



Town and Country Planning Act 1990 - Section 77

Town and Country Planning (Inquiries Procedure) (England) Rules 2000

**DRAFT STATEMENT OF COMMON GROUND on TRANSPORT, HIGHWAY and  
ACCESSIBILITY MATTERS BETWEEN THE APPELLANT AND MILTON KEYNES  
COUNCIL**

Appeal Site:	South West Milton Keynes
Appellant:	South West Milton Keynes Consortium
Local planning authority:	Milton Keynes Council
Local highway authorities:	Milton Keynes Council; the adjoining authority is Buckinghamshire Council.
Rule 6 Parties	Newton Longville Parish Council and West Bletchley Town Council Buckinghamshire Council
PINS reference:	APP/Y0435/W/20/3252528
LPA reference:	(15/00619/FUL)

## Introduction

1. This Statement of Common Ground (SoCG) addresses Transport, Highway and Accessibility matters that fall within the jurisdiction of Milton Keynes Council (MKC) and has been prepared jointly by WSP on behalf of the Appellant and Hydrock on behalf of MKC. Planning matters are addressed by way of a separate Statement.
2. **Table A1**, attached to this SoCG, identifies the areas of agreement/disagreement between the Appellant and MKC.

## Background

3. Planning permission for South West Milton Keynes (hereinafter referred to as the Proposed Development), was originally sought in 2015 from both Aylesbury Vale District Council<sup>1</sup> (15/00314/AOP) and MKC (15/00619/FUL). The latter to consider the implication of two access points that crossed the AVDC boundary into MKC's jurisdiction (hereinafter referred as the Appeal Development), including the assessment of traffic impacts from the Proposed Development on other junctions/the related mitigation proposals.
4. Discussions with MKC, AVDC and Buckinghamshire County Council (BCC)<sup>2</sup> continued and in June 2017, AVDC resolved to grant planning permission subject to the signing of a s106 Agreement. Negotiations have since progressed between all parties to finalise the Agreement and although the document has not yet been completed, it is in an advanced position. The Appellant has proposed the use of a Highway Works Delivery Scheme that would be secured by way of a Grampian style planning condition. The Scheme would set out the stage at which the works would be delivered; the cost and programme linked to the phased occupation of the Proposed Development.
5. MKC requested a review of transport/highway matters in May 2019 to consider the implications of any potential changes to traffic/highway conditions following the resolution to grant planning permission by AVDC. A 'high level' review was completed by WSP on behalf of the Appellant and that helped to inform MKC Officer's recommendation to the

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<sup>1</sup> AVDC ceased to exist on 1<sup>st</sup> April 2020, when Buckinghamshire Council (BC) became the new unitary authority with control over the whole of the Buckinghamshire area, including Aylesbury Vale.

<sup>2</sup> BCC – now Buckinghamshire Council (BC)

MKC Development Control Committee (DCC) meeting on 7 November 2019, to approve the application subject to appropriate planning conditions and obligations. The Officer's report to the DCC includes comments on highway matters at paragraphs 7.4 – 7.12.

6. The MKC DCC decided not to accept the Officer's recommendation to approve and subsequently refused planning permission in November 2019 for the following reason:

*“...there is insufficient evidence to mitigate the harm of this development in terms of increased traffic flow and impact on the highway and Grid Road network, with specific reference to Standing Way and Buckingham Road, thus this will be in contravention of Policies CT1 and CT2 (A1) of Plan:MK.”*

7. The original planning application was accompanied by a Transport Assessment (TA) dated January 2015. That TA was superseded by a revised TA submitted in August 2016 as part of a Regulation 22 planning submission.
8. A further TA dated May 2020 (hereinafter referred to as the Updated TA), was submitted as part of the appeal documentation<sup>3</sup> and also supported an updated planning application to Buckinghamshire Council (BC).
9. The Appellant's submission is reliant on parts of the Updated TA and subsequent Transport Response Notes (TRNs).
10. Further to the planning submission, BC raised various points with the Appellant which have since been the subject of a series of Transport Response Notes (TRN) 1, 2 and 3. These TRNs supersede either in part or whole sections of the Updated TA and are included as core documents. The superseded sections relate to the methodology for trip distribution and junction model calibration, the resulting assessment of the impact of the Proposed Development, and the proposed mitigation package, as set out in the Signposting Guidance Document.
11. The MKC Development Control Committee (DCC) determined the original 2015 planning application on the basis of the Regulation 22 submission, including the 2016 TA. It is agreed that the Updated TA and the subsequent TRNs take a different approach compared with the

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<sup>3</sup> The Appeal was submitted to PINs on 14 May 2020.

methodology previously agreed in 2015/16 and do not use either the Milton Keynes Multi Modal Model (MKMMM) or the Buckinghamshire County Model (BCM). MKC's position in relation to the previous TA of August 2016 and the Updated TA was set out in its Statement of Case, subsequent to which additional information from the Appellant was received in September 2020 and January 2021.

12. The previously agreed Framework Travel Plan (FTP) is included within the Updated TA and is supplemented by a fully costed Action Plan<sup>4</sup> to identify the initial and annual operating costs over a 14 year period through to 2036.
13. Further to the submission of the Appeal in May 2020, WSP (on behalf of the Appellant and Hydrck (on behalf of MKC) have met (virtually) on several occasions and exchanged emails seeking clarification on matters. These meetings and discussions are summarised in the evidence of Mr Paddle (MJP3 – Chronology of Discussions and Section 2, paragraphs 2.1-2.6, pages 10-14 of Rebuttal) and Mr McKechnie (main PoE, 1.4.1).
14. In relation to the live planning application in the BC area, MKC provided its first formal response to the application as a 'holding' response on 11<sup>th</sup> February 2021, and a more detailed response on 11<sup>th</sup> April 2021.

## **The Appeal Development**

15. The Appeal Development comprises three areas<sup>5</sup> within the red line application boundary. Two areas are required for the purpose of accessing the Proposed Development and adjoin land within BC's jurisdiction:
  - i) Land along A421 Standing Way to facilitate a 'left in' only access; and
  - ii) Land along Buckingham Road, to facilitate the provision of an 'at grade' roundabout, with an access road to serve the Proposed Development.

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<sup>4</sup> TRN2, Table 9.1, pages 54-57

<sup>5</sup> Appendix A of this SoCG

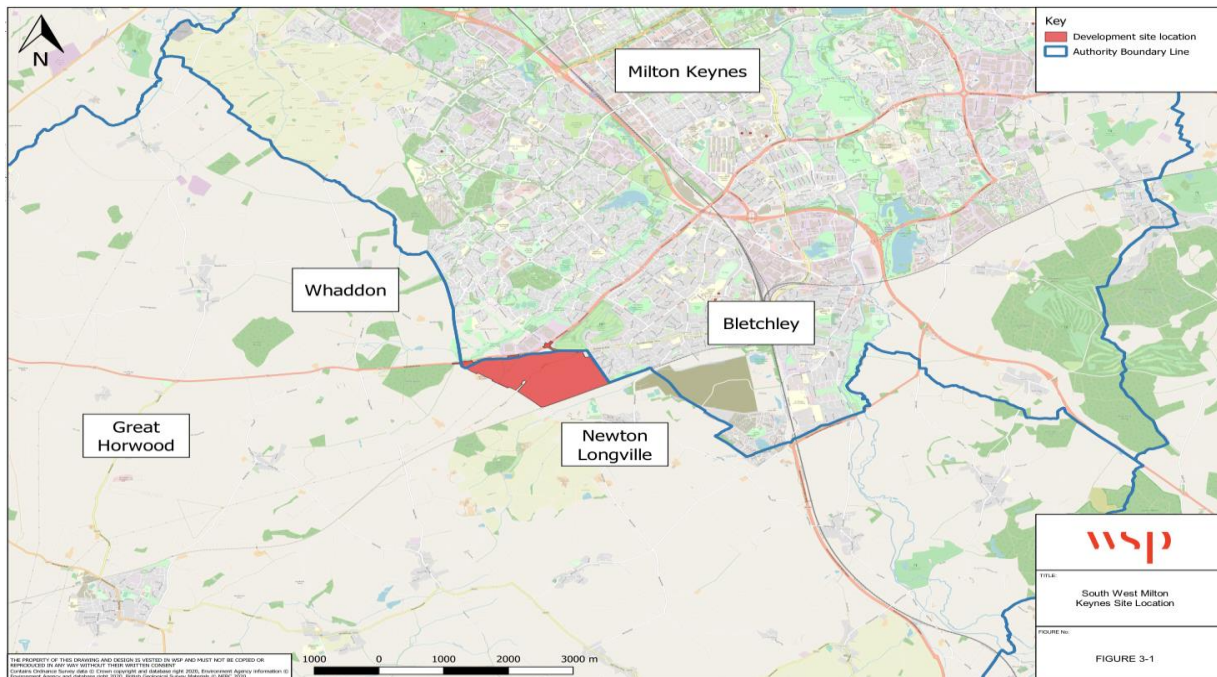
The Appeal and planning submission also consider linked matters relating to the impact of Proposed Development traffic on junctions within the MKC area, and the related mitigation requirements at those locations.

