



South West Milton Keynes Consortium

SOUTH WEST MILTON KEYNES

Appendices to Rebuttal Proof of Evidence re MKC of Martin J Paddle BSc CEng CWEM MICE FCIHT MCIWEM, in regard to Transport, Highway and Accessibility Matters: PINS ref: APP/Y0435/W/20/3252528 LPA ref: 15/00619/FUL

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OUR REF. NO. SWMK: APPENDICES TO REBUTTAL PROOF OF EVIDENCE RE MKC OF MARTIN J PADDLE

DATE: 27 APRIL 2021



South West Milton Keynes Consortium

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Appendices to Rebuttal Proof of Evidence re MKC of Martin J Paddle BSc CEng CWEM MICE FCIHT MCIWEM, in regard to Transport, Highway and Accessibility Matters: PINS ref: APP/Y0435/W/20/3252528 LPA ref: 15/00619/FUL

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QUALITY CONTROL

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Prepared by	Martin J Paddle			
Signature				
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Signature				
Authorised by	Martin J Paddle			
Signature				
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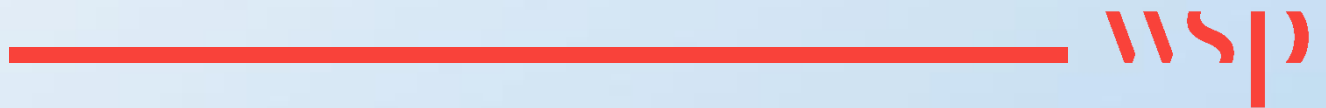


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Appendix MJP29

**CORRESPONDENCE WITH MR
MCKECHNIE (HYDROCK FOR MKC)**



MJP29

Paddle, Martin

From: Paddle, Martin
Sent: 16 October 2020 15:22
To: James McKechnie; Keen, Paul
Cc: Andrews, Stuart; Howard, Stephanie; Sherlock, Justin; Luke Hutcheson; Mark Hyde
Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Follow Up Flag: Follow up
Flag Status: Flagged

James,

My response is below in red.

Regards

Martin J Paddle
BSc CEng CWEM MICE FCIHT MCIWEM
Director
Transport and Development Planning



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From: James McKechnie <[REDACTED]>
Sent: 16 October 2020 13:30
To: Paddle, Martin <[REDACTED]>; Keen, Paul <[REDACTED]>
Cc: Andrews, Stuart <[REDACTED]>; Howard, Stephanie <[REDACTED]>; Sherlock, Justin <[REDACTED]>; Luke Hutcheson <[REDACTED]>; Mark Hyde <[REDACTED]>
Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Martin

Thanks for this.

In response to your questions:

1. Yes, happy for an independent WSP audit team to undertake these Road Safety Audits. **Noted**
2. Yes, please could you send across CVs demonstrating compliance with GG119 requirements. **Noted; we will forward next week**
3. Yes please re the Audit Brief. **Noted; we will forward next week**

I welcome that you are undertaking these audits which, assuming that they already existed, I requested on 21st August 2020. **To put the record straight, you did make a request on 21 August 2020 and apologies if there had been any misunderstanding, however, all the Road Safety Audits that were previously completed and submitted with the Regulation 22 submission in August 2016 were also included at Appendix N in the Updated TA of May 2020.**

Discussions are of course ongoing regarding delivery via s106 / s278, but Road Safety Audits would be required in either case. **Notwithstanding the Council's continued objection on the severity of impacts, we are still awaiting your/Paul's confirmation to meet to discuss the delivery mechanism.**

For instance, if the Council was to take a contribution equivalent to the cost of the works, then it would first of all have to be content that the schemes were operationally appropriate in all respects. That can only be achieved following a Stage 1 Road Safety Audit. **For avoidance of doubt – the previous discussions with the Council, Bucks CC and their respective consultants agreed the due process by which a commuted contribution could be determined and secured. This did not involve the completion of RSAs for improvements that would never be implemented under s278. Both Councils were comfortable with this principle at that time and Bucks Council still accept this approach for determining an equivalent sum to commute and secure via s106. Cost estimates were prepared and reviewed and each authority had the opportunity to consider the potential for variances and contingencies.**

If it remains the Council's position to implement any such (agreed) highway works, then RSAs Stage 1 would be required, followed by Stage 2 and 3 in the usual manner. What we are keen to understand from the Council, is given what has been known about the impact of the Proposed Development for many years and the extent of the suggested and previously agreed mitigation, why is there now a shift away from the basic premise of securing a commuted contribution via s106 for a more specific intervention?

Kind regards

James McKechnie BA (Hons) PGDip FCIHT CMILT

Director | Transportation

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From: Paddle, Martin <[REDACTED]>
Sent: 16 October 2020 12:29
To: Keen, Paul <[REDACTED]>; James McKechnie <[REDACTED]>
Cc: Andrews, Stuart <[REDACTED]>; Howard, Stephanie
<[REDACTED]>; Sherlock, Justin <[REDACTED]>; Mark Hyde
<[REDACTED]>
Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul/James,

Re: Road Safety Audits for junction improvements

In light of your comments below and without prejudice to any subsequent discussion between the parties as we seek agreement on salient matters, Milton Keynes Council is the overseeing authority in accordance with GG119 of the Design Manual for Roads and Bridges (DMRB), which is attached for your reference. In this regard, please confirm:

1. You are in agreement that the Road Safety Audits (RSA) Stage 1 can be completed by an independent WSP team;
2. If you agree with point 1, whether you wish to approve the WSP audit team prior to commencing the audits; and
3. Do you wish to approve the Audit brief.

I am sure you will both appreciate, given the position previously agreed with the Council to commute an equivalent contribution secured by way of the s106, taking the approach of securing works under s278 is more onerous and will require us to complete the RSAs to Stage 1. We therefore need to mobilise a team immediately to enable the timely completion of the audits and also allow the design team to effectively respond to any recommendations raised by the Auditor.

I look forward to receiving your confirmation asap please.

Regards

Martin J Paddle
BSc CEng CWEM MICE FCIHT MCIWEM
Director
Transport and Development Planning



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From: Keen, Paul <[REDACTED]>
 Sent: 13 October 2020 14:04
 To: Hyde, Mark <[REDACTED]>
 Cc: James McKechnie <[REDACTED]>; Andrews, Stuart <[REDACTED]>; Paddle, Martin <[REDACTED]>
 Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Hello Mark

Apologies for not coming back to you.

Our team has a meeting tomorrow and this will be a topic of discussion. That being said, I am not sure at this stage that the meeting you suggest will bring us on any further than what was set out in James's email of 06/10/2020. In essence, a lot has changed since the original officer recommendation to committee insofar as:

- The scheme has changed in terms of a new TA and its modelling
- There is no longer a resolution to grant at AVDC/BC (on the current proposals)
- We object to the new TA and require further information
- We still need costings of the mitigation on the new scheme

We have no preference to either s106 or s278, but clearly if we had all the information requested including costings, we would be in a better position to say what mechanism could be chosen. The closer we get to the Inquiry without the information and agreement, the less likely a s106 seems possible. I would say however, even if s106 route were to be followed, given BC do not have a resolution to grant, that a separate s106/UU for the appeal scheme may be needed to satisfy the matter, and perhaps the inspector that mitigation in MK has been secured.

I am not ruling out the benefit of a meeting, just raising when it would be most useful. I will update you after our meeting tomorrow.

Regards

Paul Keen

Team Leader

Development Management – East Team

[REDACTED]
 [REDACTED]

<http://www.milton-keynes.gov.uk>

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From: Hyde, Mark <[REDACTED]>
 Sent: 13 October 2020 11:09
 To: Keen, Paul <[REDACTED]>
 Cc: James McKechnie <[REDACTED]>; Andrews, Stuart <[REDACTED]>; Paddle, Martin <[REDACTED]>
 Subject: [EXT] RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul,

I have called and left a voicemail. Where are you, please in identifying some dates to meet?

I look forward to hearing from you shortly.

Regards,

Mark

Mark Hyde MRTPI PIEMA
Partner

T: [REDACTED] | M: [REDACTED] | carterjonas.co.uk
One Station Square, Cambridge, CB1 2GA

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From: Hyde, Mark
Sent: 09 October 2020 12:03
To: 'Keen, Paul' <[REDACTED]>
Cc: 'James McKechnie' <[REDACTED]>; Stuart Andrews <[REDACTED]>; 'Paddle, Martin' <[REDACTED]>
Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul,

Good morning (just). Have you any indication yet of availability, please?

Thanks,

Mark

From: Hyde, Mark
Sent: 07 October 2020 13:18
To: Keen, Paul <[REDACTED]>
Cc: James McKechnie <[REDACTED]>; Stuart Andrews <[REDACTED]>; Paddle, Martin <[REDACTED]>
Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul,

Many thanks for your time earlier and further to James' email of yesterday evening.

I am writing to confirm that I believe it will assist if we were to convene a meeting as proposed by James, but also involving our respective solicitors so that we can clarify the operation of the proposed S106 with you.

I should be grateful if you would let me know of your availability to meet at the earliest opportunity.

Regards,

Mark

From: Keen, Paul <[REDACTED]>
Sent: 07 October 2020 09:26
To: Hyde, Mark <[REDACTED]>
Cc: Darke, Tracy <[REDACTED]>
Subject: [Ext Msg] RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Hello Mark

Following James's (our Highways consultant) email setting out our position on the matter, I have tried to call you this morning as probably best to discuss rather than exchange emails. I have a few meetings today but will be available between 12-1pm if that suits?

Can I suggest that Tracy isn't copied into these exchanges, please? We discuss the case frequently, and I can update her in a measured way.

Thanks

Paul Keen
Team Leader
Development Management – East Team

[Redacted]
[Redacted]
[Redacted] [n-keynes.gov.uk](http://www.milton-keynes.gov.uk)

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Saxon Gate East | Milton Keynes | MK9 3EJ

From: Hyde, Mark <[Redacted]>
Sent: 06 October 2020 17:01
To: Keen, Paul <[Redacted]>
Cc: Darke, Tracy <[Redacted]>
Subject: [EXT] RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Evening Paul,

Any progress please?

Thanks,

Mark

Mark Hyde MRTPI PIEMA
Partner

T: [Redacted] | M: [Redacted] | carterjonas.co.uk
One Station Square, Cambridge, CB1 2GA

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From: Keen, Paul <[Redacted]>
Sent: 02 October 2020 13:08
To: Hyde, Mark <[Redacted]>
Cc: Darke, Tracy <[Redacted]>
Subject: [Ext Msg] RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Sorry, Mark. Our Highway consultant have kept missing each other this week. Once I have discussed with him, I will come back to you. Hopefully early next week

Have a good weekend

Regards

Paul Keen
Team Leader
Development Management – East Team

[Redacted]
[Redacted]

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Saxon Gate East | Milton Keynes | MK9 3EJ

From: Hyde, Mark <[REDACTED]>
 Sent: 02 October 2020 12:59
 To: Keen, Paul <[REDACTED]>
 Cc: Darke, Tracy <[REDACTED]>
 Subject: [EXT] RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul,

Are you able to advise please?

Many thanks,

Mark

Mark Hyde MRTPI PIEMA
 Partner

Carter Jonas

T: [REDACTED] | M: [REDACTED] | carterjonas.co.uk

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From: Hyde, Mark
 Sent: 30 September 2020 14:41
 To: Keen, Paul ([REDACTED]) <[REDACTED]>
 Cc: Darke, Tracy <[REDACTED]>
 Subject: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul,

Good afternoon, I hope that you are well.

