

6.5 GRID ROAD RESERVE

The infrastructure in Milton Keynes is planned so any major route can be converted into a dual carriageway, should the volumes of traffic require it. This has enabled the New Town to grow with limited congestion for over 40 years. It has also ensured that the New Town is infinitely extendable, as where all Grid Road Reserves approach the end of the existing settlement boundary, land has been safeguarded in the form of public open space or temporary pony paddocks.

In accordance with the provisions of the Site's emerging allocation in the SVALP2017, this principle has been perpetuated in the layout of the Site, with provision being made for the possible future extension of Snelshall Street (V1) southwards, under the East/West Railway and then on to the A4146 Stoke Hammond Bypass. Until there is a need for this future route to be constructed, this application will merely set aside sufficient land for a third party to complete the route at a later date.



Figure 6.5: Section Locations

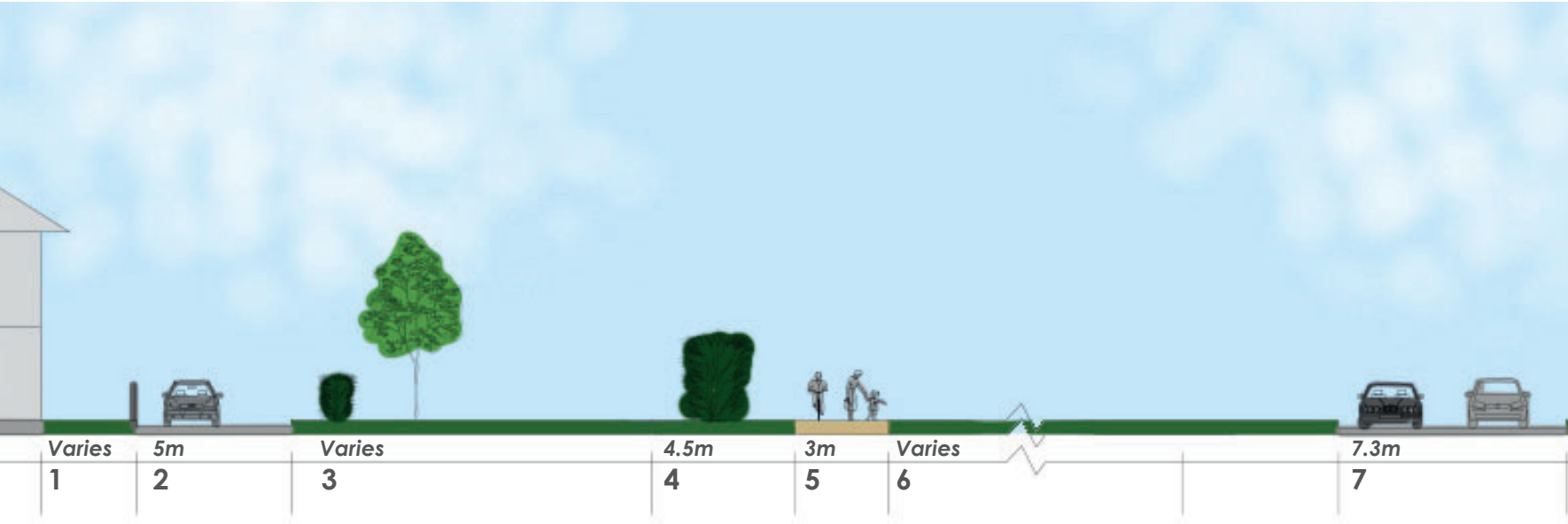


Figure 6.6: Single carriageway section (1)