16. The Proposed Development quantum has not changed from the original 2015 planning applications, with the exception of revisions to the illustrative masterplan and the inclusion of 60 extra care units (Use Class C3) as part of the overall total number of residential units. Those amendments relate to the development proposals within BC's jurisdiction and are acknowledged by MKC as not substantial<sup>6</sup>.
  
17. The Proposed Development comprises:
  - 1,855 mixed tenure dwellings, including 60 extra care units;
  - 2.07 hectares of employment area (B1 land use);
  - 0.67 hectares for a neighbourhood centre accommodating retail (A1/A2/A3/A4/A5) and community land uses (D1/D2);
  - A Primary School with 630 pupil places; and
  - A Secondary School with 600 pupil places.
  
18. The Proposed Development is located on the south-western boundary of the MKC authority area, on land bound by A421 Standing Way to the north, B4034 Buckingham Road to the north east, a disused rail line to the south and Whaddon Road to the west, as shown in **Figure 1.1** below. The entirety of the Proposed Development is located within the Aylesbury Vale area of Buckinghamshire, with exception of the areas indicated previously at paragraph 14.

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<sup>6</sup> MKC – Summary of Advice from MKC Transport and Development Management; 11 February 2021

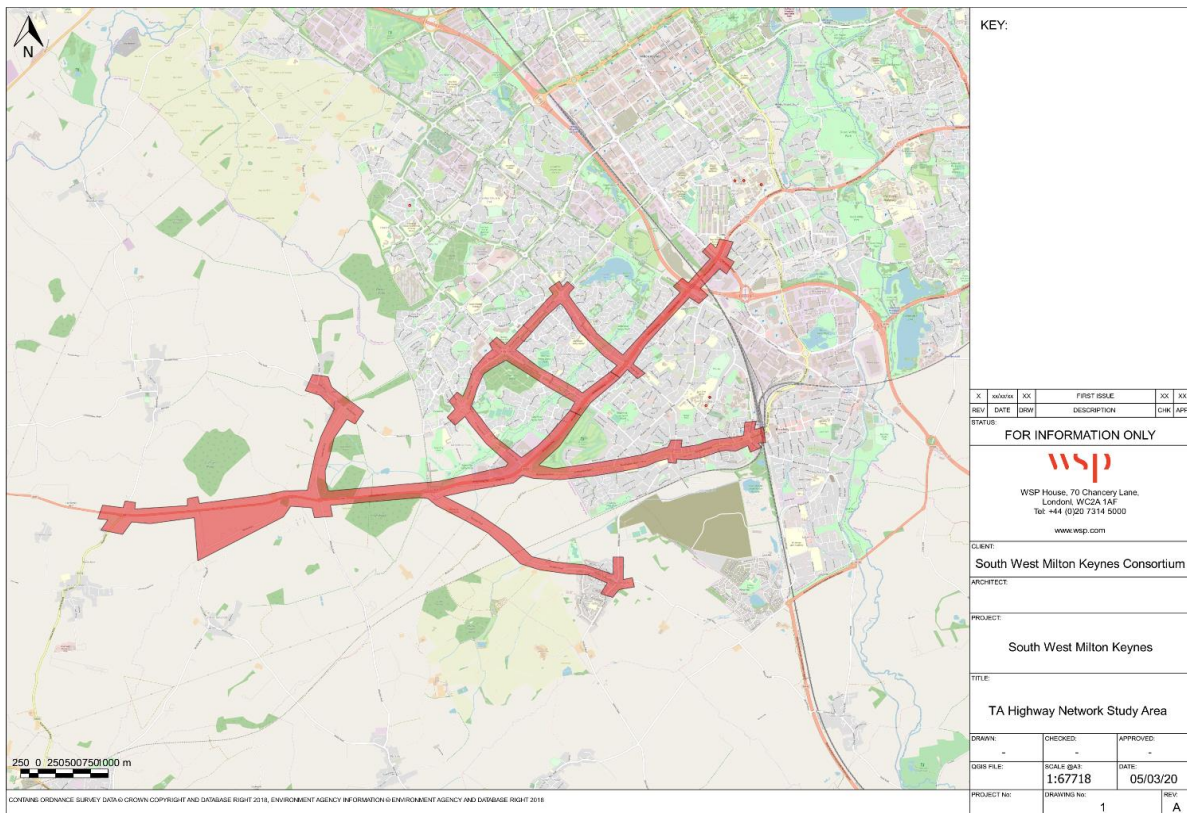
**Figure 1.1 – Proposed Development Location Plan**



## Scope of the Updated Transport Assessment

19. Prior to the preparation of the Updated TA, a scoping exercise was undertaken in consultation with MKC, BC and their respective consultants. A Transport Assessment Scoping Note (TASN) was issued to MKC and BC in January 2020. The TASN is included within the Updated TA at **Appendix C**.
20. The study area was agreed with BC and MKC and includes roads and junctions comprising: A421 from the junction with Winslow Road/Nash Road in the west within Buckinghamshire, to A421 Bleak Hall Roundabout within Milton Keynes in the east, including the corridors of A421, B4034 Buckingham Road, V1 Snelshall Street, V2 Tattenhoe Street, V3 Fulmer Street and H7 Chaffron Way. The study area is shown below in **Figure 1.2**.

**Figure 1.2 – Updated TA Study Area**



21. A data collection exercise was undertaken across the agreed study area in February 2020. The scope and programme for that exercise was discussed and agreed with MKC and BC prior to commencement of survey work. For avoidance of doubt, the data collection exercise was completed prior to any travel restrictions being introduced by the UK Government associated with the Covid-19 Pandemic. The 2020 data are therefore representative of existing (i.e. pre-pandemic) traffic conditions and it is agreed that they can be used within the local highway network modelling assessment.

## Relevant Policies and Guidance

22. The following is a brief summary of relevant local and national policy references, objectives and guidance relevant to the Appeal Development:

- **Plan MK 2016- 2031 (Milton Keynes Local Plan) 2019:** Objective 12, policies CT1, CT2, CT3, CT5, CT6, CT8, and SD15;

- **Mobility Strategy for Milton Keynes 2018- 2036 (LTP4), March 2018:** The Milton Keynes LTP4 was adopted in March 2018 and sets out the Borough’s policies and programme for delivering local, sub-regional and national policy objectives between 2018 and 2036;
- **National Planning Policy Framework (NPPF) 2019:** Section 2, Achieving Sustainable Development, paragraphs 7-8; Section 4, Decision Making, paragraphs 54-56; Section 9, Promoting Sustainable Transport, paragraphs 102-111; Glossary definition of Transport Assessment;
- **Milton Keynes Strategy for 2050 (December 2020) and Council meeting note of 20 January 2021;**
- **Planning Practice Guidance (PPG) 2014:** The PPG (Reference ID: 42-001-20140306 through to 42-015-20140306) explains that Transport Assessments and Travel Plans are ways of assessing and mitigating the transport impacts of development.

## Existing Conditions

23. **Section 3** of the Updated TA explains the existing conditions recorded on the local highway and transport network in February 2020 prior to the COVID 19 pandemic.
24. Traffic surveys conducted in February 2020 comprised 18 junction turning counts alongside 55 Automatic Traffic Counts (ATCs), three journey time surveys and three radar surveys. Junction turning counts were undertaken on three separate weekdays to reduce any uncertainty regarding daily fluctuations in traffic flow. ATCs and radar surveys were conducted over 14 days to provide two weeks of data.
25. The weekday network peak hours on the local road network identified by the February 2020 survey data are: 0745-0845 and 1700-1800.

## Movement and Access Strategy

26. The movement strategy for the Proposed Development provides the future community with a transport network and ‘on-site’ amenities that would create the opportunity to influence future travel behaviour.



