scheme that has been identified to support the proposed Eaton Leys development at the A5/Kelly's Kitchen Roundabout. As part of the VISSIM modelling associated with this TA (and reviewed as part of AECOM's TN03, to be read alongside this technical note) the operation of the junction both 'without' and 'with' the committed scheme has been assessed using the model. AECOM consider that this is a reasonable approach and further discussion of the implementation of the modelling is discussed in TN03.

8. Assessment Years and Growth Factors

1.1. BWB have identified the following assessment years for analysis within the TA:

- 2018 Base Year;
- 2023 Opening Year; and
- 2031 Review Year.

1.2. AECOM consider that the opening year identified is considered to be reasonable as the TA indicates this is when the proposed development is expected to be completed.

1.3. Whilst 2031 represents the existing Local Plan end date, AECOM identified within the Scoping Review that the end date of the forthcoming Plan:MK is 2035. Whilst it is recommended that a 2035 forecast assessment should be undertaken, this forecast year is for HE's information only, any mitigation required to support the impact of the development on the SRN should be based on the opening year assessment. A review period year of 2031 may therefore be acceptable.

1.4. BWB have applied traffic growth factors from TEMPro v7 to the surveyed 2017 peak hour traffic survey data to calculate the forecast flows for each of these years. In the TA it is stated that the Milton Keynes local authority region was chosen as the geographic area, instead of MSOA 022, which was used at the Scoping stage, as a worst case scenario. AECOM has checked the alternative outputs in TEMPro and consider the use of the Milton Keynes local authority as the identified area as reasonable.

1.5. The TA outlines that alternative assumptions were applied to the growth factors for 2023 and 2031 to take into consideration the residential committed developments discussed in the TA (Eaton Leys and Land South of the A5). The future household assumption for the Milton Keynes local authority area was therefore reduced by 1,100 for the future assessments of 2023 and 2031 to reflect these committed developments. AECOM consider this to be an acceptable approach. AECOM consider that the resulting growth rates presented within Table 17 of the TA are slightly lower than those calculated by AECOM using the same methodology, however the differences are minimal and therefore AECOM consider the factors presented in the TA to be reasonable.

9. Transport Impacts

9.1. Based upon the trip generation, trip distribution and assignment adopted it is evident that the proposed development will result in a significant increase in trips at the A5/Kelly's Kitchen Roundabout.

- 9.2. AECOM have undertaken a review of the VISSIM base and forecast models of A5/Kelly’s Kitchen Roundabout presented to support the TA within TN03, which should be read alongside this note. TN03 raises a number of concerns regarding the preparation of the base and forecast models, including model inputs and validation concerns. These are outlined in more detail within TN03.
- 9.3. Section 7 of the TA presents model outputs and a comparison between the forecast models without development, with development and with the mitigation committed as part of the Eaton Leys development. An extract from DfT Circular 02/2013 states:

‘Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels...’

- 9.4. **The results of the modelling assessment undertaken should be presented in a format where Highways England can assess whether the capacity of the junction has been exceeded. The tables of comparative journey time information presented in the TA for routes which incorporate the A5 Kelly’s Kitchen junction do not allow a detailed understanding of how the junction is predicted to operate, the queues that are forming and where, whether internal stacking spaces will be exceeded, whether excessive delays are predicted to occur on individual approaches, or within individual traffic lanes and whether the operation of the junction will give rise to potential safety concerns. Any other outputs from VISSIM that could demonstrate the operation of the junction should also be provided within a revised TA or further documentation.**
- 9.5. **In addition to AECOM understanding whether the capacity of the junction is predicted to be exceeded, it is also important for the model outputs to be presented for the ‘without’ development and ‘with’ development scenarios to determine whether the addition of the South Caldecotte development is expected to result in a severe impact on the junction when compared to the ‘without’ development scenario. If this is the case then measures (or further measures over and above the current layout and/or proposed Eaton Leys scheme) may need to be identified to support the proposed development.**
- 9.6. Due to the concerns AECOM have regarding the models and the recommended changes that have been made, these outputs are likely to change, potentially significantly, and therefore the results have not been reviewed further as part of this TA review at this time.
- 9.7. **It is therefore recommended that, once these modelling issues are resolved, that revised model outputs are provided within the TA for review by AECOM.**

10. Framework Travel Plan

- 10.1. AECOM have also undertaken a high level review of the Framework Travel Plan (FTP) presented alongside the TA. Within the Scoping Review AECOM made recommendations that the FTP include the following:

- A summary of the aims, objectives and methodology of the FTP;
- A summary of the overall targets of the FTP;
- A summary of indicative travel plan measures; and
- A summary of the administration process of monitoring and review the FTP.