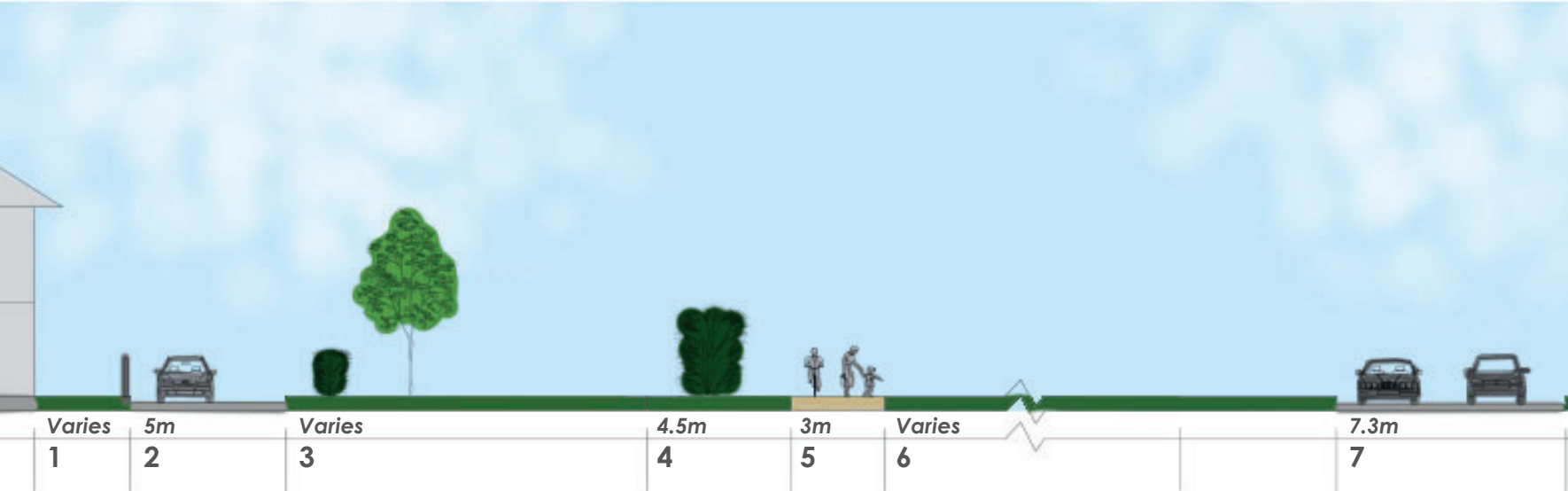
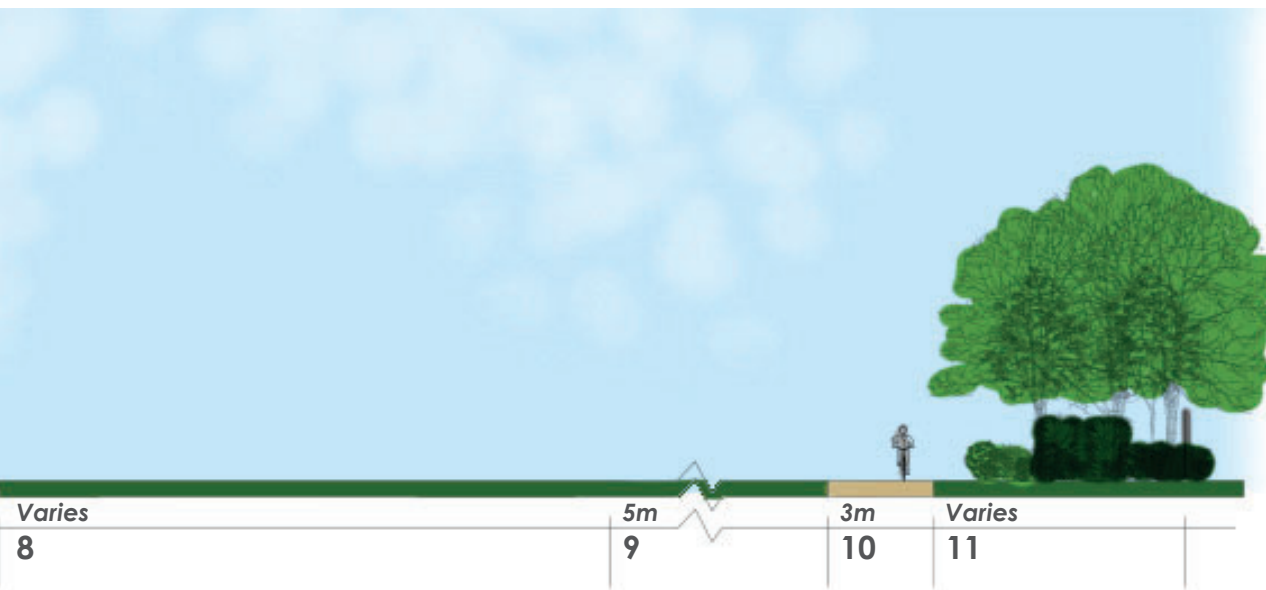
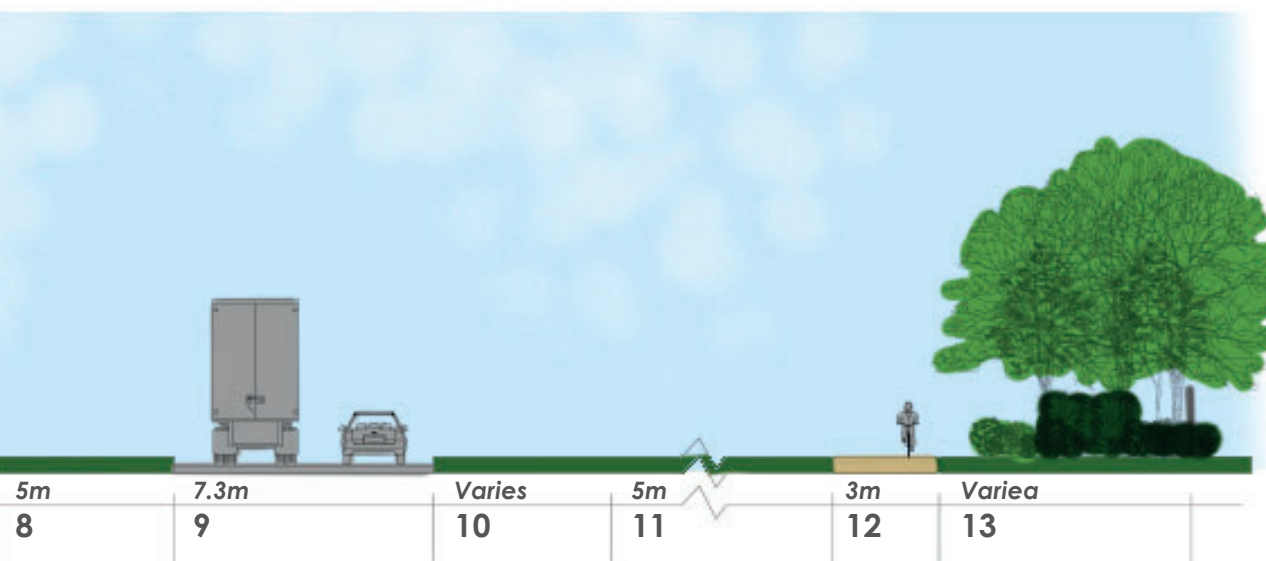