As you know, the Inquiry has been postponed to February of next year. This will clearly provide the opportunity for the parties to work towards agreement on the highway matters between us.

Having discussed this with the CTM, I am aware of a change in the basis on which MKC would appear to wish to secure highways mitigation. Agreement had previously been reached with officers that the identified mitigation would be costed and 'rolled up' into a single financial contribution secured by way of the S106, giving MKC the flexibility to spend the contribution as it considered appropriate.

Our reading of the evidence now supplied is that this is not now an approach that the Council wishes to adopt and that securing the necessary mitigation by way of S278/S38 is the preferred route.

We believe it assist if we could meet to discuss the approach to be pursued in principle to ensure that time is not wasted going forward and that a clear position can be established and presented to the Inspector in evidence, whether by way of the Highways SoCG or supplementary / rebuttal PoE in due course.

With that in mind I should be grateful if you would be able to provide an indication of when you and colleagues would be available to meet. I envisage that attendance from our side would comprise myself, representatives of the CTM, our highways consultant and solicitor.

I should be grateful for your early advice so that a meeting can be organised within the next week or so.

Regards,

Mark

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-LAEmHhHzdJzBITWfa4Hgs7pbKI

Paddle, Martin

From: Paddle, Martin
 Sent: 16 October 2020 18:46
 To: James McKechnie; Keen, Paul
 Cc: Andrews, Stuart; Howard, Stephanie; Sherlock, Justin; Luke Hutcheson; Mark Hyde
 Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

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James,

See my comments below in red.

Regards

Martin J Paddle
 BSc CEng CWEM MICE FCIHT MCIWEM
 Director
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 Sent: 16 October 2020 16:46
 To: Paddle, Martin <[REDACTED]>; Keen, Paul <[REDACTED]>
 Cc: Andrews, Stuart <[REDACTED]>; Howard, Stephanie <[REDACTED]>; Sherlock, Justin <[REDACTED]>; Luke Hutcheson <[REDACTED]>; Mark Hyde <[REDACTED]>
 Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Thanks Martin

- Appendix N of the 2020 TA contains Road Safety Audits for the site access junctions and Bottledump roundabout. I have not seen any Road Safety Audits for the other locations at which you propose mitigation and am assuming that those will be covered by your proposed Audits. **YES, ONCE MKC HAS APPROVED THE WSP AUDIT TEAM.**

- Setting aside our ongoing concern over the operation of the proposed mitigation schemes, if we were to assume that a contribution in lieu of works was appropriate then, in order to be Reg 122 compliant, there would need to be evidence that it was fairly and reasonably related to the impact of the development. In the absence of Road Safety Audits, there is no evidence that the works could be implemented (i.e. a different scheme might actually be required), on which basis there is no certainty that a contribution based on un-audited works would be CIL compliant. **I HAVE NO ISSUE IN COMPLIANCE WITH THE CIL REGS AND THE TESTS UNDER PARA 122 (2) ALTHOUGH I DISAGREE WITH YOUR USE AND INTERPETATION OF RSAs IN THE MANNER DESCRIBED. FOR AVOIDANCE OF DOUBT, THE REQUIREMENT FOR RSAs HAS NEVER BEEN PREVIOUSLY RAISED BY THE COUNCIL HAVING STATED THEIR PREFERENCE FOR A COMMUTED SUM TOWARDS A MORE SIGNIFCANT INTERVENTION. THE PRINCIPLE FOR DETERMINING A SINGLE CONTRIBUTION WAS AGREED BY BOTH THE COUNCIL AND BUCKS CC.**
- I further note that the works promoted by WSP at the time of determination are different from those now promoted in the 2020 TA and in evidence. We understand that you are preparing costings and Road Safety Audits for those revised works. **THE UPDATED TA REVIEWS ALL THE MITIGATION AS YOU KNOW.**
- As noted, if the Council was to accept a contribution in lieu of works, then it would be reasonable for WSP to provide:
 - The above Audits and up-to-date costings **AS WE NOW APPEAR TO BE CLEAR ON THE COUNCIL'S CURRENT POSITION, THE RSAs WILL BE PROGRESSED IN DUE COURSE AS PREVIOUSLY EXPLAINED. COST ESTIMATES ARE CURRENTLY BEING UPDATED BY THE APPELLANT'S COST CONSULTANT.**
 - Evidence of what alternative schemes these monies might be spent on, empirical analysis to demonstrate that the residual cumulative impact of the development would not be severe, and that the safety impact would be acceptable. **THE IS A MATTER FOR FURTHER DISCUSSION WITH THE COUNCIL AND THEIR DESIRE TO ACHIEVE THE TARGETS FOR MODAL SHIFT SET OUT IN LTP4. I WOULD WELCOME FURTHER DISCUSSION ON THIS ASAP.**

In the absence of the above, it is hard to see how any contribution would be CIL compliant. **I AM NOT ENTIRELY SURE WHERE THIS GOING, BUT TO COMPLY WITH THE COUNCIL'S CURRENT RERQUIREMENTS AND YOUR/MKC's INTERPRETATION OF WHAT IS ACCEPTABLE IN PLANNING TERMS, FAIR AND REASONABLY REALTED IN SCALE, WE WILL BE PROGRESSING MATTERS AS INDICATED ABOVE.**

As previously discussed, in the current absence of costings and the analysis of the potential alternatives to be funded via s106, the Council has simply raised s278 as a possible alternative delivery mechanism for your consideration. **NOTWITHSTANDING, THE APPELLANT'S PREFERENCE REMAINS A SINGLE COMMUTED SUM SECURED VIA THE S106 WHICH COULD BE CASCADED FOR VARIOUS MOBILITY INTERVENTIONS SUBJECT TO FURTHER DISCUSSION WITH THE COUNCIL AS INDICATED ABOVE.**

It feels like detailed discussion regarding the delivery mechanism might be premature until the above points have been addressed; notwithstanding, in the interests of moving things forward, I shortly provide some commentary on the current draft s106. **IF WE ARE TO NARROW THE GAP BETWEEN US, THEN THERE WOULD CLEARLY BE A BENEFIT TO MEET WITH THE COUNCIL AS REQUESTED ON A NUMBER OF OCCASIONS. PLEASE CONFIRM AVAILABILITY.**

Kind regards

James McKechnie BA (Hons) PGDip FCIHT CMILT
Director | Transportation

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 Sent: 16 October 2020 15:22
 To: James McKechnie <[REDACTED]>; Keen, Paul <[REDACTED]>
 Cc: Andrews, Stuart <[REDACTED]>; Howard, Stephanie <[REDACTED]>; Sherlock, Justin <[REDACTED]>; Luke Hutcheson <[REDACTED]>; Mark Hyde <[REDACTED]>
 Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

James,

My response is below in red.

Regards

Martin J Paddle
 BSc CEng CWEM MICE FCIHT MCIWEM
 Director
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From: James McKechnie <[REDACTED]>
 Sent: 16 October 2020 13:30
 To: Paddle, Martin <[REDACTED]>; Keen, Paul <[REDACTED]>
 Cc: Andrews, Stuart <[REDACTED]>; Howard, Stephanie <[REDACTED]>; Sherlock, Justin <[REDACTED]>; Luke Hutcheson <[REDACTED]>

<[REDACTED]>; Mark Hyde <[REDACTED]>
 Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Martin

Thanks for this.

In response to your questions:

1. Yes, happy for an independent WSP audit team to undertake these Road Safety Audits. **Noted**
2. Yes, please could you send across CVs demonstrating compliance with GG119 requirements. **Noted; we will forward next week**
3. Yes please re the Audit Brief. **Noted; we will forward next week**

I welcome that you are undertaking these audits which, assuming that they already existed, I requested on 21st August 2020. **To put the record straight, you did make a request on 21 August 2020 and apologies if there had been any misunderstanding, however, all the Road Safety Audits that were previously completed and submitted with the Regulation 22 submission in August 2016 were also included at Appendix N in the Updated TA of May 2020.**

Discussions are of course ongoing regarding delivery via s106 / s278, but Road Safety Audits would be required in either case. **Notwithstanding the Council's continued objection on the severity of impacts, we are still awaiting your/Paul's confirmation to meet to discuss the delivery mechanism.**

For instance, if the Council was to take a contribution equivalent to the cost of the works, then it would first of all have to be content that the schemes were operationally appropriate in all respects. That can only be achieved following a Stage 1 Road Safety Audit. **For avoidance of doubt – the previous discussions with the Council, Bucks CC and their respective consultants agreed the due process by which a commuted contribution could be determined and secured. This did not involve the completion of RSAs for improvements that would never be implemented under s278. Both Councils were comfortable with this principle at that time and Bucks Council still accept this approach for determining an equivalent sum to commute and secure via s106. Cost estimates were prepared and reviewed and each authority had the opportunity to consider the potential for variances and contingencies.**

If it remains the Council's position to implement any such (agreed) highway works, then RSAs Stage 1 would be required, followed by Stage 2 and 3 in the usual manner. What we are keen to understand from the Council, is given what has been known about the impact of the Proposed Development for many years and the extent of the suggested and previously agreed mitigation, why is there now a shift away from the basic premise of securing a commuted contribution via s106 for a more specific intervention?

Kind regards

James McKechnie BA (Hons) PGDip FCIHT CMILT
 Director | Transportation

Following government advice, I am currently working from home. If we need to speak, drop me a line and I'll get straight back to you. For wider information on working with Hydrock during COVID-19 visit hydrock.com/coronavirus.

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From: Paddle, Martin <[REDACTED]>
 Sent: 16 October 2020 12:29
 To: Keen, Paul <[REDACTED]>; James McKechnie <[REDACTED]>
 Cc: Andrews, Stuart <[REDACTED]>; Howard, Stephanie <[REDACTED]>; Sherlock, Justin <[REDACTED]>; Mark Hyde <[REDACTED]>
 Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul/James,

Re: Road Safety Audits for junction improvements

In light of your comments below and without prejudice to any subsequent discussion between the parties as we seek agreement on salient matters, Milton Keynes Council is the overseeing authority in accordance with GG119 of the Design Manual for Roads and Bridges (DMRB), which is attached for your reference. In this regard, please confirm:

1. You are in agreement that the Road Safety Audits (RSA) Stage 1 can be completed by an independent WSP team;
2. If you agree with point 1, whether you wish to approve the WSP audit team prior to commencing the audits; and
3. Do you wish to approve the Audit brief.

I am sure you will both appreciate, given the position previously agreed with the Council to commute an equivalent contribution secured by way of the s106, taking the approach of securing works under s278 is more onerous and will require us to complete the RSAs to Stage 1. We therefore need to mobilise a team immediately to enable the timely completion of the audits and also allow the design team to effectively respond to any recommendations raised by the Auditor.

I look forward to receiving your confirmation asap please.

Regards

Martin J Paddle
 BSc CEng CWEM MICE FCIHT MCIWEM
 Director
 Transport and Development Planning



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From: Keen, Paul <[REDACTED]>
 Sent: 13 October 2020 14:04
 To: Hyde, Mark <[REDACTED]>
 Cc: James McKechnie <[REDACTED]>; Andrews, Stuart <[REDACTED]>; Paddle, Martin <[REDACTED]>
 Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Hello Mark

Apologies for not coming back to you.