27. The implementation, monitoring and management of a Travel Plan (TP) for each of the residential, commercial /employment and school land uses would be in accordance with the FTP.
28. Pedestrian access to the Proposed Development will be achieved as follows, with all but the recreational footpaths being available for use by cyclists:
- a connection with the existing Redway on the northern side of A421 Standing Way as well as other recreational routes, and via the existing pedestrian / cycle route running along the line of the old Buckingham Road route south of A421 Standing Way:
    - across A421 Standing Way close to Bottle Dump Roundabout via the existing subway;
    - across A421 Standing Way to Snelshall West via the existing subway; and
    - via Tattenhoe Roundabout.
  - a connection to the existing Redway network via a new pedestrian / cyclist / equestrian route along Whaddon Road, including a new 'Pegasus' combined crossing to the south of Bottledump Roundabout and the access to Pearce Recycling (Drawing D015D, TA **(Appendix L)**);
  - a connection to B4034 Buckingham Road, approximately 600m to the south of Tattenhoe Roundabout, via NCR 51 on Weasel Lane, and via a new access to the Appeal Scheme between this point and Tattenhoe Roundabout;
  - at four locations to the south and west of the Appeal Site, via existing bridleways / footpaths NLO/19, MUR/15, WHA/15 and WHA/16.

The design of these connections pre-dates the introduction of Local Transport Note 1/20 Cycle Infrastructure Design, and is currently being reviewed by WSP.

29. Three vehicular means of access are to be provided to serve the Proposed Development:
- An 'at-grade' four-arm roundabout junction on B4034 Buckingham Road (within MKC's jurisdiction where the arms of the roundabout extend from the highway boundary and tie in with Buckingham Road);

- A421 Standing Way – by means of ‘left in only’ junction (entirely within the jurisdiction of MKC up to the highway boundary); and
  - Whaddon Road – by means of a priority ‘T’-junction with a ‘ghost island’ right turn lane (entirely within the jurisdiction of BC);
30. A new/extended bus service would be funded initially by the Proposed Development and secured as a financial contribution linked to a service level agreement that would be secured as a s106 planning obligation linked to the main planning application with BC.
31. The Proposed Development would provide access to local footways/footpaths, Public Rights of Way (PRoW) and the local cycle network. The pedestrian and cycle networks would connect with local places of interest and public transport services and facilities.

## Trip Generation

32. The approach to trip generation (excluding Travel Planning) is agreed between the Appellant and MKC. Trip generation has been derived by identifying person trip rates for each proposed land use and applying mode shares. For the residential land use, journey purpose has also been applied to disaggregate the trips and apply assumptions about internalisation within the Appeal Site. The revised methodology for the trip generation split by land use is explained in TRN1<sup>7</sup> and TRN2<sup>8</sup>.
33. The revised vehicular trip generation includes a higher ratio of jobs as requested by BC and is included within TRN2<sup>9</sup> and summarised below:

### Vehicular Trip Generation

Vehicular Trip Generation	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Excluding Travel Planning	563	763	1325	838	602	1440
Including Travel Planning	491	655	1144	705	510	1215

<sup>7</sup> Section 5, TRN1, pages 22-26

<sup>8</sup> Section 3, TRN2, pages 9-12

<sup>9</sup> Section 3, TRN2, pages 9-12

34. The trip generation during the construction period identifies that phase 1 of the development is likely to generate the largest number of movements and has been used for the purposes of the assessment<sup>10</sup> included within the Environmental Statement (ES).

## Transport Network Assessment

35. **Sections 6 and 7 of the Updated TA** outline the transport network assessment that has been undertaken, including a description of the method used to distribute trips on the transport network, the scenarios and committed developments considered and the effects of the Appeal Development and Proposed Development on the transport network pre- and post-mitigation. Further to the submission of the Updated TA, supplementary work has led to the production of TRN1, 2 and 3 in response to points raised by BC and these documents contain the revised assessment methodology and capacity analysis.
36. Hydrock (for MKC) has raised a range of technical points in relation to the appeal documents in discussion with WSP who has endeavoured to respond and clarify points as it considered to be appropriate subsequent to the submission of the appeal.
37. It was agreed in consultation with MKC (and BC)<sup>11</sup>, that the Updated TA should adopt a manual spreadsheet-based assessment approach<sup>12</sup> using 'static' junction models instead of utilising a strategic transport model as neither the Milton Keynes Multi Modal Model (MKMMM) nor the BC County Model (BCCM) had sufficient combined coverage of the local highway network. The modelling approach adopted by the Appellant and previously agreed with MKC (and BC) does not take account of:
- i) The benefit of dynamic reassignment and the variable demand of traffic away from congested areas to appropriate alternative routes;
  - ii) The shift in travel mode and potential peak spreading that may arise in a congested urban network (i.e. 'static' junction models assume that queues/delays continue to build in an unconstrained manner); and

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<sup>10</sup> Updated TA, Section 5.9, Tables 5.35 and 5.36, page 116 - 117

<sup>11</sup> Stirling Maynard Consultants on behalf of MKC

<sup>12</sup> TASN dated 27<sup>th</sup> January 2020 Background Section

iii) The benefit of major infrastructure schemes (e.g. East West Rail) that could influence the future travel behaviour of the wider community.

38. Various traffic flow scenarios were assessed as agreed with MKC, to determine the potential impact of the Appeal Scheme on the local roads and junctions in 2033.<sup>13</sup> It was agreed that the only committed developments requiring consideration within the Updated TA are Tattenhoe Park and Kingsmead South which are both currently under construction.
39. It was agreed that sensitivity tests should be completed to assess the effect of implementing a development FTP and the draft allocation of residential led development at Shenley Park as identified in BC's draft Vale of Aylesbury Local Plan (VALP).
40. In addition to committed development, the future year traffic forecasts include a TEMPro<sup>14</sup> factor to estimate traffic growth between 2020 and 2033 to represent smaller developments and organic network growth not explicitly included as committed development.
41. Junction assessments have been completed for the proposed Buckingham Road access roundabout which is within the jurisdiction of MKC (and BC) using industry standard software for stand-alone junction assessments: Transport Research Laboratory (TRL) 'Junctions 9' (ARCADY).
42. Capacity assessments originally included within the Updated TA for the 18 junctions within the agreed study area have been updated based on an alternative trip generation/distribution and included in TRN2 and TRN3.
43. The DfT computer program COBALT (Cost and Benefit to Accidents – Light Touch) has been used to analyse the impact of the Proposed Development on highway safety over a 60 year appraisal period.<sup>15</sup>

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<sup>13</sup> Section 6 of the Updated TA

<sup>14</sup> TEMPRO – Trip End Model Presentation Program (TEMPro); Department for Transport (DfT)

<sup>15</sup> TRN2, Chapter 8, pages 50-52

## Mitigation

44. The proposed mitigation identified by the Updated TA, TRN1, 2 and 3 and comprises: works to improve highway capacity, enhancement of public transport services/infrastructure, walking/cycling routes to increase connectivity.
  
45. The transport mitigation would be secured by way of a Grampian condition that would require the Appellant to provide a 'Highway Works Delivery Scheme' to be agreed with MKC. The 'Scheme' would specify the extent of the works, costs and programme for implementation under s278 of the Highways Act 1980. Alternatively, the cost of the agreed highway works could be commuted either in part or whole to an equivalent sum, subject to MKC being satisfied that it complies with the three tests set out in the Community Infrastructure Levy Regulations.<sup>16</sup> The need to secure an enhancement to public transport services within MKC will arise from the development and occupation of the Proposed Development and any relevant payment/provision will be secured as a requirement of that scheme.

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<sup>16</sup> Regulation 122(2) of the Community Infrastructure Levy Regulations 2010