Figure 6.7: Dual carriageway section (2)



1. Front garden to dwelling
2. Tertiary street/drive
3. New landscaping
4. Existing hedgerow
5. Existing alignment of Milton Keynes Boundary Walk
6. Land associated with Grid Road Reserve
7. Carriageway
8. Reserved for dual carriageway
9. Grassed verge (utility and services)
10. Recreational route
11. New landscaping



1. Front garden to dwelling
2. Tertiary street/drive
3. New landscaping
4. Existing hedgerow
5. Existing alignment of Milton Keynes Boundary Walk
6. Land associated with Grid Road Reserve
7. Carriageway
8. Grassed central reservation
9. Carriageway
10. Land associated with Grid Road Reserve
11. Grassed verge (utility and services)
12. Recreational route
13. New landscaping

6.6 PRIMARY STREETS

In addition to the land set aside for a possible grid road, the Primary Streets are the principal structural element of the proposed development. They will be designed to achieve three aims:

- to accommodate vehicular capacity without compromising character;
- to provide a network of legible, direct streets designed in accordance with Manual for Streets; and
- to complement and enhance the local network of public footpaths, cycleways and bridleways.

Broadly, they will comprise of two lanes of traffic in a 6.2m wide carriageway, either side of which there is a tree planting zone, on-street visitor parking, or a verge and a combined footway/cycleway or a footway. Buildings will front directly onto the Primary Streets, establishing an urban character and sense of enclosure. The exception to this is that a small section of the primary street network, where the streets lead off the two main access roundabouts (Bottledump and Tattenhoe) will be slightly wider, at 7.3m, to facilitate the connection with the roundabouts.