Our team has a meeting tomorrow and this will be a topic of discussion. That being said, I am not sure at this stage that the meeting you suggest will bring us on any further than what was set out in James's email of 06/10/2020. In essence, a lot has changed since the original officer recommendation to committee insofar as:

- The scheme has changed in terms of a new TA and its modelling
- There is no longer a resolution to grant at AVDC/BC (on the current proposals)
- We object to the new TA and require further information
- We still need costings of the mitigation on the new scheme

We have no preference to either s106 or s278, but clearly if we had all the information requested including costings, we would be in a better position to say what mechanism could be chosen. The closer we get to the Inquiry without the information and agreement, the less likely a s106 seems possible. I would say however, even if s106 route were to be followed, given BC do not have a resolution to grant, that a separate s106/UU for the appeal scheme may be needed to satisfy the matter, and perhaps the inspector that mitigation in MK has been secured.

I am not ruling out the benefit of a meeting, just raising when it would be most useful. I will update you after our meeting tomorrow.

Regards

[Paul Keen](#)

Team Leader

Development Management – East Team

[REDACTED]
 [REDACTED]

<http://www.milton-keynes.gov.uk>

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From: Hyde, Mark <[REDACTED]>
 Sent: 13 October 2020 11:09
 To: Keen, Paul <[REDACTED]>
 Cc: James McKechnie <[REDACTED]>; Andrews, Stuart <[REDACTED]>

> Paddle, Martin <>
Subject: [EXT] RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul,

I have called and left a voicemail. Where are you, please in identifying some dates to meet?

I look forward to hearing from you shortly.

Regards,

Mark

Mark Hyde MRTPI PIEMA
Partner

T: | M: | carterjonas.co.uk
One Station Square, Cambridge, CB1 2GA

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From: Hyde, Mark
Sent: 09 October 2020 12:03
To: 'Keen, Paul' <>
Cc: 'James McKechnie' <>; Stuart Andrews <S >
>; 'Paddle, Martin' <>
Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul,

Good morning (just). Have you any indication yet of availability, please?

Thanks,

Mark

From: Hyde, Mark
Sent: 07 October 2020 13:18
To: Keen, Paul <>
Cc: James McKechnie <>; Stuart Andrews <>
>; Paddle, Martin <>
Subject: RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul,

Many thanks for your time earlier and further to James' email of yesterday evening.

I am writing to confirm that I believe it will assist if we were to convene a meeting as proposed by James, but also involving our respective solicitors so that we can clarify the operation of the proposed S106 with you.

I should be grateful if you would let me know of your availability to meet at the earliest opportunity.

Regards,

Mark

From: Keen, Paul <>
Sent: 07 October 2020 09:26
To: Hyde, Mark <>

Cc: Darke, Tracy <[REDACTED]>
Subject: [Ext Msg] RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Hello Mark

Following James's (our Highways consultant) email setting out our position on the matter, I have tried to call you this morning as probably best to discuss rather than exchange emails. I have a few meetings today but will be available between 12-1pm if that suits?

Can I suggest that Tracy isn't copied into these exchanges, please? We discuss the case frequently, and I can update her in a measured way.

Thanks

Paul Keen
Team Leader
Development Management – East Team

[REDACTED]
[REDACTED]

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From: Hyde, Mark <[REDACTED]>
Sent: 06 October 2020 17:01
To: Keen, Paul <[REDACTED]>
Cc: Darke, Tracy <[REDACTED]>
Subject: [EXT] RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Evening Paul,

Any progress please?

Thanks,

Mark

Mark Hyde MRTPI PIEMA
Partner

T: [REDACTED] | M: [REDACTED] | carterjonas.co.uk
One Station Square, Cambridge, CB1 2GA

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From: Keen, Paul <[REDACTED]>
Sent: 02 October 2020 13:08
To: Hyde, Mark <[REDACTED]>
Cc: Darke, Tracy <[REDACTED]>
Subject: [Ext Msg] RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Sorry, Mark. Our Highway consultant have kept missing each other this week. Once I have discussed with him, I will come back to you. Hopefully early next week

Have a good weekend

Regards

Paul Keen
Team Leader
Development Management – East Team

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From: Hyde, Mark <[REDACTED]>
Sent: 02 October 2020 12:59
To: Keen, Paul <[REDACTED]>
Cc: Darke, Tracy <[REDACTED]>
Subject: [EXT] RE: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul,

Are you able to advise please?

Many thanks,

Mark

Mark Hyde MRTPI PIEMA
Partner

Carter Jonas

T: [REDACTED] | M: [REDACTED] | carterjonas.co.uk

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Our assessment of the Government's new White Paper
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From: Hyde, Mark
Sent: 30 September 2020 14:41
To: Keen, Paul ([REDACTED]) <[REDACTED]>
Cc: Darke, Tracy <[REDACTED]>
Subject: SWMK - Highways Mitigation & S106 [CJ-WORKSITE.FID50633]

Paul,

Good afternoon, I hope that you are well.

As you know, the Inquiry has been postponed to February of next year. This will clearly provide the opportunity for the parties to work towards agreement on the highway matters between us.

Having discussed this with the CTM, I am aware of a change in the basis on which MKC would appear to wish to secure highways mitigation. Agreement had previously been reached with officers that the identified mitigation would be costed and 'rolled up' into a single financial contribution secured by way of the S106, giving MKC the flexibility to spend the contribution as it considered appropriate.

Our reading of the evidence now supplied is that this is not now an approach that the Council wishes to adopt and that securing the necessary mitigation by way of S278/S38 is the preferred route.

We believe it assist if we could meet to discuss the approach to be pursued in principle to ensure that time is not wasted going forward and that a clear position can be established and presented to the Inspector in evidence, whether by way of the Highways SoCG or supplementary / rebuttal PoE in due course.

With that in mind I should be grateful if you would be able to provide an indication of when you and colleagues would be available to meet. I envisage that attendance from our side would comprise myself, representatives of the CTM, our highways consultant and solicitor.

I should be grateful for your early advice so that a meeting can be organised within the next week or so.

Regards,

Mark

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-LAEmHhHzdJzBITWfa4Hgs7pbKI

Paddle, Martin

From: Paddle, Martin
Sent: 19 October 2020 19:09
To: James McKechnie
Cc: Howard, Stephanie; Mark Hyde; Sherlock, Justin
Subject: RE: SWMK: Stage 1 RSA Audit Team Approval

James,

I urgently require your approval of the CV data to enable the Road Safety Audit team to progress matters.

Regards

Martin J Paddle
BSc CEng CWEM MICE FCIHT MCIWEM
Director
Transport and Development Planning



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From: Sherlock, Justin <[REDACTED]>
Sent: 19 October 2020 15:41
To: James McKechnie <[REDACTED]>
Cc: Howard, Stephanie <[REDACTED]>; Paddle, Martin <[REDACTED]>
Subject: SWMK: Stage 1 RSA Audit Team Approval

James

Please find attached CVs for our proposed audit team to undertake the Stage 1 Road Safety Audits of the off-site highway mitigation works for your approval on behalf of the Overseeing Organisation (Milton Keynes Council). I will also prepare a brief for approval.

Regards

Justin Sherlock BA(Hons) CTPP MCIHT
Associate Director



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Paddle, Martin

From: Paddle, Martin
 Sent: 03 November 2020 12:52
 To: James McKechnie
 Cc: Luke Hutcheson
 Subject: RE: 16414-TBCA SWMK Public Inquiry

James,

Please see my comments below, many of which we can pick up on at the meeting scheduled for tomorrow.

Regards

Martin J Paddle
 BSc CEng CWEM MICE FCIHT MCIWEM
 Director
 Transport and Development Planning



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From: James McKechnie <[REDACTED]>
 Sent: 02 November 2020 13:46
 To: Paddle, Martin <[REDACTED]>
 Cc: Luke Hutcheson <[REDACTED]>
 Subject: 16414-TBCA SWMK Public Inquiry

Martin

In advance of our meeting scheduled for this week, I thought it would be useful to summarise some of the things which I think we are still expecting from yourselves. I hope this is helpful, and please note that the following is provided without prejudice to the Council's stated position set out in recent correspondence to PINS:

1. A421 access – Carter Jonas' letter of 8th October 2020 to BC suggests that there have been drawing changes in relation to the A421 access. Can you confirm and circulate the current proposed arrangement please? **PLEASE SEE APPENDIX MJP8 TO MY MAIN PROOF. I ALSO UNDERSTAND THAT A COPY OF THE UPDATED MASTERPLAN WAS ISSUED TO YOU YESTERDAY BY MARK HYDE UNDER SEPARATE COVER.**

2. Bottledump Roundabout – new plan & model awaited (per your email of 19/10/20) due to modelling issues (missing traffic on A421) etc. **THIS IS CURRENTLY BEING UPDATED AND WILL BE ISSUED AS PART OF A SUPPLEMENTARY RESPONSE TO POINTS RAISED BY BC.**
3. Tattenhoe Roundabout – revised layout and modelling needed (layout does not track for HGVs and model contains errors re internal links), as per your email of 19/10/20 and my emails of 15/10/20 and 21/10/20. **WE HAVE NOTED YOUR COMMENTS WHICH ARE CURRENTLY BEING REVIEWED.**
4. Buckingham Road / Sherwood Drive / Water Eaton junction – new drawing / model required, and clarifications as per my emails of 19/10/20 and 21/10/20. **WE HAVE NOTED YOUR COMMENTS WHICH ARE CURRENTLY BEING REVIEWED.**
5. Road Safety Audit Briefs – Justin Sherlock’s email of 19/10/20 refers. When do you anticipate circulating these for approval please? **THE DRAFT RSA AUDIT BRIEFS ARE CURRENTLY BEING PREPARED AND WILL BE ISSUED SHORTLY FOR REVIEW AND AGREEMENT. I AM SURE YOU WILL APPRECIATE GIVEN THE COUNCIL’S DESIRE TO IMPLEMENT IMPROVEMENTS VIA S278, THAT WE NEED TO ENSURE THAT BEFORE THE AUDIT BRIEFS ARE ISSUED TO THE AUDIT TEAM THEY REFER TO THE APPROPRIATE AGREED MITIGATION SCHEMES.**
6. Road Safety Audits – what are your timescales for these please? NB that we will need to see Audits of the final mitigation proposals of course (noting the changes referenced above). **THE TIMESCALE IS ENTIRELY DEPENDENT ON POINT 5 ABOVE.**
7. Costings for proposed mitigation works – ditto above, when do you anticipate having costings ready, and NB that these need to reflect the final mitigation proposals. Costings should take account of matters including traffic management (any night works?) and any impact on statutory undertakers’ equipment. **COST PLANS ARE CURRENTLY BEING PREPARED BY THE APPELLANT’S QUANTITY SURVEYORS AND WILL BE ISSUED SHORTLY BUT MAY NEED TO BE REVISITED PENDING THE OUTCOME OF THE RSAs.**
8. Evidence to support proposed phasing of mitigation / contributions – phasing triggers are set out in the draft s106, there is no supporting assessment work in the TA or in evidence. The TA would usually include assessment to support such triggers, in the absence of which, the works would be required early in the life of the development (e.g. potentially at first occupation). **THE MECHANISM FOR DETERMINING TRIGGER POINTS WILL BE DISCUSSED WITH YOU AT THE MEETING TOMORROW.**
9. Evidence regarding the redistribution of traffic across the road network – we take it that you are not now proposing to submit any evidence relating to redistribution of traffic due to congestion, given that nothing has been provided to-date. The TA and your evidence references such redistribution as a mitigating factor, which you say reduces the severe impacts which the TA and evidence indicate at locations on the road network, but there is no technical work to identify what the level, location or effect of this might be. **WE HAVE DISCUSSED THIS POINT ON A NUMBER OF OCCASIONS IN PRIOR MEETINGS AND YOU HAVE ACKNOWLEDGED THAT THE UNIQUE NATURE OF THE MK ROAD NETWORK WOULD POTENTIALLY GIVE RISE TO REASSIGNMENT DURING PERIODS OF CONGESTION IN FUTURE YEARS. THE EVIDENCE OF HOW THE WIDER NETWORK WOULD PERFORM IN 2031 (WHICH INCLUDES THE PROPOSED DEVELOPMENT) IS CURRENTLY AVAILABLE FROM THE MILTON KEYNES MULTI MODAL MODEL (MKMMM) WHICH IS THE EVIDENCE BASE USED TO SUPPORT PLAN:MK.**
10. Proposals for the alternative use of s106 monies, demonstrating a non-severe residual impact – discussions are still to be had regarding the mechanism to deliver works that achieve a non-severe impact. There seems to be two stages that are required: **CLEARLY THE COUNCIL’S APPROACH TO DETERMINE APPROPRIATE MITIGATION IS QUITE DIFFERENT TO THE PRINCIPLE ESTABLISHED BY MKC (AND ALSO AGREED WITH BC) IN 2015/16. NO DOUBT THIS WILL BE DISCUSSED IN THE MEETING TOMORROW.**
 - a. The identification of schemes which in themselves would mitigate in line with NPPF – whereas, the TA and proofs currently show a severe impact, meaning that these works are not currently a proxy for a linked financial contribution. **THIS IS CLEARLY YOUR POSITION WHICH I UNDERSTAND IS A POINT YOU ARE TAKING IN EVIDENCE. THE INFERENCE IS THAT THE COUNCIL CONSIDERS HITHERTO**