**Table A1: Areas of agreement/disagreement**

**Level of agreement reached:**

**1** - Full agreement

**2** - Not agreed and matter/topic subject to further review/discussion

Key Transport Headings/Topic Areas	Milton Keynes Council (Transport) Comments by Hydrock		Appellant Comments by WSP
	Comments	Agreement	Comments
<b>1. Scope of the Transport Assessment</b>	Whilst the initial scope of the Updated TA may have been agreed, that does not preclude the requirement for additional/alternative assessment where the results indicate issues on the network (e.g. as per TRN3).	2	The scope for the Updated TA that was submitted in May 2020 was previously agreed as a robust methodology with Officers at MKC (and BC) and their respective consultants. During scoping of the Updated TA, it was agreed that as neither the MKMMM nor the Buckinghamshire Council County Strategic Traffic Model (CSTM) covered the study area in sufficient detail, that a manual spreadsheet based approach to the assessment would be required to provide a consistent approach across the study area, albeit recognising that this 'static' junction modelling approach would make no allowance for the dynamic reassignment of traffic across the wider highway network.
	The submission of additional analysis work / extensions to scope are commonplace during the determination of planning applications. Only limited additional evidence would usually be provided as part of the appeal process.	2	It is not unusual for there to be a requirement for additional work and analysis following the submission of a planning application and during appeals, particularly where the former may have relevance to the latter.
	New evidence is not usually permitted in appeals following the exchange of proofs.	2	In the context of the ongoing planning application and appeal, additional submissions were made to Buckinghamshire Council to respond to points raised. Those submissions also had a bearing on the appeal evidence and therefore it is appropriate to consider the additional analysis work.
	MKC understood that the Appellant was preparing to submit a new planning application, rather than an appeal, whilst discussions were ongoing regarding the scope of the 2020 TA.	2	The purpose of the Updated TA does not affect the scope required for a robust assessment. The decision to appeal did not influence the scoping of the TA. WSP openly discussed the prospect of an appeal with Mr Weeks of SMT during February – March 2020.
	It is unusual for a new TA to be submitted in support of an appeal, given that a Proof of Evidence would usually be provided.	2	Disagree; the Updated TA forms a part of the Appellant's Statement of Case. The 2016 TA was prepared following lengthy discussions with Officers from both MKC, Bucks County Council (BCC) and their respective consultants. The 2016 TA was comprehensive and acceptable at that time. The need to update the TA was discussed openly with Officers of MKC, BC and their respective consultants during scoping discussions between January – March 2020.
	The Updated TA and TRNs do not identify the location, degree and impact of redistribution as a consequence of congestion.	2	Reassignment (i.e. Re-routing, re-modelling and peak spreading) could occur across the wider highway network albeit, the proposed mitigation does not rely on this. The balancing effect across the wider highway network can be seen by referring to the Forecasting report for the MKMMM and consideration of the 2031 Reference Case.
		2	The fundamental approach to the modelling methodology using static models is robust and remains unchanged as agreed with MKC (and BC). The updated methodology included within the TRNs is in direct response to points raised by BC.
		2	Subsequent work has been completed and included within Transport Response Notes 1, 2 and 3 to address points raised by BC.

Key Transport Headings/Topic Areas	Milton Keynes Council (Transport) Comments by Hydrock		Appellant Comments by WSP
	<p>Agreeing the initial scope of a TA cannot and does not equate to agreeing with its findings. Officers could not have known the outcome of the TA at the time of scoping, so the position of the LHA was necessarily reserved.</p> <p>Meetings and discussions between Hydrock and WSP are summarised in evidence. A further comprehensive note of outstanding issues was sent to the Appellant on 3<sup>rd</sup> November 2020, in advance of a meeting the next day which was cancelled by the Appellant. Mr Hyde confirmed via email (03/11/20) that this information would be circulated within the Appellant's team 'so that we are all aware of the comments'. There has been extensive subsequent discussion and liaison as set out in evidence.</p>	<p>2</p> <p>2</p>	<p>The Appellant's transport evidence provides a robust basis for understanding the traffic impact of the Appeal Development and Proposed Development. The potential reassignment across the wider highway network in 2031 is considered by the MKMMM and documented in evidence that supports Plan:MK.</p> <p>During the normal course of events, it is entirely reasonable to anticipate that scoping discussions would define the scope and study area; this is standard practice. MKC (and BC) agreed to the extent and scope of the study mindful of where the principal issues were likely to arise across the local highway network.</p> <p>The purpose and objective of that meeting was to discuss the s106 with MKC. The Appellant postponed the meeting and suggested rescheduled dates which were never confirmed by MKC.</p>
<p><b>2. TA Methodology (2020)</b></p>	<p>The 'Updated TA' takes a wholly different approach to the previous document and should be considered a new TA.</p> <p>The initial appeal submission relied on the Updated TA as its evidence base.</p> <p>The mitigation now proposed by the Appellant differs in its nature, scale and location from that which was proposed in and prior-to the 2020 TA. The proposed mitigation relates to comments from both BC and MKC.</p>	<p>2</p> <p>1</p> <p>1</p>	<p>The Updated TA is an update of the previous TA submitted in August 2016 and incorporates matters discussed and agreed during scoping by BC and MKC.</p> <p>The Updated TA, subsequent TRNs, Road Safety Audits (RSAs), Designer Responses and ES chapter updates constitute the Appeal submission.</p> <p>The extent of mitigation has been developed further subsequent to the submission of the Appeal in May 2020 and is in direct response to requests and comments from BC and MKC</p>
<p><b>3. Transport Response Notes (TRNs)</b></p>	<p>These do not refer directly to points raised by MKC. Substantive responses were provided by MKC <i>inter alia</i> via earlier proofs of evidence, and also via detailed discussions / correspondence between Hydrock and WSP.</p> <p>The overall level of input/response via discussion and other communication between the Appellant and MKC has been detailed, consistent and substantial. The Appellant has also had the benefit of Mr McKechnie's initial Proof of Evidence, which sets out many of the Council's issues (albeit, prior to the issue of the TRNs in January 2021).</p>	<p>1</p> <p>2</p>	<p>TRN 1,2 and 3 respond to comments raised by BC. MKC has made requests for additional information (which the Appellant has provided) and proffered their initial views on specific aspects of the proposals on the date for the original exchange of evidence in September 2020. The Appellant received the Council's first substantive detailed response to the planning submission (that included the Updated TA and subsequent TRNs) in the Council's letter of 9 April 2021 and received on 12 April 2021.</p> <p>There has been a dialogue between WSP and Hydrock since late July 2020. However, despite having received the Updated TA and appeal submission in May 2020, the first comprehensive response to the planning submission from MKC was dated 9 April 2021.</p>
<p><b>4. Study Area / Redistribution</b></p>	<p>MKC raises no objection to the extent of the Updated TA/TRN study area.</p> <p>The extent of impacts due to the redistribution of traffic is unknown and, if relied upon to reduce predicted impacts, must be assessed by the Appellant.</p>	<p>1</p> <p>2</p>	<p>The study area is extensive and covers the corridor of A421 adjoining roads at key junctions to the west and east of the Proposed Development and the local villages. The extent of the study area was previously agreed with MKC (and BC) as part of scoping.</p> <p>The assessment of the impact of the Appeal Development and Proposed Development is comprehensive and robust. During scoping of the Updated TA, it was agreed that as neither the MKMMM nor the Buckinghamshire Council CSTM covered the study area in sufficient detail, that a manual spreadsheet based approach to the assessment would be required to provide a consistent approach across the study area, albeit recognising that this 'static' junction modelling approach would make no allowance for the dynamic reassignment of traffic across the wider highway network. The fundamental approach to the modelling methodology using static models is robust and remains unchanged. The redistribution and assignment of traffic to other alternative routes is not relied upon in determining the proposed mitigation and does not influence the Appellant's conclusion that there will be no severe residual cumulative impact.</p>

Key Transport Headings/Topic Areas	Milton Keynes Council (Transport) Comments by Hydrock		Appellant Comments by WSP
			The updated methodology included within the TRNs is in direct response to points raised by BC.
5. Data Collection	No objection.	1	Traffic surveys were completed in February 2020 to accord with the scope and specification previously agreed with MKC (and BC).
6. Existing Conditions	No objection.	1	Consideration of the existing traffic flows reflect the condition and performance of the highway/transport network prior to the outbreak of the COVID 19 pandemic and Government's 'lockdown' which commenced on 23 March 2020.
7. Relevant National and Local policies	No objection to the policies cited in evidence, noting that MKC clearly alleges that the Proposed Development is contrary to policy.	1	This comprises the NPPF, Adopted and emerging Plan policies and MKC's Local Transport Plan 4 (LTP4), MKC's Strategy for 2050.
8. Trip Generation	MKC raises no issue, with the exception of assessments based on Travel Plan effects, as per initial scoping advice from MKC.	1	The Updated TA methodology was discussed and agreed previously with MKC (and BC). The TRN methodology reflects subsequent discussions with BC.
	35% of the TRICS sites used in the 2020 TA / TRNs have existing Travel Plans in place.	2	If those 7 sites out of 20 selected are removed from the assessment, then trip rates would reduce. The inclusion of the sites is therefore appropriate, and the use of a separate travel planning scenario is also appropriate and is therefore perfectly acceptable to be relied on in evidence.
9. Distribution Methodology	MKC raises no issue with the spreadsheet distribution methodology, as the first stage of assessment.	1	The adopted methodology has been discussed and previously agreed with MKC (and BC) as part of scoping. The Appellant discussed and agreed a robust methodology with Officers of MKC, BC and their respective consultants. The scope of the Updated TA did not preclude further supplementary work to clarify points where appropriate but within the context of the agreed methodology There was never any indication that the agreed methodology would act as the "first stage assessment".
10. Modelling Methodology	There was no agreement that the approach taken in the Updated TA / TRNs would necessarily provide acceptable results. Nor was there any agreement that alternative/further assessment would not be required.	2	The adopted methodology was discussed and previously agreed with MKC (and BC) as part of scoping. During scoping of the Updated TA, it was agreed that as neither the MKMMM nor the Buckinghamshire Council CSTM covered the study area in sufficient detail, that a manual spreadsheet based approach to the assessment would be required to provide a consistent approach across the study area, albeit recognising that this 'static' junction modelling approach would make no allowance for the dynamic reassignment of traffic across the wider highway network. The fundamental approach to the modelling methodology using static models is robust and remains unchanged.
	MKC has been clear in its view that additional assessment should be provided in respect of re-routing of traffic across the network.	2	The updated methodology included within the TRNs is in direct response to points raised by BC.
	Modelling to meet this requirement had been considered, but discounted, by the appellant.	2	The Appellant does not accept that MKC has been explicit in that additional assessment work should be provided in respect of re-routing. MKC Officers and their consultant agreed with a modelling methodology during scoping in the full knowledge that it would not account for redistribution and reassignment of trips. That was recognised and understood by all parties. The MKMMM would be the appropriate tool to assess the wider distribution. WSP had initially suggested at scoping that the MKMMM should be used, but both BC and MKC agreed that in order to provide a common methodology the use of the MKMMM would not be appropriate. It would be entirely unacceptable and disproportionate for MKC to now insist that the MKMMM should be used having previously agreed to the methodology at scoping that MKMMM would not be used. Recourse to the Forecasting report for the MKMMM would therefore be entirely acceptable.
	The MKTM is no longer suitable for the assessment of development impacts.		The use of the MKTM is no longer applicable and was replaced by the MKMMM.
	The MKMMM would require further work in order for it to be used to assess development-specific impacts and/or the effects of mitigation.	2	It is unreasonable for MKC to now suggest that the Appellant should use the MKMMM. The mitigation that has been determined considers worst case impacts at the junctions tested within the study area as previously agreed.
	The MKMMM was developed by AECOM for MKC. Subsequent to Hydrock highlighting the need to assess redistribution effects, WSP has not sought access to the model, or explored its further development to enable development-specific analyses.	2	The assertion made by MKC that WSP has not sought access to the model is incorrect. WSP promoted the use of the MKMMM and sought access to the model from MKC during the scoping discussions in January 2020. WSP do not maintain the model; this is done by Aecom for MKC. The use of the MKMMM was discussed openly with Officers of MKC, BC and their respective consultants. WSP sought guidance and advice from both authorities during scoping as to what methodology would