The quality of the environment created along the Primary Streets is as important as the provision for movement, particularly for vehicles. Being animated by building entrances, walking and cycle movements, on-street parking, vehicular movements and access to other streets and spaces, the Primary Streets have the opportunity to be very active and vibrant.

Junctions with other Primary Streets, where appropriate, may be facilitated and controlled by light-controlled junctions, with other important pedestrian desire lines benefiting from traffic lights. Lower level junctions will be simple priority junctions. The design speed is 30mph and should be viewed as a maximum speed limit. If any additional traffic calming is required to light-controlled junctions, these should be non-vertical measures.

The use of high quality materials, surfacing and street tree landscaping will help to create an attractive public realm, as will seeking to minimise the visual impact of road signage wherever possible.

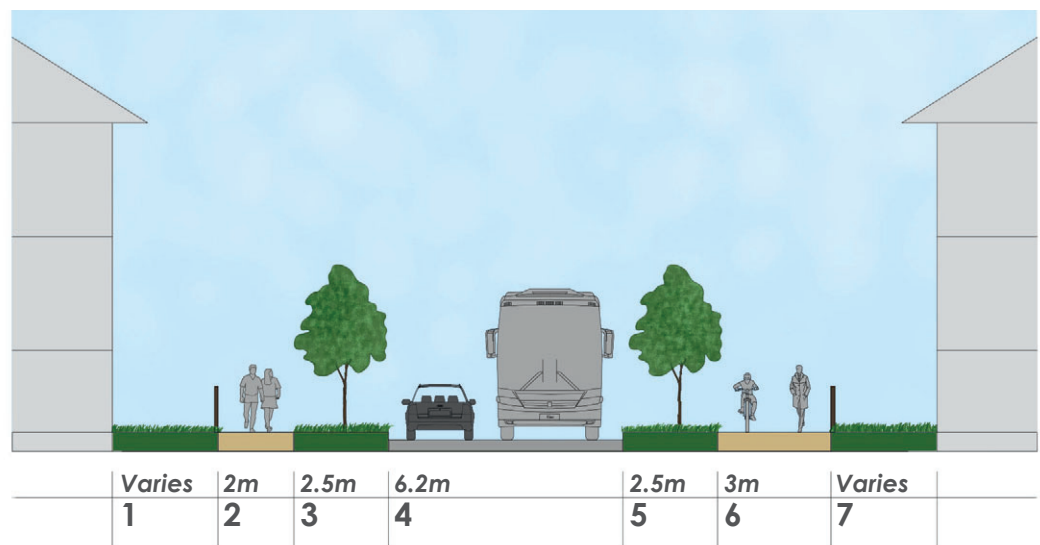


Figure 6.8: Primary street section (3)

1. Front garden to dwelling
2. Footway
3. Verge with medium size trees
4. Carriageway
5. Verge with medium size trees
6. Shared cycleway/footway (Redway)
7. Front garden to dwelling

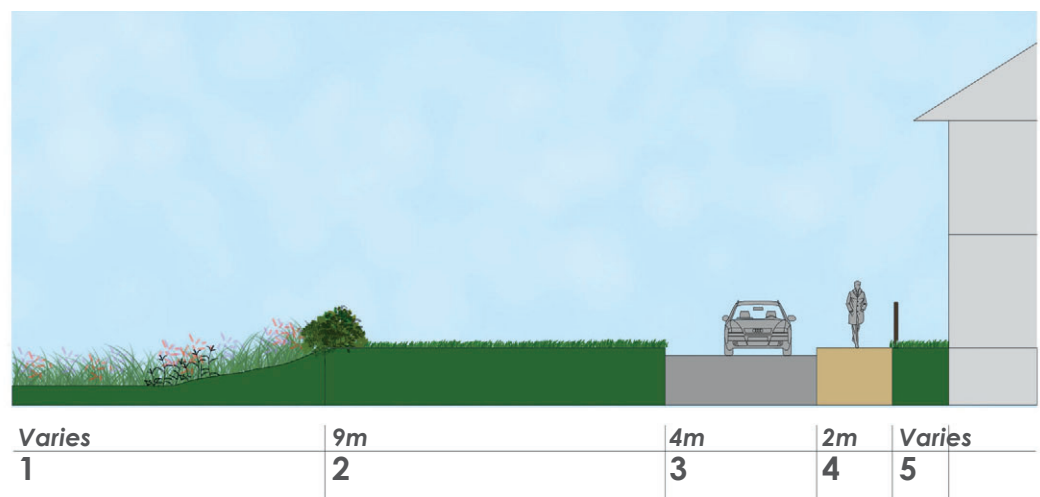


Figure 6.9: Primary street section (4)