THAT THE CURRENT PROPOSED MITIGATION IS INADEQUATE. IT WOULD BE EXTREMELY HELPFUL AND CONSTRUCTIVE TO UNDERSTAND IF THE COUNCIL CONSIDER THAT (IN THEIR VIEW) AN APPROPRIATE AND PROPORTIONATE LEVEL OF MITIGATION COULD BE AGREED?

- b. Then, if you were to pursue the s106 approach, technical evidence as to what alternative measures could be implemented in lieu of some of those works, achieving a non-severe impact. **NO DOUBT THERE WILL BE FURTHER DISCUSSION ON THIS POINT AT THE MEETING TOMORROW.**

I hope that the above is helpful in setting out where we are on various points. These are the ‘headlines’ in relation to current discussions and are not necessarily an exhaustive list (there may be other issues arising once we have received the further information which you propose to submit); NB also that there are additional technical queries in my earlier emails. **I APPRECIATE WHAT YOU ARE DOING, BUT IT WOULD BE EXTREMELY HELPFUL IS TO SEE YOUR COMPREHENSIVE RESPONSE.**

Kind regards

James McKechnie BA (Hons) PGDip FCIHT CMILT
Director | Transportation

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Paddle, Martin

From: Paddle, Martin
Sent: 18 November 2020 16:29
To: James McKechnie
Cc: Howard, Stephanie; Sherlock, Justin
Subject: RE: SWMK

James,

We are currently progressing these matters and will endeavour to provide further updates at the earliest opportunity.

I understand that a further draft of the s106 was issued to MKC earlier this month and we are currently awaiting feedback/comments.

Regards

Martin J Paddle
BSc CEng CWEM MICE FCIHT MCIWEM
Director
Transport and Development Planning



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From: James McKechnie <[REDACTED]>
Sent: 18 November 2020 09:47
To: Paddle, Martin <[REDACTED]>
Subject: SWMK
Importance: High

Good morning Martin

Please could you update me on the following?

- Sherwood Drive / Water Eaton / B4034 junction – you were reviewing our comments and preparing a revised design / modelling?

- Tattenhoe Roundabout – ditto above.
- Bottledump Roundabout – you indicated that a new layout and model would be forthcoming? Have you been able to work this up, and have you provided any further information to Bucks on this (MKC would obviously need to see anything which proposes a change to the layout)?
- Please could you share your analysis informing proposed s106 triggers?
- Also, could you update re the RSA Audit Brief and costings please?

Kind regards

James McKechnie BA (Hons) PGDip FCIHT CMILT

Director | Transportation

Following government advice, I am currently working from home. If we need to speak, drop me a line and I'll get straight back to you. For wider information on working with Hydrock during COVID-19 visit hydrock.com/coronavirus.

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Tel: [REDACTED]

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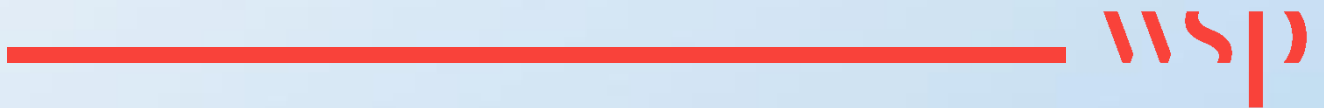
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Appendix MJP30

**MKC RESPONSES TO BC RE:
15/00314/AOP**



PRELIMINARY HIGHWAY OBSERVATIONS FOR: 20/01656/CONS

DATE: 11th February 2021

CONTACT: SMT
TEL: 01908 690463

Outline planning application with all matters reserved except for access for a mixed use sustainable urban extension on land to the South West of Milton Keynes to provide up to 1855 mixed tenure dwellings; an employment area (B1); a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses; a primary school and a secondary school; a grid road reserve; multifunctional greenspace; a sustainable drainage system; and associated access, drainage and public transport infrastructure. (Buckinghamshire Council's application 15/00314/AOP).

Summary of advice from Transport Development Management

- | | |
|--|-------------------------------------|
| No objection | <input type="checkbox"/> |
| No objection subject to condition(s) | <input type="checkbox"/> |
| Object to the Planning Application | <input checked="" type="checkbox"/> |
| Application needs amending and/or further information required | <input checked="" type="checkbox"/> |

Milton Keynes Council requests that this note should be treated as a holding objection until a time that it has had the opportunity to consider new material recently submitted. Milton Keynes' concerns are outlined in the following response from our Highway department.

Introduction

This application represents minor revisions to the previous SWMK application (AVDC reference 15/00314/OAP). The changes are related to:

- i) Alignment of the pipeline across the site.
- ii) Changes to standards for climate change mitigation.
- iii) Housing for elderly residents.

These changes are not substantial. It is relevant to note that Milton Keynes Council objected to the previous application but their views were overlooked by AVDC. It is also relevant to note that a parallel application for the previous proposal to Milton Keynes Council (reference 15/00619/FUL) for physical improvement to Bottledump Corner and a new access on to the A421 to accommodate the development of land in

Aylesbury Vale District was refused by Milton Keynes Council and is currently the subject of a planning appeal. The reason for refusal was:

“That in the opinion of the Local Planning Authority 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.”

Summary

A new Transport Assessment (TA) was prepared as part of the appeal mentioned above and an identical TA accompanied this application, titled as “Updated Transport Assessment” (albeit it represents a completely new analysis and can be considered a new TA).

That new TA is now understood to have been superseded by the submission of TRN3 on 29th January 2021, as is the information submitted by the applicant / appellant in the intervening period. BC has very recently consulted MKC on TRN3 (and also on TRN2 which relates to its own highway network). MKC has commenced its own assessment of TRN3 and will respond under separate cover once it is able to do so; in the meantime, we trust that the following response is helpful.

In terms of traffic impact, which was the main concern of the Council last time around, the new TA took an entirely new approach, which is also reflected in TRN3. The previous TA relied on data from the Milton Keynes Traffic Model to test the impact within Milton Keynes but the new TA relies on a ‘count and factor’ approach. This means that new traffic surveys were done at a number of junctions early in 2020 (before the traffic conditions were affected by Covid) to give up-to-date base data. These were then growthed to 2033 using standard factoring (TEMPRO), with traffic from the development added in and junctions analysed using junction capacity models. The two key differences over the previous TA are the fact that there is no redistribution of traffic as congestion builds up (unlike when the traffic model was used) so traffic on a particular route just continues to grow. In addition, the forecast year is now 2033 not 2026, to reflect the time that has passed since the original application and the latest estimates for build out of the development. As a result of this forecast, the 2033 base network (no development) is more congested than the 2026 base in the previous TA.

Concerns have been raised with the applicant over evidence relating both to the ongoing appeal and this planning application. These discussions are ongoing and relate to matters including the Council’s serious concerns with the subsequent capacity analysis and proposed mitigation.

On the basis of the new TA, the final situation with all in place is worse than if the development doesn’t happen. This is defended in the TA on the basis:

- i) In practice there will be some redistribution of traffic on the grid road network.
- ii) The mitigation means that the situation is better than if the development came forward with no mitigation.
- iii) The residual impact is not severe as required in NPPF.

In response to these points it is considered they are not valid because:

- i) There is no analysis to show whether the spare capacity exists on alternative routes so, although this may be a possibility, it cannot be accepted at this stage.
- ii) The correct comparison is with the base situation not with the development with no mitigation.
- iii) The residual impact is considered severe as there is a significant reduction in performance even with the mitigation measures in place.

It is relevant to note that the mitigation package overall is more substantial than for the previous application, where improvements were proposed to the three main A421 roundabouts only.

Conclusion

Based on the new TA, the development has an adverse impact on the road network in Milton Keynes which is still judged to be severe with the proposed mitigation in place. On that basis, Milton Keynes Highways would recommend that Buckinghamshire Council objects to the proposed development on traffic impact grounds.

However, it is now understood that TRN3 updates the new TA in relation to junctions within Milton Keynes. The Council therefore reserves its position on the application until such time as it has had time to fully consider it.

Stirling Maynard Transportation

for

Milton Keynes Council – Transport Development Management



HIGHWAY OBSERVATIONS FOR: 20/01656/CONS

DATE: 9th April 2021

CONTACT: SMT
TEL: 01908 690463

Outline planning application with all matters reserved except for access for a mixed use sustainable urban extension on land to the South West of Milton Keynes to provide up to 1855 mixed tenure dwellings; an employment area (B1); a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses; a primary school and a secondary school; a grid road reserve; multifunctional greenspace; a sustainable drainage system; and associated access, drainage and public transport infrastructure. (Buckinghamshire Council's application 15/00314/AOP).

Summary of advice from Transport Development Management

No objection	<input type="checkbox"/>
No objection subject to condition(s)	<input type="checkbox"/>
Object to the Planning Application	<input checked="" type="checkbox"/>
Application needs amending and/or further information required	<input checked="" type="checkbox"/>

Milton Keynes' concerns are outlined in the following response from our Highway department.

Summary

Milton Keynes Council (MKC) has now been able to review the current suite of submissions by the applicant in respect of highways matters.

MKC objects to the proposed development, the supporting assessment for which predicts severe queuing and delay on the A421 corridor which is a key artery linking MK and Buckinghamshire, and on local roads around the site. MKC recommends that Buckinghamshire Council (BC) refuses to grant planning permission due to the practical and policy issues arising, including the predicted severe transport impact.