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			be acceptable before proceeding using the agreed methodology that accommodated the requirements of both authorities. The methodology agreed by the approving authorities MKC/BC is robust and nothing more is required for testing the impacts of the Proposed Development.
11. Assessment of Impacts	Agreed in part – impacts remain at a number of key junctions on the A421 and on Buckingham Road. WSP modelling indicates severe operational impacts and does not quantify the extent and impact of route reassignment.	2	The impact of the Appeal Development and Proposed Development has been reviewed and updated in the TRNs. The potential for reassignment has been considered by MKC and is included within the MKMMM that supports Plan:MK. The assessment is robust and the residual cumulative impact of the Appeal Development and Proposed Development in 2033 across the wider highway network is not severe.
	WSP's modelling (TRN3) indicates that, in a number of cases, queues from one junction would reach the upstream junction causing exit blocking. The modelling in TRN3 does not account for this (it assumes free flow on junction exits).	2	A421 is a dual carriageway between M1 in the east and Bottledump roundabout in the west. Queuing would extend across both lanes east and westbound. Blocking back could occur during the PM peak period between J16 and J15, However, In the context of urban highway network, this is not dissimilar to many other congested metropolitan areas and the effects on the local highway network in 2033 would not be severe in terms of paragraph 109 of the NPPF.
	The Appellant was aware of these issues on the basis that it had undertaken the modelling and reviewed/presented the results, as evidenced by its discussions on the matter with BC (JM RPoE 2.11.3 / MJP26).	2	A421 is a dual carriageway between M1 in the east and Bottledump roundabout in the west. Queuing would extend across both lanes east and westbound. Blocking back could occur during the PM peak period between J16 and J15, However, In the context of urban highway network, this is not dissimilar to many other congested metropolitan areas and the effects on the local highway network in 2033 would not be severe in terms of paragraph 109 of the NPPF.
	DS1 is the relevant scenario for the determination of mitigation proposals.	1	Yes agreed, but DS2 is also relevant as this scenario considers the implementation of Travel Plans for all land uses across the Proposed Development consistent with MKC policy.
12. Proposed Mitigation	Full extent of required mitigation is presently unknown. Taking the proposed mitigation at face value, there are deliverability issues which may prevent it being achieved – these cannot be left to s278 stage.	2	The full extent of the proposed mitigation for the Proposed Development is known and explained in the TRNs. The proposed mitigation is deliverable; street furniture, direction signs and landscaping will be reviewed further during detailed design in conjunction with the s278. This is normal practice.
	The Appellant must either accept (and evidence) traffic rerouting/related impacts or, if arguing that the 2020 TA/TRNs indicate a worst-case, provide suitable mitigation.	2	The mitigation is based on worst case assessment at the junctions tested within the agreed study area. Appropriate mitigation is provided based on a worst case robust methodology as agreed with MKC (and BC) Officers and their respective consultants. RSAs and Designer Responses have been provided by the Appellant.
	Road Safety Audits (RSAs) were required by both MKC (for junctions in its area) and by BC.	2	Disagree. RSAs are not used to determine deliverability. They are used to understand the safety implications of highway interventions. The Appellant has provided RSAs to satisfy MKC's request.
	MKC initially required RSAs in order to demonstrate the deliverability of schemes, the cost of which the Appellant relied upon for the purposes of deriving a proposed s106 contribution in lieu of the works. i.e. if the RSAs had indicated the requirement for changes to those schemes, the cost would also have changed.	2	The principle of adopting a contribution was previously agreed with MKC in 2015. MKC has moved away from this principle and instead wish to have the flexibility to either implement the highway interventions or commuting a contribution in part or whole to a more significant improvement along A421 which is the position the Council assumed in 2015. The interventions and/or contribution would be secured via s278 of the Highways Act 1980. The Appellant's position is clear – the proposed interventions can be provided under s278; similarly, should MKC wish to secure an equivalent contribution in part or whole, this could also be secured via s278.

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	The Appellant stepped away from making a contribution via s106 and now proposes either to undertake the works via s278, or to provide a contribution in lieu. MKC's position is that the works need to be undertaken via s278.	2	The Appellant considers that should the Council wish to commute an equivalent sum towards a more significant improvement along A421 then this would be CIL compliant. The Appellant is willing to discuss and consider this option further with MKC.
	Following the Appellant's decision to deliver mitigation via s278, the costing (which was already in-hand by the Appellant) would inform the related bonds.	2	Given MKC's indecision in confirming a preferred mechanism to secure the interventions as either highway improvements or an equivalent commuted payment, the Appellant agreed to deliver the improvements via s278. An equivalent sum in part or whole could also be secured via s278 to accord with MKC's requirements.
	MKC set out its concerns in relation to the methodology and CIL compliance of the Appellant's proposed s106 funding – e.g. via email on 07/09/20, 16/10/20 (MJP29) and in correspondence on 03/11/20.	2	The Appellant has no issue of CIL compliance in regard to the provision of the proposed interventions. Similarly, MKC were content that the previous agreement in 2016 was also CIL compliant. The Appellant is flexible on this matter. It is up to MKC to identify how they wish the mitigation to be delivered, although this should be via s278. A contribution towards sustainable transport improvements is proposed in relation to public transport services to fund a new/extended service via the s106 with BC.
	The appellant proposes either to deliver highway capacity mitigation via s278 or, as an alternative, to provide monies in lieu via s106. There is no proposal to provide both the identified physical works (s278) and to make a s106 contribution (e.g. towards MKC Transport Infrastructure Delivery Plan schemes or other sustainable transport improvements).	2	Given MKC's indecision in confirming a preferred mechanism to secure the interventions as either highway improvements or an equivalent commuted payment, the Appellant agreed to deliver the improvements via s278. An equivalent sum in part or whole could also be secured via s278 to accord with MKC's requirements.
	Geometry, visibility, tracking, speed limit changes and signage are amongst the important matters which need to be confirmed at planning stage.	2	These matters have been considered at planning stage and will be reviewed further at detailed design and prior to finalising the s278 agreement with MKC. This is normal practice.
	Ordnance Survey mapping is typically accurate to +/- a few metres.	2	Disagree; the use of OS mapping is commonly used at outline planning stage and accepted by MKC in 2015/16. This is normal practice.
<b>13. Residual Cumulative Impacts</b>	Predicted to be severe / unacceptable in key locations.	2	The residual cumulative impacts of the Appeal Development and Proposed Development in 2033 are considered acceptable across the wider network in the context of the NPPF paragraph 109 in that there will be no severe residual cumulative impacts.
<b>14. Compliance with Relevant National and Local policies</b>	Appeal Development is not compliant with relevant local and national policies	2	The Appeal Development and Proposed Development complies with relevant local and national policies
<b>A421 Left-In Access</b>	Further evidence provided in the Appellant's Rebuttal Proof of Evidence satisfies MKC that no capacity assessment is required at this junction (previous concerns had to do with geometric delay related to vehicles exiting the A421/interaction with mainline traffic).	1	Agreed.
	On the same basis, MKC's concerns regarding weaving on the A421 are resolved.	1	Agreed.
	Clarifications in the Appellant's RPoE resolve MKC's concerns regarding geometric measurements at the proposed access.	2	The accessibility of Old Buckingham Road is restricted at both the eastern end where it meets Buckingham Road and the western end where it meets Whaddon Road. Vehicular access is prohibited. Old Buckingham Road is not a PRow and its use by pedestrians and cyclists is minimal.