1. Attenuation basin
2. Landscaping/wildflower meadow
3. Left-turn only access road from Standing Way (A421)
4. Footway
5. Front garden to dwelling

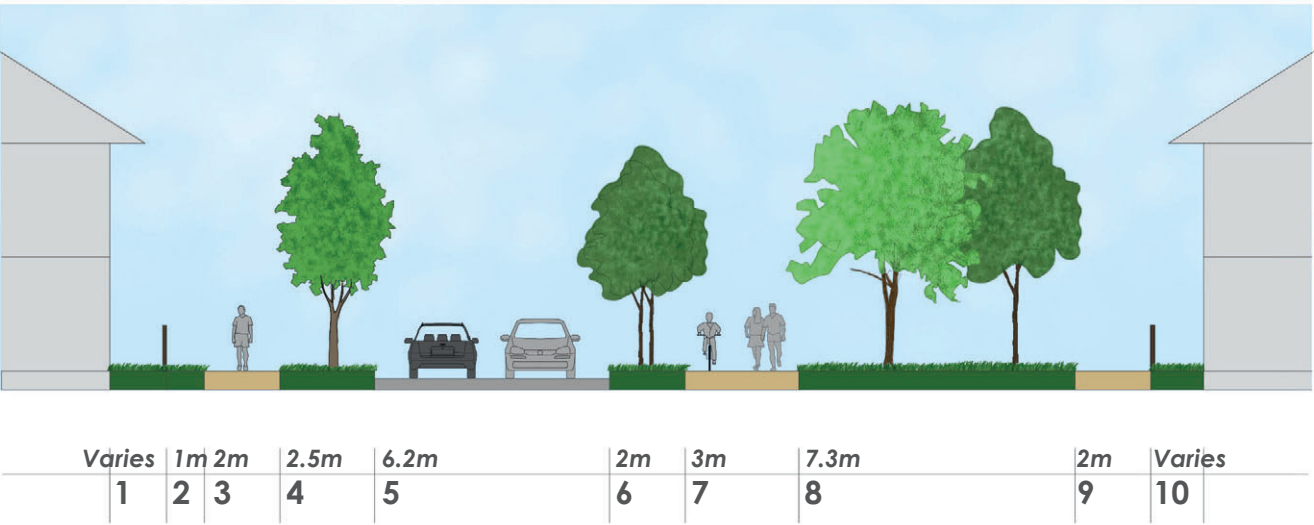


Figure 6.10: Primary street section (5)