The Transport Assessment (TA) and TRNs do not meet the requirements of national policy as the severe traffic impact of the scheme would remain even with the proposed mitigation in place. Taking the applicant's alternative view that traffic would re-route, the TA / TRNs remain unacceptable as they provide no evidence of the scale, location and impact of that re-routing.

Chapters 10-12 of the Environmental Statement (ES) are based on the traffic flows used in TRN3. The Proof of Evidence of Martin Paddle (WSP)¹ on behalf of the applicant / appellant for the related MKC appeal² states:

6.10 The use of a manual spreadsheet-based approach to distribute and assign traffic is unable to account for the benefits of any dynamic reassignment that would arise in a congested urban network. It assumes that traffic volumes would increase at a junction indefinitely and ignores the fact that motorists will only accept a certain level of queueing and delay before either re-routing (i.e. to balance traffic flows across the network), re-timing (to outside of peak hours), or re-moding (i.e. to sustainable transport options) their journey. When used on a congested urban network, a manual-spreadsheet based approach would therefore present a robust assessment of the development impacts in that the extent of the impacts it identifies are unlikely to occur to the same extent.

Similarly, in the draft Highways Statement of Common Ground (SoCG) between WSP and MKC in relation to the Appeal for the planning application in the MKC area, WSP states:

'this 'static' junction modelling approach would make no allowance for the dynamic reassignment of traffic across the wider highway network'

Whilst WSP uses this as justification for arguing that its assessments present a worst-case in traffic terms, the argument undermines the validity of the traffic assumptions used in ES Chapters 10-12 which should be revisited based on evidence which accounts for rerouting of traffic across the network.

This is particularly pertinent given the strategic regional/national role of the A421, identified by Government as part of the Major Road Network, the operation of which is protected in Plan:MK policy.

MKC also raises serious questions as to the deliverability of much of the proposed mitigation on the Council's highway network for reasons including geometry/design standards, safety, impacts on street furniture (which it may not be feasible to re-site), utilities and arboricultural effects.

In the case of Bottledump roundabout (on the BC boundary) and the Tattenhoe roundabout, the WSP traffic models must be revised to more accurately reflect the likely operation of those junctions before the nature and extent of mitigation can be accepted.

In summary:

- The TA/TRNs need to be updated to fully illustrate the likely impacts of the proposed development, along with the identification of NPPF-compliant mitigation.
- Dependent upon the approach taken by the applicant, this will either require network traffic modelling, alongside updates to the ES, and/or the identification of deliverable mitigation schemes in line with the requirements of policy.

¹ 15th September 2020.

² Application 15/00619FUL and Appeal Ref APP/Y0435/W/20/3252528.

With regard to network traffic modelling, MKC would be happy to discuss options put forward by the appellant, which may include the preparation of new models covering a suitable area. Given that the approach taken in the TA/TRNs/ES diverges from the methodology used in existing models (e.g. in respect of trip generation), no direct comparisons can currently be drawn between WSP's latest analyses and the earlier strategic models held by the Council.

Introduction

MKC objected to the previous application. A parallel application for the previous proposal to Milton Keynes Council (reference 15/00169/FUL) for physical improvement to Bottledump Corner and a new access on to the A421 to accommodate the development of land in Aylesbury Vale District was refused by Milton Keynes Council and is currently the subject of a planning appeal. The reason for refusal was:

“That in the opinion of the Local Planning Authority 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.”

A new (2020) Transport Assessment (TA) was prepared as part of the appeal mentioned above and an identical TA accompanied this application, titled as “Updated Transport Assessment” (albeit it represents a completely new analysis and can be considered a new TA). That new TA is now understood to have been largely superseded by the submission of Transport Response Notes (TRNs), including TRN3 which was issued on 29th January 2021.

BC has recently consulted MKC on TRN3 (and also on TRN2 which relates to its own highway network). MKC is now able to provide the following initial comments.

Extent of Assessment Work

Having agreed with BC and MKC that it would progress a TA (and then TRNs) using a traditional approach which does not refer to wider network traffic modelling, the applicant has the options to either:

- Take the conclusions of its TA at face-value and seek to mitigate them in the usual way – e.g. by reducing travel demand and physically mitigating the residual traffic impacts; or,
- If it is to argue the case that traffic would redistribute across the highway network, reducing specific predicted junction/link impacts, it must provide a comprehensive assessment of how much traffic would divert, to where, and with what effects.

At present, TRN3 indicates widespread congestion between junctions along the A421 between Bottledump roundabout and central Milton Keynes. The extent of queuing predicted by WSP is sufficient that queues from one junction would often extend back and block the exit of the upstream junction. Based on WSP's assessment within TRN3,

the residual impact is shown to be severe, as there is a significant reduction in performance even with the mitigation measures in place.

This is defended in the TA on the basis that, in practice, there will be some redistribution of traffic on the grid road network. However, the applicant provides no analysis to show whether the spare capacity exists on alternative routes so, although this may be a possibility, it cannot be accepted at this stage as a 'solution' to the predicted issues.

None of the submitted assessment work shows where/to what extent redistribution might occur and, given the extent of predicted queuing/delay as a result of the development, it is possible that the residual impact could still be unacceptable.

In coming to this view, MKC is mindful of matters including the potential social, economic and environmental impact of excessive queuing and delay which would undermine accessibility between Buckinghamshire and Milton Keynes, and would have a significant adverse impact on public transport reliability and emergency vehicle access. It is noted that the A421 is identified as part of the national Major Road Network, protected in policy.

The National Planning Policy Framework (NPPF) requires the provision of a TA for developments which will generate significant amounts of movement 'so that the likely impacts of the development can be assessed' (para 111). The NPPF defines a TA as a 'comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel...and measures that will be needed to deal with the anticipated transport impacts of the development'.

The present evidence base relating to the MKC highway network comprises of part of the 2020 TA and TRN3. The applicant argues that these documents over-predict impacts on the highway network, but provides no further assessment to quantify the extent and effect of any wider re-distribution of trips upon which it relies to mitigate the predicted severe operational impacts.

The applicant also refers to the initial agreement by BC and MKC of the scope of the 2020 TA. MKC Officers accepted the assessment methodology proposed by WSP, but did not and could not have accepted at that stage that the conclusions of the TA would be acceptable to the LHA, or that further work would not be required. The requirement for additional assessment is further evidenced by the subsequent submissions by WSP which include TRNs 1-3, reflecting the comments of BC Highways.

The current evidence base submitted by the applicant does not meet NPPF requirements for a TA, nor those set out in the National Planning Practice Guidance (NPPG) because:

- WSP states that actual effects would be different from those indicated in its reports, meaning that WSP's current evidence does not indicate the 'likely impacts of the development' as required;
- It does not assess the potentially-significant levels of re-routing, meaning that it is not 'comprehensive';

- Given that TRN3 predicts severe queuing and delay, the assessment does not identify the ‘measures that will be needed to deal with the anticipated transport impacts of the development’;
- No further studies have been presented – e.g. an assessment of the likely environmental and operational impact of roads and junctions affected by queuing and/or re-routing traffic³.

Consequently, MKC does not accept the transport evidence base submitted by the applicant. As noted, this must logically be updated either to address the predicted severe queuing and delay indicated in TRN3, or to provide an extended assessment including a network model capable of illustrating the location, extent and effect of rerouting (along with any required mitigation measures).

Policy

In addition to the Plan:MK and NPPF policies quoted previously, the development would be contrary to NPPF:

Paragraph 7, which states that the purpose of the planning system is to ‘contribute to the achievement of sustainable development’, which is defined as ‘meeting the needs of the present without compromising the ability of future generations to meet their own needs’.

Paragraph 8, which identifies three linked strands to sustainable development – economic, social and environmental objectives. The level of queuing and delay on the A421 and Buckingham Road, as predicted by WSP in TRN3, would have significant impacts across these strands, including:

- The economic impact on Milton Keynes and Buckinghamshire arising from severe congestion on the A421.
- Social impacts arising from mobility constraints on local residents, delays to public transport services and constraints to emergency vehicle access.
- Environmental impacts including new queues outside of local schools, stationary traffic on the A421, and unknown effects due to re-routing of vehicles across the wider network (not assessed in the TA/TRN or in the ES).

In the same vein, NPPF paragraph 102 requires that ‘the potential impacts of development can be addressed’ and that ‘the environmental impacts of traffic and transport infrastructure can be identified, addressed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains’.

Paragraph 104 states that policies should ‘identify and protect...routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development’.

At paragraph 108, the NPPF requires that ‘any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree’. The

³ NPPG Paragraph: 015 Reference ID: 42-015-20140306.

mitigation, as currently proposed, fails to achieve this and, as indicated subsequently, may not be deliverable.

Reflecting the above, paragraph 110, the NPPF requires that developments 'allow for the efficient delivery of goods, and access by service and emergency vehicles'.

The development as proposed does not accord with the NPPF in the above regard. The Council recommends that the application is refused planning permission given the predicted severe operational impact (contrary to NPPF paragraph 109), and in light of its likely economic, social and environmental impacts which extend across Local Authority boundaries and fail to meet the NPPF definition of sustainable development.

Junction Model Updates

Junction 1: Buckingham Road/Sherwood Drive/Water Eaton Roundabout

TRN3 proposes that the existing roundabout is retained and a scheme is implemented which involves footway narrowing around the roundabout in order to provide additional carriageway area.

On Sherwood Drive, it is proposed to remove much of the verge between the carriageway and footway. Street lighting columns are currently present within this area and it is unlikely that they can be retained/re-provided within the limited area of verge that would remain. The footway would therefore need to be moved to the west in order for street lighting to be retained, the achievability of which must be confirmed in relation to land availability and conflicts with utilities infrastructure.

On Buckingham Road, east and west of the roundabout, the footway and foot/cycleway would be narrowed in order to create additional exit lanes on the carriageway. It is again unclear whether street lighting could be retained as required.

The bus stop on the north side of Buckingham Road (eastern arm) is to be moved from a layby to on-carriageway, 86 metres upstream of the roundabout exit. This could cause a conflict if enough cars back up behind a stopped bus to cause a queue onto the roundabout. The bus stop is also to be moved further from the pedestrian refuge that currently allows pedestrians to cross the road. This move could encourage pedestrians alighting the bus to cross the carriageway away from the crossing point.

The proposals significantly affect the entry path curvature of the eastern (Buckingham Road) arm. The proposals effectively remove any entry path curvature at all. The applicant should review accident data and consider whether the slackening of the entry path could exacerbate any safety problems.

Visibility to the right from Water Eaton Road (southern arm) looking right along Buckingham Road (eastern arm) is limited when approaching the roundabout, which is slightly exacerbated by the proposals. If accident records show that visibility is an issue, it could be considered that the proposals are detrimental to highway safety – this should be reviewed by the applicant.

Issues relating to the position of street furniture post-widening are raised in the Road Safety Audit (RSA) undertaken by WSP. Whilst it is accepted that the junctions would

be subject to detailed design / Stage 2 RSA at s278 stage, the potential impact of accommodating street lighting in particular needs to be confirmed, given that it relates to the overall nature and deliverability of the proposed scheme.

Junction 2: Buckingham Road / Shenley Road Mini-Roundabout

The proposed scheme largely comprises carriageway widening into existing grass verge. It is proposed to remove around half the width of the footway on the northern side of Buckingham Road, to the west of the roundabouts, which is unacceptable in terms of pedestrian provision.