Key Transport Headings/Topic Areas	Milton Keynes Council (Transport) Comments by Hydrock		Appellant Comments by WSP
	<p>There is existing pedestrian / cycle demand along old Buckingham Road. This needs to be accommodated within the proposed access design.</p> <p>The proposed realignment of the existing pedestrian/cycle route is disadvantageous to users, contrary to design guidance, and would likely lead to pedestrians in particular crossing in an unsuitable location.</p> <p>Given the need for the Inspector to be able to condition an access drawing, the current proposal is unacceptable on the basis of the above, and also due to the 'indicative' diagonal crossing of the proposed access road.</p>	<p>2</p> <p>2</p> <p>2</p>	<p>The existing route would be 'stopped up' where the proposed 'access only' from A421 would cross and pedestrians/cyclists diverted safely and securely to tie in with the Proposed routes identified on the illustrative masterplan. The route would be safe and secure and comply with the guidance of LTN1/20 where appropriate.</p> <p>Disagree; the occasional users of the existing route would be safely and securely diverted onto the proposed route. Measures are proposed (including landscaping and fencing) to eliminate the risk of pedestrians attempting to cross the access in an unsuitable location.</p> <p>Disagree; the crossing of the proposed access road is acceptable and would tie in with the illustrative masterplan to accommodate pedestrian/cyclist connectivity between the Proposed Development and the redway network north of A421.</p>
Buckingham Road Access	<p>Following the additional information set out in the Appellant's RPoE, MKC takes no issue in respect of the impact of the proposed roundabout on the visibility from and onto vehicles accessing New Leys.</p> <p>Based on the Appellant's evidence, the forward-visibility envelope onto the proposed roundabout from the Buckingham Road (east) arm crosses third party land.</p> <p>The indicated location of the Toucan crossing of Buckingham Road compromises the highway access to Old Buckingham Road and should be relocated.</p> <p>Cycle provision around the proposed junction should be reviewed at planning stage in terms of its compliance with LTN1/20. This could result in more extensive provision being required.</p>	<p>1</p> <p>2</p> <p>2</p> <p>2</p>	<p>Agreed.</p> <p>Disagree; the forward visibility would be adequate for the nature of the road given the location of the new access roundabout and corresponding reduction in the 85<sup>th</sup> percentile speed. Using the calculation in MfS2 which is based on DMRB criteria, the actual SSD for the road would be contained within the public highway and will not require third party land. The future 85<sup>th</sup> percentile speeds would also be less than existing and as drivers approach to the roundabout, thus reducing visibility requirements even further. The Appellant has also suggested that relocation of the speed limit boundary may also be appropriate given the future characteristics of Buckingham Road once the Proposed Development access has been constructed.</p> <p>Disagree: Vehicular access to Old Buckingham Road is prohibited; at the eastern end where it connects with Buckingham Road, the proposed Toucan crossing is located opposite the redway connection on the northern side of Buckingham Road. The bellmouth radii of the junction to Old Buckingham Road would be reduced to accommodate the location of the Toucan crossing;</p> <p>Disagree: the proposed Toucan crossing of Buckingham Road would tie in with the existing redway network and connect with Old Buckingham Road and the route extended from the proposed site access roundabout.</p>
Junction 1 – Buckingham Road/Sherwood Drive/Water Eaton Road	<p>The proposed amendments to the junction would require the removal of street lighting columns which are presently within the verge (which is to be removed). The footway would need to be moved in order to re-provide these columns, but this is not shown on the Appellant's drawing.</p> <p>The Appellant's rebuttal proof includes its assessment of collisions at the junction, with specific regard to entry path curvature on the Buckingham Road arm, and in relation to visibility to the right on the Water Eaton Road arm. On the basis of this junction-specific analysis, MKC raises no issue in relation to these points.</p> <p>Footway and cycleway around the junction would be narrowed, leading to concerns regarding the level of provision for these users, and in relation to the retention of street-lighting.</p>	<p>2</p> <p>1</p> <p>1</p> <p>2</p>	<p>Any relocation of street lighting can be accommodated within the existing highway boundaries with detail to be provided at detailed design which is normal practice. In the interim, additional detail is shown on drawing in the Appellant's Rebuttal Proof.</p> <p>Agreed</p> <p>Agreed.</p> <p>Disagree; there is scope to improve the capacity of the junction and retain sufficient footway width in accordance with Manual for Streets (MfS). Street lighting would be reviewed as part of the detailed design which is normal practice;</p>

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Junction 2 – Buckingham Road/Shenley Road mini-roundabouts	The proposed position of the bus stop on the eastern arm could lead to exit-blocking, as well as encouraging pedestrians to cross the road away from appropriate provision.	2	Buses waiting on standage areas within running carriageways is common place. Relocating the bus shelter further east would minimise the risk of any exit blocking. The relocation of the bus stop would pose no greater risk to pedestrians.
	There are significant differences between measured dimensions and the OS plans used by the appellant.	2	The site measurements indicate that the available footway width could be reduced to 1.5m at a 'pinch point' behind the bus layby. The width would allow a wheelchair user and pedestrian to pass in accordance with design DfT recommendations.
	MKC raises no objection to the Appellant's new plan showing a revised footway arrangement on the northern side of Buckingham Road, as shown on drawing 70069442-015 Rev P04 at MJP34. This would need to be secured by condition.	1	Agreed
	It is accepted that the provision of a footway cross-over access, as proposed on the Shenley Road arm, is a common arrangement. MKC simply highlights that the Appellant's proposals remove a degree of existing protection, whilst also increasing traffic flows through the junction, as noted in the Road Safety Audit (JM PoE 6.4.15).	1	Agreed.
	The proposed junction scheme would reduce visibility from and onto pedestrians crossing on the eastern side of Newton Road. The speed of approaching traffic is not quantified in evidence.	2	Traffic approaching the pedestrian crossing on the eastern side of Newton Road has acceptable visibility of the crossing point as set out in the Appellant's Rebuttal Proof. The speed of traffic would be low given that vehicles would have negotiated one mini-roundabout and were about to enter another.
	There is a typographical error at TRN3 5.2.7. The correct comparison is between the Do Nothing and the Mitigated Do Something scenarios, the difference between which is and increase in delay of 320 seconds.	1	This is acknowledged and corrected in the Appellant's Rebuttal Proof.
	The Appellant's RPoE confirms that pedestrians crossing islands would be retained as part of the junction design. This should be conditioned. On that basis, MKC raises an issue on this point.	1	Agreed
	Assurances within the Appellant's RPoE mean that MKC is content that the alignment of the approach lanes relative to the central islands can be addressed at s278 stage.	1	Agreed
There would be a significant increase in queuing and delay on the westbound approach to the eastern roundabout (Buckingham Road).	2	The modelling suggest that the queue would increase on Buckingham Road westbound approaching the eastern roundabout in DS1 and DS2 scenarios with mitigation. This however, should be considered in the context of the overall improvements to the junction and the forecast of significant growth in background traffic to 2033.	