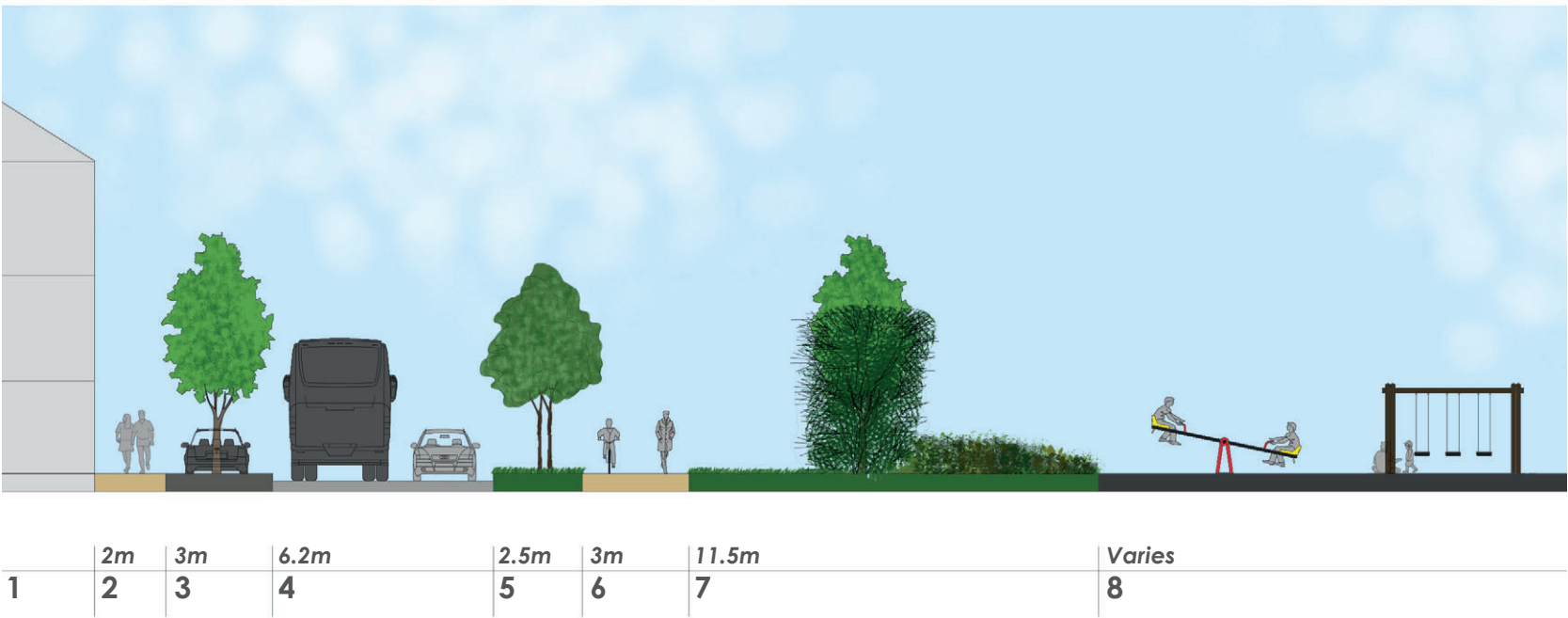


Figure 6.11: Primary street section (6)

1. Front garden to dwelling
2. Utility strip
3. Footway
4. Verge to include smaller trees
5. Carriageway
6. Verge to include smaller trees
7. Shared cycleway/footway (Redway)
8. Verge with medium size trees
9. Footway
10. Front garden

1. Neighbourhood centre
 - Commercial
 - Community
 - Retail
2. Footway
3. Verge with scope for on-street parking and mature street trees
4. Carriageway
5. Verge with medium size trees
6. Shared cycleway/footway (Redway)
7. Landscaping incorporating existing vegetation
8. Locally Equipped Area for Play