Furthermore, it is proposed to remove the layby on Shenley Road, to the north of the roundabouts, which currently provides a degree of protection for a vehicular property access 12m north of the junction. As noted in the RSA, this has potential safety implications for pedestrians and motor vehicles. The RSA and Designer's Response (DR) note this issue, and also a further problem in that it is unclear from the current drawings whether the pedestrian crossing islands around the junction are to be retained. Whilst it is reassuring that the DR states that drop-kerbs would be provided in relation to the Shenley Road property access, and that the pedestrian crossing islands are to be retained, this should be shown on the planning-stage drawings, rather than at s278 stage.

Under the proposals, the approach from Newton Road (southern arm) aims drivers in the right hand lane directly at the central island. This could make manoeuvring around the island difficult.

The forward visibility to pedestrians waiting to cross on the eastern side of Newton Road is worsened by the proposals. Taking an MfS SSD (given the speeds and environment), there is currently space to accommodate an approximately 41.9m SSD to the centre of the footway at the crossing. Under the proposals this is reduced to approximately 31.9m (both distances measured along the driver's path), as shown below:

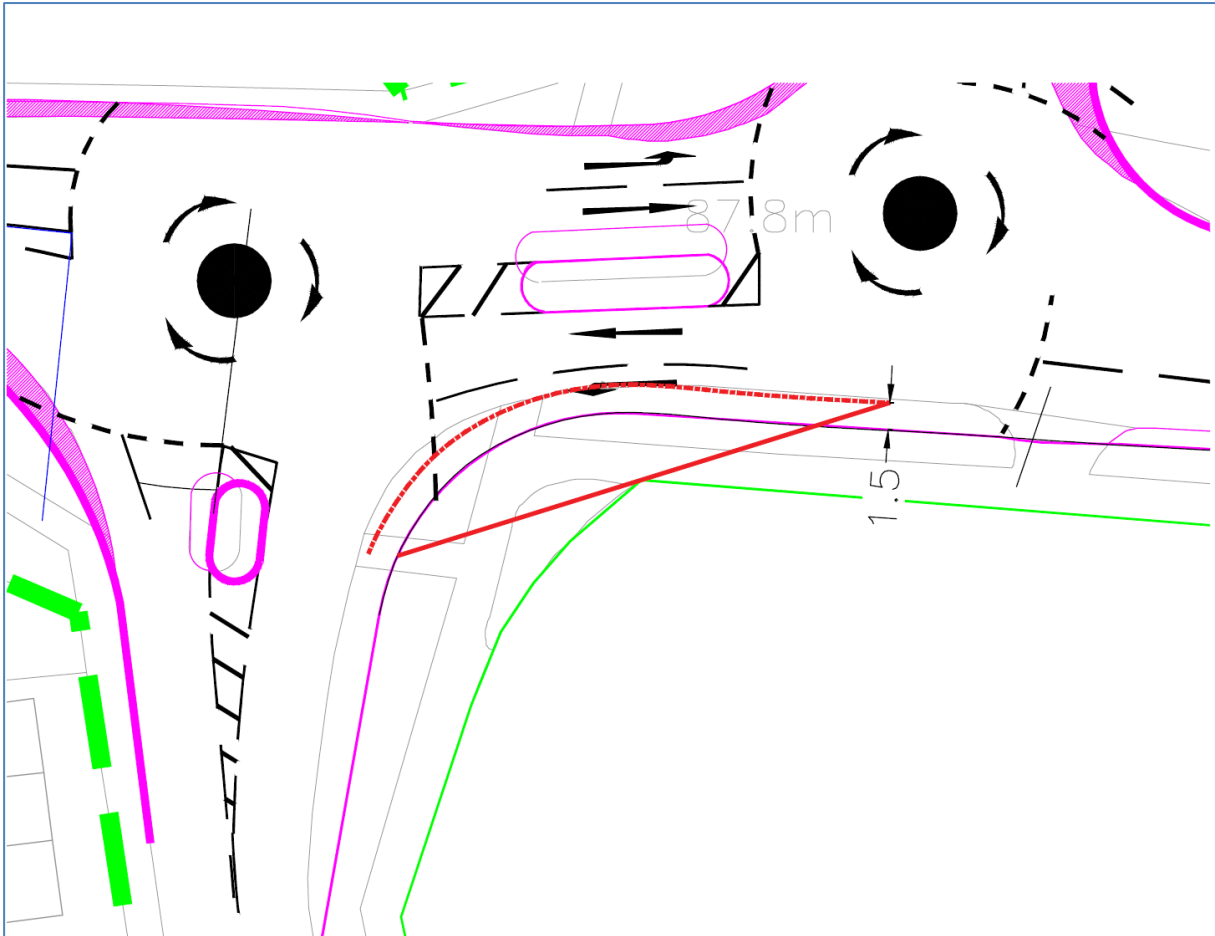


Figure 1: Forward visibility onto pedestrian crossing

Modelling indicates that development traffic would lead to a significant increase in queuing and delay on the westbound approach to the eastern roundabout from Buckingham Road. Queuing is predicted to increase from 47 to 133.5 vehicles, an increase of around 519m, with delay increasing from 129.22 seconds to 448.74 seconds per vehicle on that arm (an increase of 5.3 minutes).

The conclusion reached in TRN3 seems to erroneously compare the Do Something 1 Pre-Mitigation and Do Something 1 Post-Mitigation scenarios. The correct comparison is between the operation of the highway with and without development traffic - i.e. a comparison of 2033 Do Nothing (Pre-Mitigation) and the mitigated Do Something scenarios.

The increase in queuing on Buckingham Road would block back as far as Cottingham Grove to the east. By comparison with the without-development scenario, this queue would block an additional six side roads, two bus stops, multiple property accesses, a signalised crossing outside of a school, and would create congestion adjacent to that school (Holne Chase Primary) where none presently exists.

In summary, the scheme drawings are incomplete and unacceptable for planning determination purposes, and the proposed mitigation would not address the severe / unacceptable impact of development traffic.

Junction 5: Tattenhoe Roundabout

Mitigation includes the signalisation of the junction.

The design drawings do not indicate an intention to reduce the speeds on approach to the roundabout as part of the signalisation. DMRB CD 116 states:

4.1 Where the 85th percentile speed on the approach roads are greater than or equal to 104kph (65mph), a signal-controlled roundabout shall not be provided.

Given that the proposed signalisation is on the A421, a national speed limit dual carriageway, the 85th percentile speeds should be confirmed, if the 85th percentile speeds are above 65mph then the viability of the signalisation is questionable.

There is a fundamental flaw with the model construction concerning the lane lengths that have been used for the gyratory and the resulting stacking capacity of these links.

This has previously been discussed, and WSP has therefore provided an explanation at TRN3 paragraphs 5.2.11 and 5.2.12. WSP implies that blocking back is of no concern as the longest queue on the gyratory is 3.1 PCU before the lights turning green, when considering the back of a Uniform Queue (UQ) (Table 5.5 within TRN3). 3 PCU equates to approximately 17m of queuing from the stop line, and a corresponding stacking capacity of 16-20m has been provided. However, a fluctuation of one vehicle on the gyratory could cause blocking back and impact on the junction's operation, as a single PCU (5.75m) would exceed the provided stacking capacity.

The UQ does not allow for such variations, and is not the appropriate queue measure. LinSig models queue lengths in three components, of which UQ is one. The Mean Max Queue (MMQ) is an average of those three components, and provides a more realistic indication incorporating the random and oversaturated queues. Lanes 1 and 2 on the west gyratory have a MMQ of 6.3 and 6.7 respectively, which is in excess of 34m of queuing space.

In any case, an articulated HGV stopped at the lights would completely or partially block the exits of the roundabout as shown in Figure 2:

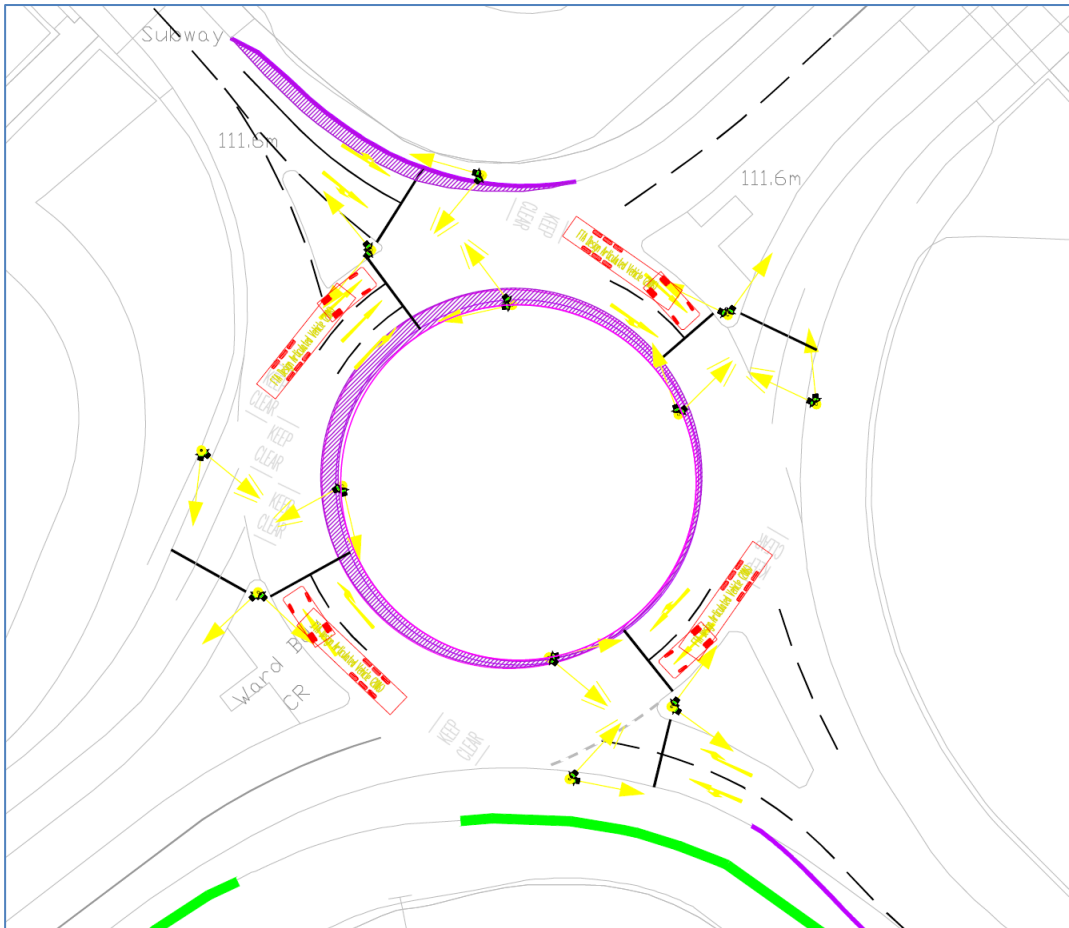


Figure 2: Roundabout exits blocked by HGVs

Keep Clear markings have been proposed to mitigate against this potential blocking back. Given that the junction is signalised and would be congested at busy periods, it is unlikely that these markings would be observed by drivers and they are not enforceable.

Keep Clear markings are not commonly used at roundabouts and the Traffic Signs Manual (6.9.2)4 states:

'Although the Directions do not prohibit the use of the "KEEP CLEAR" marking (diagram 1026, S11-4-16) on roundabouts, there are still the potential problems of obscuration of sight lines and re-establishing priorities. These risks should be assessed carefully when considering whether the marking might help resolve problems caused by exit blocking.'