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<b>Junction 5 - Tattenhoe Roundabout</b>	Part of the proposed mitigation scheme lies outside of the planning red line. This is raised in evidence for information. The Appellant has indicated that the area is within the Public Highway, on which basis MKC raises no issue on this matter.	1	Agreed.
	A large HGV stopped at traffic lights on the roundabout would block some of the lanes on the A421 and Buckingham Road exits.	2	The incidence of a large HGV stopped at the traffic signals on the roundabout would be limited, given the staging of the signals and the low number of HGVs making turning movements at the junction. Additional swept path analysis has been provided by the Appellant in Mr Paddle's Rebuttal Proof (MJP33). The potential incidence of blocking by large vehicles in 2033 at the traffic signal stop lines would be minimal and would be controlled by 'keep clear' boxes which are commonly used at roundabout junctions. This is normal practice.
	Hydrock has received (10/05/21) the data summarized at 5.34 of Mr Paddle's Rebuttal Proof of Evidence. The indicated speeds are accepted in line with the clarification provided by the Appellant. This addresses MKC's concerns in relation to approach speeds / visibility.	1	85 <sup>th</sup> percentile speeds are indicated in Mr Paddle's Rebuttal at paragraph 5.34; speed data have been provided to Hydrock as requested.
	The new drawing at MJP35 resolves MKC's concerns in relation to forward visibility on the Buckingham Road arm, which is correctly indicated from the centre of the approach lane to the primary signal head.	1	Agreed
	Vehicle tracking indicates that a HGV would collide with a car running parallel in one location on the roundabout.	2	Disagree. Driver behaviour allows greater clearance to large HGVs on roundabout therefore the Appellant considers that the potential occurrence of a HGV and a car colliding is unlikely. HGV speeds would be low and drivers of smaller vehicles would be mindful of the presence of large vehicles.
	The need to confirm the potential for relocation of street furniture flows from the Appellant's RSA (JM PoE 6.4.32).	2	There is scope to relocate street furniture within the public highway, the detail of which will be set out at detailed design and as part of the s278. This is normal practice.
	Based on additional evidence in the RPoE of Mr Paddle and Mr Bedingfeld, MKC raises no issues with the use of Uniform Queues (UQs) within the Appellant's junction modelling.	1	Agreed
	Keep Clear markings are not enforceable and would likely be abused, There would be exit-blocking as a consequence of the proposed gyratory arrangement.	1	'Keep clear' markings are not legally enforceable but are commonly used on circulatory areas on roundabout junctions to minimise the risk of blocking. This is normal practice.
	Elements of the proposed layout (e.g. entry path radii) are out of step with design guidance and, given the increase in traffic resulting from the Proposed Development, this would lead to a reduction in safety.	1	There is no evidence to suggest that a reduction in entry path radii would lead to a reduction in safety. Many of the existing roundabouts across the local area are not fully compliant with current guidance. No issues have been raised in the Road Safety Audit (RSA).
	Information in the Appellant's RPoE means that MKC takes no issue with the proposed taper to two lanes on the Snelshall Street approach.	1	Agreed
Likewise, MKC's concerns regarding the re-provision of street furniture around the junction, red-line boundary issues, and the marking of lanes on the Buckingham Road arm, are also addressed by the Appellant's RPoE.	1	Agreed	

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<b>Junction 6 – Bottledump Roundabout</b>	Part of the proposed mitigation scheme lies outside of the planning red line. This is raised in evidence for information. The Appellant has indicated that the area is within the Public Highway, on which basis MKC raises no issue on this matter.	1	Agreed.
	The nearside kerb on the A421 westbound approach is already over-run by large vehicles. Not all large vehicles will over-run the kerb in this way; if they do not, they will inevitably use part of the adjacent lane, reducing its capacity and creating a safety concern. MKC does not argue that the Appellant should address the existing situation without reason; the rationale is that the Appellant's forecast junction performance will be compromised if this is not addressed, and that safety will be compromised given the increased traffic demand through the junction.	2	Should the problem exist as MKC assert, then it would be replicated in both the DN and DS models, therefore allowing a reasonable comparison of the existing and future scenarios in relation to capacity. The swept path analysis shows that large vehicles would be accommodated without over running the kerb. Approach lane markings will be provided on the approach and through the junction as recommend by the RSA.
	The Appellant has provided further clarifications (10 <sup>th</sup> May 2021) regarding its tracking drawings, on which basis it MKC is content that the collisions between westbound vehicles would not in fact be likely to occur.	1	MJP37 and drawing 002 at Appendix D of TRN3 indicate different swept paths. On drawing 002, there is plenty of space to accommodate the swept paths of westbound vehicles safely as vehicles in the offside lane would utilise the new carriageway as shaded. MJP37 illustrates a different swept path plot but does identify how this would be achieved in practice. A further swept plot could be provided to assist the Inquiry if required.
	Given the Appellant's commitment to address issues of inter-visibility at the recycling centre access (MJP RPoE 5.44, which now provides additional detail regarding the operation of that facility), MKC raises no issue with the proposed arrangement at this location.	1	For avoidance of doubt, this is not a new commitment. This was addressed and committed to in the Designer's Response of December 2015 (para 2.5) and in the Designer's Response of January 2021 (para 2.9.1), then reiterated in the Appellant's RPoE. It is intended to ensure inter-visibility for equestrians and vehicles through trimming vegetation in the public highway and installing advance warning signs. These matters would be considered further in the detailed design.
	On the basis of the Appellant's commitment to ensure the dedication of any required land as Public Highway, MKC raises no issue with the proposals in relation to visibility onto the new Pegasus crossing.	1	Agreed
	Based on additional technical (modelling) evidence within the RPoE of Mr Paddle and Mr Bedingfeld, MKC takes no issue with the Appellant's use of lane simulation in its junction modelling.	1	Agreed
	The proposed mitigation scheme leads to the reduction of entry path curvature, which could lead to higher entry speeds.	2	There is no evidence to suggest that entry speeds would be higher, The proposed junction arrangement is safe. As a general point, all the roads tested within the study area including A421 are not trunk roads. The only exception is A5. Many existing junctions do not comply with current DMRB design standards. The DfT has set out guidance in MfS 2 for urban roads such as A421. There is no evidence to suggest that any minor changes to entry path radii would compromise safety. The RSA raises no issues in this context. Line markings on the approaches and through junctions would accord with the recommendations of the audit and would be indicated in more detail at detailed design stage for the s278.

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Junction 12 – Kingsmead Roundabout	The Appellant states that a 1.2m set-back to the VRS is achievable, based on OS mapping. MKC has not objected in principle to the potential relocation of the VRS and, on the basis of the new information set out at MJP38, MKC is of the view that its concern in this regard (JM PoE 6.4.51) can likely be resolved at s278 stage.	1	Agreed.
	MKC (JM PoE 6.4.52) noted WSP's concern regarding potential side-swipe accidents, as set out in its RSA. The Appellant has provided new vehicle tracking at MJP39 for one movement (in relation to which MKC raises no issue); however, tracking has not been provided for the other movements, nor have any lane markings been indicated (as per RSA Problem 2).	2	Lane markings will be provided at the detailed design stage, As set out in the Designer's Response of January 2021 (paragraph 2.2.1). There is sufficient circulatory width for all movements to occur, as existing, therefore it is not necessary to provide vehicle tracking for movements which are unaffected by any geometric amendments related to the proposed mitigation.
Junction 14 – Furzton Roundabout	It is agreed that certain street furniture would need to be relocated and, on the basis of the new plan at MJP40, MKC raises no issue with the proposed mitigation layout.	1	Agreed.
Junction 15 – Bleak Hall Roundabout	On the basis of the new tracking drawing provided at MJP20, MKC raises no issue with the potential for three vehicles to be accommodated at the A421 give way lines.	1	Agreed.
	Figure 6.8 of JM PoE presents a worst-case queue based on multiplying WSP's predicted queues by a standard 5.75m vehicle length. By contrast, WSP's analysis MP RPoE Fig 5-9) splits the queue equally across approach lanes. However, equal queuing across lanes is unlikely to occur, and WSP's analysis takes no account of slow-moving vehicles at the tail of the queue for example.	2	Disagree. A421 is a two-lane dual carriageway from M1 J13 in the east through to the Bottledump roundabout in the west; a distance of 16km with at least two ahead lanes at each junction. Driver behaviour across such a stretch of road would generate queuing in both lanes equally. Furthermore, Junctions9 (page 93) includes slow moving vehicles at the tail of the queue within the queue length results; therefore they are already considered and queuing will not interact with the exits of either Coffee Hall Roundabout or Elfield Park Roundabout. <i>"Start Queue / End Queue: The queue at the start and the end of the time segment. The difference between the two shows the evolution of the queue during this time segment. The values are the total number of queueing vehicles on the arm, regardless of their distribution on the road. E.g. a queue of 10 vehicles could be 10 single-file vehicles, or a row of 5 vehicles queueing two abreast. (If using Lane Simulation mode, you can however look at individual lane results to see more details.) Queues include slowly moving vehicles as well as stationary vehicles."</i>
	On the above basis, actual queuing would likely interact with the exit of the upstream Coffee Hall roundabout.	2	
	Likewise, queuing would likely interact with the exit of J16 Elfield Park Roundabout.	2	
	Based on additional tracking now provided by the Appellant, MKC now raises no issue in respect of circulatory widths.	1	Agreed
As noted in JM evidence, entry paths are not consistent with design guidance and, given the additional traffic demand arising from the proposed development, there would be a compromising effect on safety.	2	As a general point, all the roads tested within the study area including A421 are not trunk roads. The only exception is A5. Many existing junctions do not comply with current DMRB design standards. The DfT has set out guidance in MfS 2 for more urban roads such as A421. There is no evidence to suggest that any minor changes to entry path radii would compromise safety. The RSA raises no issues in this context. Line markings on the approaches and through junctions would accord with the recommendations of the audit and indicated in more detail at detailed design stage.	
As a consequence of the Appellant's RPoE, MKC now raises no issue with the proposed Grafton Street approach.	1	Agreed	
Junction 16 – Elfield Park Roundabout	In the PM peak, queuing would extend back from J16 through the upstream J15 Bleak Hall Roundabout.	2	The robust assumptions using TEMPro for the PM peak hour traffic growth of 15.4% between 2020 and 2033 is unlikely to occur given the downward trend in economic growth as documented in evidence by the Appellant at MJP21.