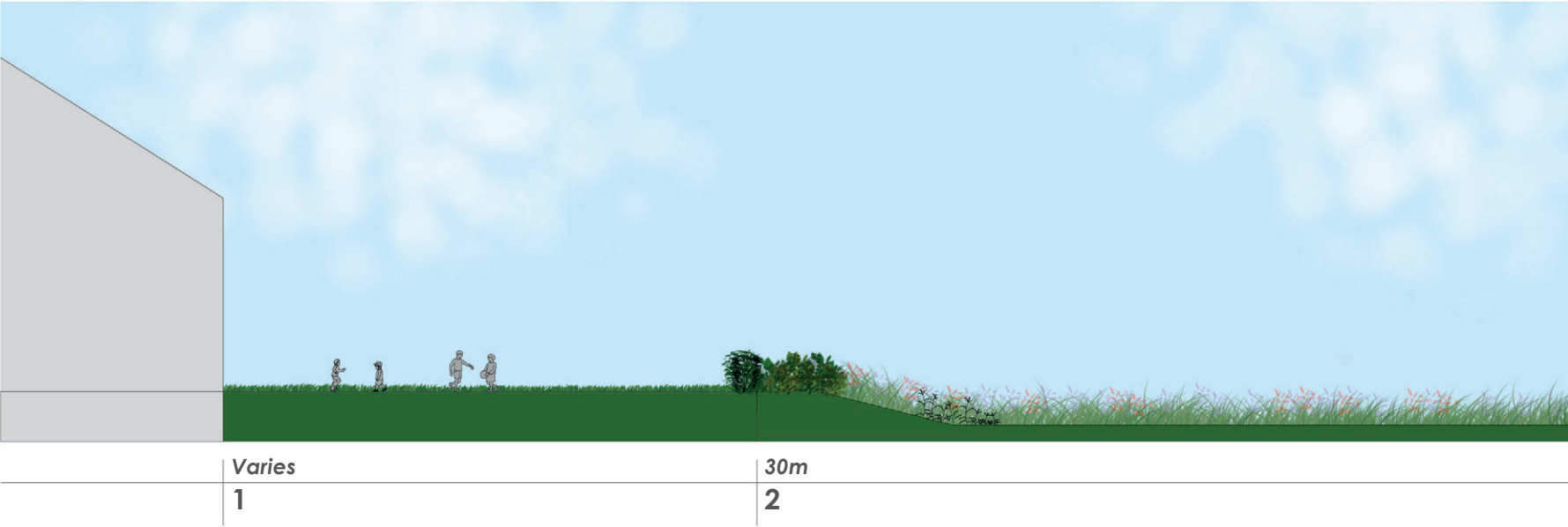
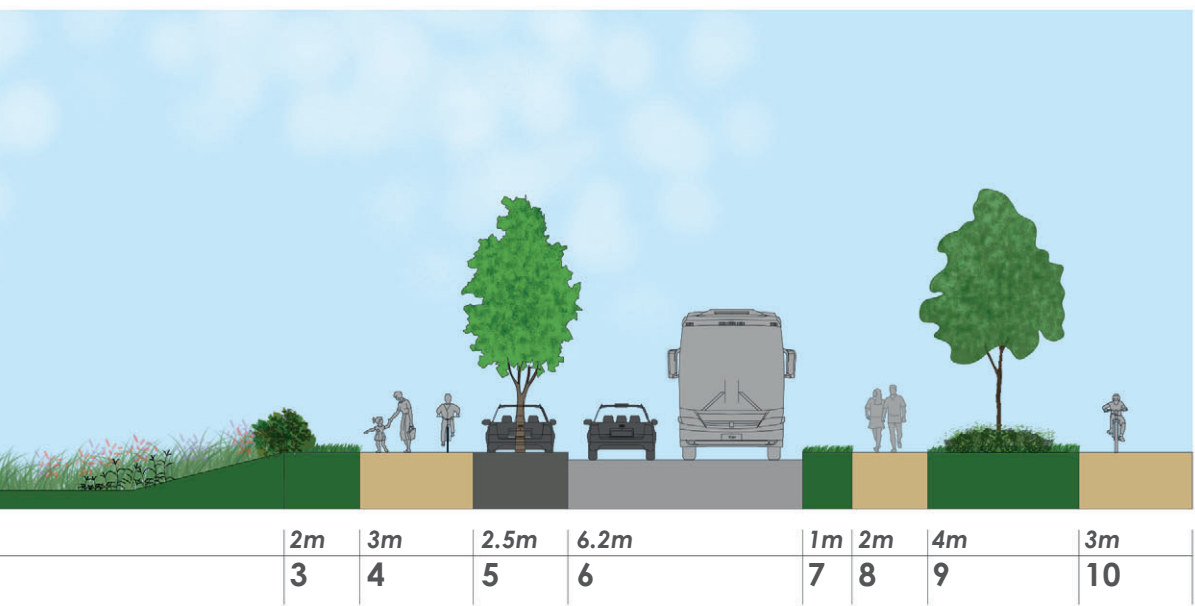


Figure 6.12: Primary street section (7)



- 1. Primary school building and grounds
- 2. Attenuation basin
- 3. Utility strip
- 4. Shared cycleway/footway (Redway)
- 5. Verge with scope for on-street parking and street tree planting
- 6. Carriageway
- 7. Verge
- 8. Footway
- 9. Landscaping
- 10. Shared cycleway/footway