By contrast, yellow box markings are enforceable, increasing compliance. However, there must be full time signal control on the roundabout entry where they are to be used. The Traffic Signs Manual explains that (6.9.1):

'This is because a circulating vehicle has priority over those entering. If it stops to avoid obstructing the box when its exit is blocked, thereby releasing the flow

of entering vehicles, there is likely to be uncertainty over re-establishing right of way when the exit is clear again. Moreover, a vehicle stopped in an outer lane might obscure vehicles lawfully continuing to circulate on the inner lanes (whose exit might not be blocked) from the view of drivers entering the roundabout. Yellow box markings must not be used where part time signals are in operation.'

In this case, the appellant proposes part-time (peak-hour) signalisation of the junction, which is incompatible with yellow box markings.

The gyratory lane lengths in the model would still need to be updated so that vehicles could not extend back onto these markings - this would reduce the stacking capacity of 16-20m to c.10m, sufficient for 1-2 PCUs, below both the UQ and MMQ measurements.

In relation to visibility, CD116 states:

On an external approach to a signal-controlled roundabout, each traffic lane shall have clear visibility of at least one primary traffic signal associated with its particular movement, from a distance equivalent to the desirable minimum SSD of the approach road.

It would appear that a desirable minimum stopping sight distance of 295m to any signal head on Standing Way (SW approach arm) can not be achieved within the highway boundary indicated on the drawings. It would also appear that a desirable minimum stopping sight distance of 215m to any signal head on Buckingham Road (SE approach arm) can not be achieved within the highway boundary indicated on the drawings.

The mitigation scheme drawing is lacking details such as road markings for the A421 approaches and guide markings on the circulatory carriageway. Vehicle tracking has been provided which indicates that Heavy Goods Vehicles (HGVs) would slightly over-run adjacent lanes and, in one location, would collide with a car running parallel. It would be normal for this to be examined in more detail and the matter resolved, including the assessment of two large vehicles travelling in parallel through the junction. This point is raised in the RSA and should be resolved in advance of determination of the application.

The NW approach arm currently has an entry path radius in the region of approximately 140m and the proposed geometry will worsen the situation.

The V1 Snelshall Street approach indicates a relatively sharp taper to two lanes immediately south of the overbridge north of the junction. This needs to be checked against design standards, as any requirement for a more gradual taper would require works to the bridge structure.

The RSA notes the potential requirement to relocate street furniture around the junction in order to accommodate carriageway widening. This should be confirmed at planning stage, particularly given the level differences and potential requirement for earthworks to accommodate any significant re-siting.

Additional detail is also required on the Buckingham Road approach, as the proposed widening does not illustrate how the carriageway centreline would be accommodated, how the exit lanes would operate, and over what length the approach lanes would develop. Neither does the drawing show the proposed extent of carriageway construction. An Advance Direction Sign for the roundabout is presently sited within the area indicated for carriageway widening and, given the importance of its location relative to the nearby junctions, the location for its re-provision needs to be confirmed.

In summary, the modelled operation of the junction is not accepted, as queuing around the roundabout would likely lead to exit blocking. Furthermore, the design needs to be worked-up in additional detail as there are matters which need to be confirmed in advance of determination, as they affect the deliverability of the design concept (and are therefore not detailed design matters as proposed by WSP).

Junction 6: Bottledump Roundabout

At Junction 6: Bottledump Roundabout, lane simulation has been used to effectively model the entry to the junction with a flare of 0 which, given that the approach to the roundabout has a clear flare, is inconsistent with the mitigation drawings that have been provided. TRN3 does not explain why lane simulation has been used in this way and it is noted that the percentage of vehicles using each lane has not been altered from the 50/50 default.

This removal of the flare effectively undermines the entry capacity formula by approximately 300 vehicles per hour (vph), and a revised model with the correct flare lengths must be prepared. This is likely to demonstrate that the mitigation proposed is unacceptable.

In relation to the proposed mitigation measures, the nearside kerb on the A421 westbound approach is already over-run by large vehicles turning left into Whaddon Road, but remains unaltered in the WSP design.

Whilst some limited widening is proposed on the A421 eastbound and Whaddon Road approaches, these already have two-lane entries to the junction, meaning that the actual benefit of such widening may not be as great as the model suggests.

Swept path analysis plans in TRN3 show that a HGV would collide with a car running in parallel around the junction for the westbound A421 movement, due to the significant encroachment of that HGV into the adjacent lane. No such tracking plans have been provided by WSP for movements including the left-turn into Whaddon Road, and the right-turn from the A421 into Whaddon Road. These should be provided in advance of determination.

Owing to the widening of the circulatory carriageway through reducing the size of the central island, the entry path curvature on all arms is reduced, which could lead to higher entry speeds.

A standalone Pegasus crossing is proposed on Whaddon Road, within the BC area, with links to/from the MKC area. It is recommended that BC requires the applicant to provide evidence that vehicle speeds in this area are, or could be, reduced to a level commensurate with the introduction of this crossing.

The RSA notes (problem 9) that the tie-in for WCHR to Buckingham Road is at the recycling centre access, which could cause conflicts. The auditors recommended that:

It is recommended that good visibility splays, removal of vegetation, signing and enhanced visual features are proposed at this tie-in, warning vehicle users to expect WCHR activity.

The Designer's Response is:

2.9.1. Noted. Vegetation will be trimmed to ensure good visibility for WCHRs in this location and advance signage and markings will be used to ensure drivers using the recycling centre access are warned of the equestrian route. The specification and location of the features will be provided at the detailed design stage, which will be subject to a Stage 2 RSA.

Although visibility within the highway boundary can likely be improved, there is also a fence around the recycling centre (within the BC boundary). This fence could obstruct horse riders emerging into the carriageway from the view of drivers leaving the recycling centre.

RSA (problem 11) highlights the lack of visibility of the new Pegasus crossing for vehicles traveling from the roundabout down Whaddon Road. The Designers state that the vegetation will be cut back and maintenance of this visibility will be the responsibility of Buckinghamshire Council. However, it seems from the design drawing that the visibility splay (as well as some of the widening) is outside of the highway boundary. There is no mention in the Designer's Response of any plans for this area to become Adopted. This should be clarified as it relates to the deliverability of the scheme.

In summary, the junction modelling is not accepted, as there would actually be significantly less capacity - and, hence, more queuing and delay, than predicted in TRN3. The proposed mitigation drawings should take account of the existing operation of the junction, including verge overrunning, and should be updated to address the above matters and avoid conflicts between vehicles that are currently shown on the tracking plans.

Junction 12: Kingsmead Roundabout

The proposed nearside widening on the Chaffron Way approach should be checked against design standards, as the taper to the immediate west of the overbridge appears sharper than would be expected. The position of the Vehicle Restraint System (VRS) barrier to the west of the overbridge should be checked, as its position on the plan appears to be further from the carriageway edge than is the case in reality.

The RSA notes the potential for side-swipe collisions on the junction, and WSP should provide tracking plots to demonstrate that it would operate safely.

These are matters which affect the potential deliverability of the proposed junction works and need to be confirmed at planning stage.

Junction 14: Furzton Roundabout

The junction design should be checked in terms of the need to relocate street lighting and ADS signage. Likewise, the sharp flare to the east of the bus stop on Chaffron Way should be checked against design standards, and consideration should be given to whether the nearside lane would better extend from the bus stop itself (with appropriate markings to control inappropriate use of the bus stop).

The area of widened carriageway on Chaffron Way is obscured from view on approach if a bus is using the bus stop immediately upstream. This could be an issue if vehicles are queuing in this lane.

These are matters which affect the potential deliverability of the proposed junction works and need to be confirmed at planning stage.

Junction 15: Bleak Hall Roundabout

The proposed mitigation scheme increases all approaches to three lanes. However, the drawing provides no indication of lane allocations, and no guide markings are indicated on the roundabout circulatory. These points are raised in the RSA. No vehicle tracking plots have been provided.

DMRB states that Circulatory Carriageway Width shall be between 1.0 and 1.2 times the maximum entry width, excluding any overrun area. The circulatory carriageway width (9.4m) is 0.86 times the maximum entry width (10.8m), below the standard set by DMRB. It is not clear whether, under the proposals, the three lane entries will allow three vehicles to circulate at once or if all three lane entries include a left turn only lane.

It appears that the widening on Standing Way leads to the right hand lane on approach having an entry angle of greater than the DMRB-recommended 60 degrees.

On all four approaches, the entry path curvature is worsened by the proposals and vehicles may enter the roundabout at a higher speed. The associated risks should be qualified by reference to the accident record.

The widening on the north side of Grafton Street (NW approach arm) appears to be partially on the subway structure. The distance from the carriageway edge to the railings on the bridge would need to be reduced, as well as the distance to the lighting column in this location. The drawings are not detailed enough to determine what the existing or proposed remaining distance from kerb to railing would be; however, it could be below the minimum 1200mm prescribed by CD127 (Cross Sections and Headrooms).

The addition of development traffic to the proposed mitigation scheme results in a further 58.5 vehicles queued on the A421 eastbound approach in the AM peak hour. This approach has queues which block back to the upstream junction, Elfield Park

Roundabout, in the base (without development) scenario. Consequently, this additional queuing would create further congestion at that location.

In the PM peak, there would be significant increases in queuing on Grafton Street (N) and A421 (E). With development traffic, the queue on Leadenhall Street would extend to the exit of the upstream junction (Leadenhall Roundabout). Similarly, the queue on the A421 (E) approach would block back through the upstream Coffee Hall Roundabout whereas, in the without-development scenario, the queue would be close to that junction but would not reach the roundabout itself.

The junction model takes no account of predicted exit-blocking from the downstream Elfield Park Roundabout (Junction 16) and consequently over-predicts capacity.

In summary, the proposed mitigation drawing is inadequate for planning determination purposes and does not address points raised in the RSA. Even with mitigation, development traffic would lead to either increased queuing at upstream junctions, or queues which would now block the exits from those junctions. The stand-alone model does not address exit blocking from the downstream Elfield Park Roundabout.

Junction 16: Elfield Park Roundabout

The proposed mitigation scheme comprises of localised entry, exit and circulatory carriageway widening.

TRN3 uses a stand-alone model which does not recognise the exit-blocking on the A421 (N) arm in the AM peak hour. However, the with-mitigation development scenario indicates significant increases in queuing on the A421 (S) entry arm in the AM peak, and on the A421 (N) arm in the PM peak.

The additional queuing on the A421(S) entry arm due to development traffic is predicted by WSP to cause queuing back to, and through, the upstream Emerson Roundabout. That queuing would not exist in the 2033 baseline.

Likewise, development traffic would add to pre-existing queuing on the A421(N) approach which blocks back through the upstream Bleak Hall Roundabout.

As indicated in the subsequent section, the A421(S) exit would be blocked by queued traffic from Emerson Roundabout.

As with other junction mitigation proposals, no lane or guide markings are shown within the drawing. Neither is vehicle tracking included within TRN3.

The proposed circulatory carriageway is marginally narrower than the maximum entry widths (not the 1.0-1.2 times recommended by DMRB).

The Watling Street (SE arm) exit has some road markings which are not tangential to the traffic island and should be corrected.

On all arms the entry path is made flatter and therefore vehicle speeds made faster by the proposals.

In summary, the scheme results in a worsening of conditions for pedestrians and queuing which interacts with other junctions in the vicinity. The scheme drawings lack the required level of detail and assessment for planning stage.