Aims and Targets

- 10.2. The primary aim and overarching goal of the FTP is to encourage staff to travel by sustainable modes of transport, rather than single occupancy car based travel, something which AECOM welcome.
- 10.3. As the development is not yet built and occupied it is not possible to establish the actual travel patterns for staff on the site at this point. Therefore, the FTP has made use of Census 2011 Travel to Work data to establish the travel patterns associated with the local area. This established that 78% of people currently travel by car to work within the local area, with 8% and 6% travelling by car sharing and walking respectively.
- 10.4. The FTP identifies an interim target, based on the Census data, to achieve a 10% reduction in single occupancy car travel for staff within five years following occupation. AECOM considers this to be a reasonable target. An annual target in order to meet this five year target has also been identified, which AECOM welcome as a way of determining whether the move towards more sustainable travel is being achieved in the short term.
- 10.5. Once the site is occupied the intention is for travel surveys to be undertaken at the site and for the mode share targets to be re-based from the mode share splits found from the surveys (still aiming for a 10% decrease in private car use), an approach that AECOM also considers reasonable.

Measures and Incentives

- 10.6. The following measures, amongst others, have been identified within the FTP to try and encourage greater use of sustainable transport measures and less use of private vehicles:
- Travel Welcome Packs: including details of walking and cycling facilities, the cycle to work scheme, bus and train timetables, the possibilities of discounted travel passes and details of Smartphone applications for bus times and train times etc;
 - Freight Journey Planning (potentially through FORS);
 - Provision of plans of walking and cycling routes;
 - Availability of on-site cycle parking, changing rooms and showers; and
 - Promotion of car share websites.
- 10.7. AECOM consider that these measures may encourage a shift in staff members away from private car use to more sustainable measures when accessing the site. However, the shift may be limited due to the small number of measures that provide a financial incentive (discounted travel passes). In order to achieve a greater shift towards sustainable measures more financial or time saving incentives may be required (such as greater public transport discounts, discounts at local bicycle shops, or the provision of a new bus service through the site/extension of an existing frequent bus service through the site).
- 10.8. As previously stated within this TN, BWB noted in the TA that there is a wider public transport strategy currently being developed as part of the Eaton Leys and Levante Gate developments and that this public transport provision would enable additional bus services and bus stops along the V10 Brickhill

Street which would encourage the use of bus services by future employees. However, a contribution to this provision is not confirmed within the TA.

- 10.9. The TA reports that discussions are currently ongoing with the public transport team and relevant operators to establish a strategy that would be suitable to serve the site. BWB suggest providing one additional bus to routes 11/12 or increasing the existing frequency would be sufficient. With bus stops provided along Brickhill Street near the site or within the site. **AECOM recommend that a firm commitment is secured to enhancing public transport provision for the site including providing additional bus stops, accommodating these within the site if appropriate, increased bus frequency where appropriate, plus extending service durations to capture shift changeovers that are likely to feature within the warehouse operations.**

Implementation and Modelling

- 10.10.A Travel Plan Coordinator (TPC) will be appointed at a site wide level, whilst once occupied, each unit will be required to appoint their own TPC or representative, which AECOM considers reasonable. It is recommended that the FTP identify how long these TPCs should be appointed for. AECOM consider that this should be for the lifetime of the development.
- 10.11. Baseline staff travel surveys would be undertaken within 3 months following approval of the site specific TP, and will be the responsibility of the TPC to complete. Further surveys will then be undertaken on an annual basis in order to monitor progress against the targets identified within the FTP, an approach that AECOM welcome.
- 10.12. An Annual Monitoring Report will be prepared each year to demonstrate the progress against the identified targets and the works carried out over the previous 12 months to promote sustainable travel at the site. The aim of this is to determine which measures are working, any barriers there are to using sustainable modes and identify whether any further actions are required to encourage particular modes of travel. Revised measures may therefore be proposed where a site specific TP targets are not being met, which AECOM welcome.
- 10.13. Three remedial measures are identified as potentially being brought forward should the FTP not meet its targets, all of which AECOM welcome. These are summarised below:
- Monitoring period would be increased from five years;
 - Further funding and resourcing allocated to support the TPCs of each unit; and
 - Consider improvements to the wider sustainable infrastructure, such as Redways, on-site shuttle bus and further subsidised travel.

11. Conclusions

- 11.1. This Technical Note has been produced by AECOM on behalf of Highways England. The note focuses on the review of a Transport Assessment for the proposed employment development of B1c/B2/B8 land uses in an outline planning application in South Caldecotte, Milton Keynes. Upon reviewing the TA the impacts that the development will have on the SRN were identified, as were the influences that the proposed mitigation measures will have on these impacts.

- 11.2. AECOM previously undertook a review of a scoping report prepared for the same site and provided some recommendations within that review for inclusion in the TA. These recommendations were considered throughout the course of the TA review.
- 11.3. This review has raised a number of comments and recommendations, which AECOM consider should be taken forward and addressed. AECOM's recommendations regarding these concerns are highlighted by the use of bold underlined text throughout this document. Recommendations whereby it is important the issue is addressed within the TA are coloured **red**. Recommendations whereby some more minor errors have been identified and it is recommended that they are rectified within the TA are highlighted in **amber**.

This document has been prepared by AECOM Limited for the sole use of our clients ("Highways England") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM Limited and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM Limited, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM Limited.