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	With a 5% reduction in traffic demand on the northern arm, WSP predicts that stationary queuing would reach the exit from J15.	2	With a 5% reduction in traffic demand, total queuing (i.e. including slow moving vehicles at the back of a queue) would not interact with J15 Bleak Hall Roundabout.
	Lane markings and vehicle tracking are absent from the Appellant's evidence.	2	Swept path plots have been provided.
	MKC has concerns regarding entry paths and circulatory widths, in the context of increased demand arising from the Proposed Development.	2	As a general point, all the roads tested within the study area including A421 are not trunk roads. The only exception is A5. Many existing junctions do not comply with current DMRB design standards. The DfT has set out guidance in MfS 2 for more urban roads such as A421. There is no evidence to suggest that any minor changes to entry path radii would compromise safety. The RSA raises no issues in this context. Line markings on the approaches and through junctions would accord with the recommendations of the audit and indicated in more detail at detailed design stage.
	References to pedestrians at JM PoE 6.4.76 are a typographical error and can be struck through.	1	Agreed
<b>Junction 17 – Emerson Roundabout</b>	It is agreed that the proposed entry path deflection on the Shenley Road arm would not be reduced by comparison with the existing arrangement (JM PoE 6.4.78 contains a typographical error and can be struck-through).	1	Agreed
	On the Fulmer Street approach, the widening would extend to a point within 2.9m of the trees to the north. These are elevated above carriageway level and the line of the proposed widening would extend beneath canopies, well within the likely RPZs. There has been no assessment of tree impacts by the Appellant.	2	As can be seen from the drawing in MJP42, the existing lighting columns on Fulmer Street can be retained without the need for relocation. When reviewing the layout on-street and on Google Streetview, it is clear that the extent of the widening will not have any impact on the trees on Fulmer Street. The impact on trees would be considered at detail design stage.
	Figure 6.11 of JM PoE presents a worst-case queue based on multiplying WSP's predicted queues by a standard 5.75m vehicle length. By contrast, WSP's analysis MP RPoE Fig 5-13) splits the queue equally across approach lanes. However, equal queuing across lanes is unlikely to occur, and WSP's analysis takes no account of slow-moving vehicles at the tail of the queue for example.	2	Disagree. A421 is a two-lane dual carriageway from M1 J13 through to the Bottledump Roundabout, a distance of 16km with two ahead lanes at each junction. Driver behavior across such a stretch of road would generate queuing in both lanes equally. Further, Junctions9 (page 93) includes slow moving vehicles at the tail of the queue within the queue length results, therefore they are already considered and queuing will not interact with the exits of Coffee Hall Roundabout or Elfield Park Roundabout. <i>"Start Queue / End Queue: The queue at the start and the end of the time segment. The difference between the two shows the evolution of the queue during this time segment. The values are the total number of queueing vehicles on the arm, regardless of their distribution on the road. E.g. a queue of 10 vehicles could be 10 single-file vehicles, or a row of 5 vehicles queueing two abreast. (If using Lane Simulation mode, you can however look at individual lane results to see more details.) Queues include slowly moving vehicles as well as stationary vehicles."</i>
	<p>The Appellant predicts a doubling of queuing on the A421 northern arm as a consequence of development traffic.</p> <p>The proposed part-time signalisation has not been discussed with MKC prior to the exchange of proofs of evidence.</p> <p>Design concerns regarding the Standing Way N &amp; S approaches are addressed by additional information in the Appellant's RPoE. Likewise, that RPoE clarifies and resolves MKC's concerns regarding the traffic islands on the Shenley Road and Fulmer Street arms, and also in relation to the circulatory</p>	2   1	<p>The modelling of J17 suggests doubling of the queue on A421 northern arm during the PM peak period. However, total delay through the junction reduces in the AM peak by 198 seconds and increases by 115 seconds in the PM peak. Given the robust assumptions of 15.4% traffic growth during the PM peak period between 2020 – 2033, the introduction of traffic signals are not required to mitigate the impact of the Proposed Development during both peak periods, Nevertheless, it is acknowledged and considered appropriate, that the implementation of peak hour traffic signals should be considered further by adopting a 'monitor and manage' approach as indicated by MJP22.</p> <p>Agreed</p>



Key Transport Headings/Topic Areas	Milton Keynes Council (Transport) Comments by Hydrock		Appellant Comments by WSP
	<p>carriageway width.</p> <p>Flattening of entry path deflection could lead to increased vehicle speeds and, in combination with additional traffic demand arising from the Proposed Development, a reduction in safety.</p> <p>The Appellant now proposes a potential part-time signalization scheme to mitigate development traffic impacts. MKC has concerns regarding the operation (queuing and delay) of this proposed junction, and also in respect of approach speeds, TRO requirements, the absence of a RSA, exit blocking and design (layout) issues set out in evidence. The Council notes that the Appellant has not discussed this proposal with MKC, which is the relevant LHA.</p>	<p>2</p> <p>2</p>	<p>As a general point, all the roads tested within the study area including A421 are not trunk roads. The only exception is A5. Many existing junctions do not comply with current DMRB design standards. The DfT has set out guidance in MfS 2 for more urban roads such as A421. There is no evidence to suggest that any minor changes to entry path radii would compromise safety. The RSA raises no issues in this context. Line markings on the approaches and through junctions would accord with the recommendations of the audit and indicated in more detail at detailed design stage.</p> <p>Considering the very robust growth assumptions, part time traffic signals are not required to mitigate the overall impact of the Proposed Development at J17. Notwithstanding, to address BC's concern of queuing in the PM peak period in 2033, the potential requirement for introducing part time would be addressed through a 'Monitor and Manage' process and secured via the s278. If subsequent future reviews require the implementation of traffic signals, then RSAs would be completed and the need for TROs considered (if required) in consultation with MKC.</p>
<p><b>Junction 18 – Windmill Hill Roundabout</b></p>	<p>The traffic count equipment should be re-provided as part of the s278 works.</p> <p>MJP43 comprises an updated drawing showing proposed carriageway / Give Way markings. Figure 6.12 of JM PoE presents a worst-case queue based on multiplying WSP's predicted queues by a standard 5.75m vehicle length. By contrast, WSP's analysis MP RPoE Fig 5-15) splits the queue equally across approach lanes. However, equal queuing across lanes is unlikely to occur, and WSP's analysis takes no account of slow-moving vehicles at the tail of the queue for example.</p> <p>As a result of additional information in the Appellant's RPoE, MKC raises no issue with the re-siting of street furniture, statutory undertakers' equipment (albeit, the Appellant would need to liaise with those organisations to agree their proposals), road markings, vehicle tracking, entry widths and entry path curvatures.</p>	<p>1</p> <p>2</p> <p>1</p>	<p>The traffic count tubes remain in situ however the associated equipment is not present and therefore does not require relocation. The traffic counter would be relocated if required by MKC. The Appellant can provide further details of the location.</p> <p>A421 is a two-lane dual carriageway from M1 J13 through to the Bottledump Roundabout, a distance of 16km with two ahead lanes at each junction. Driver behavior across such a stretch of road would generate queuing in both lanes equally. Further, Junctions9 (page 93) includes slow moving vehicles at the tail of the queue within the queue length results, therefore they are already considered and queuing will not interact with the exits of Coffee Hall Roundabout or Elfield Park Roundabout. <i>"Start Queue / End Queue: The queue at the start and the end of the time segment. The difference between the two shows the evolution of the queue during this time segment. The values are the total number of queueing vehicles on the arm, regardless of their distribution on the road. E.g. a queue of 10 vehicles could be 10 single-file vehicles, or a row of 5 vehicles queueing two abreast. (If using Lane Simulation mode, you can however look at individual lane results to see more details.) Queues include slowly moving vehicles as well as stationary vehicles."</i></p> <p>Agreed</p>

J.R. Date 10/5/21  
JAMES MCKECHNIE  
For and on behalf of Hydrock acting on behalf of Milton Keynes Council

M.T. Parn Date 10/05/2021  
For and on behalf of WSP acting on behalf of the SWMK Consortium