Figure 6.13: Section Locations

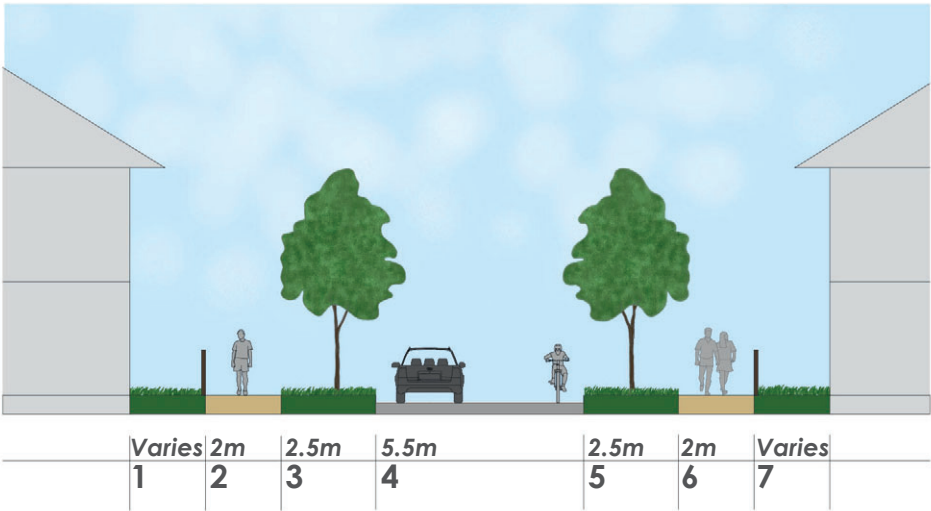
6.7 SECONDARY/TERTIARY STREETS

All secondary and tertiary streets will also be designed in line with the principles set out in the DfT's Manual for Streets.

- 1. Native woodland planting
- 2. Shared cycleway/footway (Redway) to improve north western section of Milton Keynes Boundary Walk
- 3. New linear park and landscape planting
- 4. Tertiary street/drive
- 5. Front garden to dwelling



Figure 6.14: Secondary/tertiary street section (1)



1. Front garden to dwelling
2. Footway
3. Verge with medium size trees
4. Carriageway (cycling on street)
5. Verge with medium size trees
6. Footway
7. Front garden to dwelling

Figure 6.15: Secondary/tertiary street section (2)

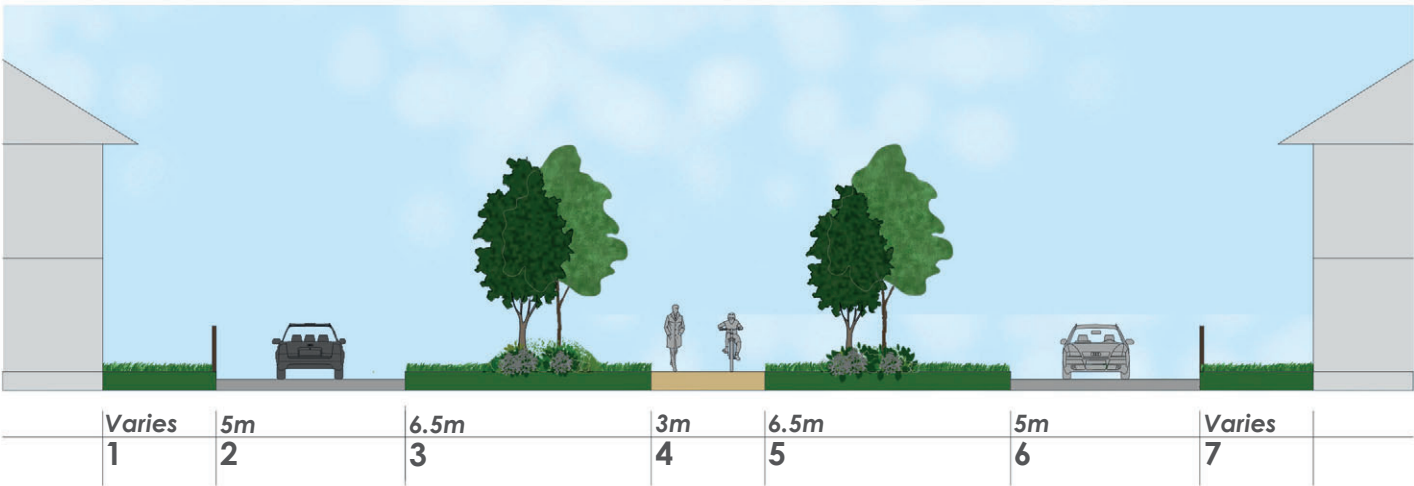


Figure 6.16: Secondary/tertiary street section (3)

1. Front garden to dwelling
2. Tertiary street/drive
3. Landscape planting
4. Shared cycleway/footway
5. Landscape planting
6. Tertiary street/drive

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