Junction 17: Emerson Roundabout

The proposed widening of the Shenley Road approach into the existing splitter island would result in an approach geometry which reduces deflection and may not accord with standards.

On the Standing Way (S) approach, the proposed widening includes a sharp flare which may not accord with design standards. This widening would require the removal of hedgerow and re-siting of street furniture / statutory undertakers' equipment, the acceptability of which must be established at determination stage.

On the Fulmer Street arm, the proposed approach widening would impact on street furniture and signage which could only be re-provided in that location with the significant loss of highway trees. Due to the level of the verge, above the carriageway, it is likely that the proposed widening would impact on the root systems of all trees along that carriageway frontage. An arboricultural impact assessment should be provided to determine the likely scope of impact.

On Standing Way (N), the proposals indicate widening through the provision of a sharp flare to the immediate south of the overbridge, which may not accord with highway design standards. This widening also impacts on services and street furniture including lighting columns and the VRS for the nearby subway.

The traffic islands on Shenley Road (SE Arm) and Fulmer Street (NW Arm) are directly in front of traffic emerging from the left hand lane of Standing Way on both arms. If these are to remain as a left turn only lanes, then this should be acceptable, but if drivers can now go straight on from this lane, it should be redesigned to point them at the circulatory carriageway.

The proposals include 10.5m wide, three-lane entries going into an 8.9-9.4m wide circulatory carriageway, i.e. 0.85 times the max entry width. This is below standard, and an 8.9m width is narrow for three lanes of traffic to negotiate, particularly if one of those lanes of traffic includes an HGV.

All entry path curvatures will be made flatter by the proposals to reduce the size of the central island, and could therefore lead to increased vehicle speeds.

As noted above, WSP predicts that the A421(N) exit would be blocked by traffic from Junction 16 Elfield Park Roundabout. Given that TRN3 utilises stand-alone junction models, this has not been accounted for by WSP, meaning that the junction model over-predicts capacity.

Likewise, TRN3 modelling indicates that the A421(S) exit would be blocked by traffic queuing from Junction 18 Windmill Hill roundabout.

However, taking the modelling at face-value, WSP predicts increased queuing on both Standing Way approaches in the AM peak hour. In the PM peak, TRN3 predicts worsening queues on Shenley Way and both Standing Way approaches - queuing on

the Standing Way (N) arm would increase significantly to the extent that it would block the exit from the upstream Elfield Park roundabout.

The proposed mitigation would appear to be outside of design standards, requires re-siting of street furniture / VRS, and has a potentially significant adverse impact on trees. The operation of the junction is predicted to create, and be impacted by, queuing at other junctions on the surrounding network. These are matters which affect the potential deliverability of the proposed junction works and need to be confirmed at planning stage.

Junction 18: Windmill Hill Roundabout

The proposed widening on the Tattenhoe Street approach would require re-siting of street furniture, an ADS, and electronic traffic count equipment. The proposed works to the Standing Way (N) arm would similarly impact on existing street furniture and statutory undertakers' equipment.

The scheme drawing omits to show a Give Way marking on the Tattenhoe Street arm, and has no directional / guidance markings, despite the proposed increase in entry lanes. No vehicle tracking plots have been provided to confirm the operation of the roundabout for large vehicles.

The entry widths have been enlarged to 10.5m. The carriageway width is 9.1m. This means that the carriageway width is 0.86 times the max entry width.

On all arms the entry path curvature is made worse by the proposed widening. The proposals may cause the Tattenhoe Lane arms to become sub-standard; however, more precise locations of existing road markings would need to be provided to confirm this.

With the addition of development traffic, the proposed mitigation works result in increased AM peak hour queuing on both Standing Way approaches. In the PM peak hour, the predicted queue on Standing Way (N) would increase almost sevenfold, reaching the exit of the upstream Emerson Roundabout.

The physical effects of the proposed mitigation should be confirmed at planning stage, and a complete scheme drawing / tracking plots should be provided. However, the proposed scheme still results in interaction with other nearby junctions, the impact of which has not been assessed in the current modelling.

Conclusion

On the basis of the information set out above, Milton Keynes Highways would recommend that Buckinghamshire Council objects to the proposed development on traffic impact grounds, given the severe transport impacts predicted by the applicant in its TA/TRNs at locations which provide immediate and more strategic access between the BC and MKC highway networks.

MKC would be please to liaise with the applicant on these matters and to discuss the scope of the additional work required which is likely to include additional mitigation design, network modelling and revisions to assessment documents including the ES.

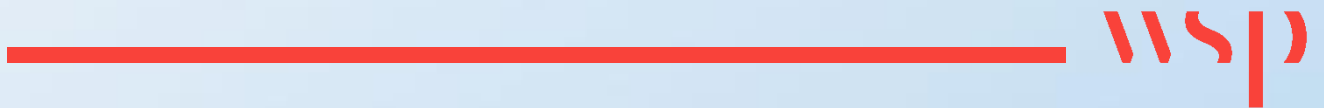
Stirling Maynard Transportation

for

Milton Keynes Council – Transport Development Management

Appendix MJP31

**CORRESPONDENCE WITH MR KEEN
(MKC)**





MJP31

Milton Keynes Council
Development Management
Saxon Gate
Milton Keynes,
MK9 3EJ

Contact Martin Paddle
Mobile 07774 973569
E-mail martin.paddle@wsp.com
Our Ref SWMK application/appeal

Att: Mr Paul Keen

7 April 2021

Dear Sirs,

**South West Milton Keynes – planning application 15/00619/FUL;
PINs appeal ref: APP/Y0435/W/20/3252528**

I refer to the Council's 'holding' objection dated 11 February 2021 and the subsequent meeting held on 23 March 2021 between Martin Paddle of WSP and Mr James McKechnie of Hydrock. During that meeting, Mr McKechnie agreed to provide us with further information as indicated below.

We also note that the Council's 'holding' objection of 11 February 2021 raised a number of matters which have still to be explained in any detail. In addition, during the meeting on 23 March 2021, a number of points were raised by Mr McKechnie and we were led to believe that a comprehensive technical response would be provided under separate cover, either by Mr McKechnie's company Hydrock or Stirling Maynard Transport (SMT). That full and detailed response remains outstanding and is potentially compromising our opportunity to respond constructively and in a timely manner.

For avoidance of doubt, we await the Council's response to the following points:

1. **Public Transport** – we understand that the Council's public transport executive is currently reviewing the specification previously agreed with your authority in 2016/17;
2. **Local Transport Note 1/20** – Mr McKechnie raised points in regard to the proposed crossing points for cyclists at the proposed access off A421 and Buckingham Road. We are led to believe that SMT are to advise us further on the relevant detail but we have not received any response hitherto;
3. **Bottledump roundabout** – Mr McKechnie suggested that the capacity has been overestimated. Please provide the detail that supports this assertion;
4. **Tattenhoe roundabout** - Mr McKechnie indicated a concern over the potential for traffic to block back through the junction. Again, we would ask that you provide the detail to support that assertion;



5. **All other junctions** – Mr McKechnie led us to believe there are various other junctions that have been reviewed either by Hydrock or SMT that are said to have an impact on street furniture, lining/signing and arboriculture; please provide the detail as nothing has been received hitherto following the submission of the appeal in May 2020 and the issue of the subsequent Transport Response Notes (TRNs 1, 2 and 3);
6. **Interaction between junctions** – Mr McKechnie has indicated that the forecast results for 2033 suggest that there could be interaction between the junctions tested, albeit at this stage no specific details have been provided;
7. **Highways Delivery Scheme (HDS)** – WSP has tabled a mechanism to specify and secure the proposed highway improvements. The HDS would be provided to discharge a 'Grampian' style condition. In this regard, I understand that a condition has been drafted but would be grateful for your confirmation that this is agreed;
8. **S106 v s278** – Mr McKechnie has informed us that the Council is 'minded' to accept the principle of securing the proposed highway improvements by way of an agreement under s278 of the Highways Act 1980. We would be grateful for confirmation of this.

We would be extremely grateful to understand when the Council intend to provide us with a comprehensive response to these points as promised by Mr McKechnie at the meeting on 23 March 2021.

Yours faithfully.

A handwritten signature in blue ink, appearing to read 'M. Paddle', with a horizontal line underneath.

Martin Paddle

Director – Transport & Development Planning

Place Directorate
Growth Economy and Culture



Reply to Paul Keen
 Call 07795475593
 E-mail paul.keen@milton-keynes.gov.uk

13th April 2020

**APPEAL BY THE SOUTH WEST MILTON KEYNES CONSORTIUM (“SWMK”)
 LAND AT LAND SOUTH OF THE A421, WEST OF FAR BLETCHLEY, NORTH OF
 THE EAST WEST RAIL LINK AND EAST OF WHADDON ROAD,
 BUCKINGHAMSHIRE**

Our Ref: 15/00619/FUL
Your Ref: APP/Y0435/W/20/3252528

Dear Martin

South West Milton Keynes – Buckinghamshire Council reference 15/00314/AOP

I refer to your letter dated 7th April 2021, the title of which refers to a planning application in the Milton Keynes Council (MKC) area (15/00619/FUL) which is presently the subject of a Planning Appeal (APP/Y0435/W/20/3252528). As you will be aware, the Inspector for that appeal has stated that no new evidence is to be submitted, following the appellant’s January 2021 submissions.

Alongside this, MKC has recently been reconsulted by Buckinghamshire Council (BC) on the linked planning application which has been submitted in its area. As Mr McKechnie of Hydrock, acting for MKC, rightly stated, the BC application is being managed for MKC by Mr Weeks for Stirling Maynard Transportation (SMT). As noted, MKC has provided BC with a holding response in relation to the latest submissions, and will shortly provide a more-detailed technical review of the substantial body of new evidence which has been submitted by the applicant. A response from MKC to BC was issued 12th April 2021.

On this basis, MKC does not agree that you have been compromised by this Council’s actions:

- In relation to the Appeal, no new evidence can now be submitted and MKC’s position will be set out in its forthcoming Proof of Evidence, as is usual. Indeed, there have been several meetings and much technical correspondence between Hydrock and WSP on that matter, so the Council has gone beyond what might be typical in order to attempt to narrow the issues between the parties.
- In respect of the live BC planning application, it is only a few weeks since MKC was consulted by BC on the new material from the applicant. This Council has

already provided a preliminary response setting out its overall position, and will shortly provide a more substantive response having had time to review the documents in detail. This is quite normal and perfectly reasonable behaviour.

We further note that BC has not yet been able to provide a detailed response to the extensive latest submissions by WSP, both in relation to the appeal and the live application.

In relation to the technical points raised in your letter, these will be addressed in detail in evidence to the Appeal and in this Council's response to the BC application. However, we note that further details related to a number of these matters were discussed in the meeting of 23rd March 2021 and are set out in the Minutes of that meeting which have already been circulated between the parties.

It was agreed between those present at the meeting that detailed technical discussions would be undertaken separately, so as not to prolong the meeting and take up the time of your planning colleague. However, there are a number of specific points which we provide further comment on below:

- In relation to your query on the blocking of internal links at Tattenhoe Roundabout, Hydrock first raised this with WSP in October 2020 and has explained the problems with WSP's design which should be fully understood.
- Your team provided a draft planning condition in relation to the Highway Delivery Scheme and you will be aware that this is agreed as part of the Planning Statement of Common Ground (SoCG).
- Likewise, the agreement in relation to delivery of the mitigation works via s278 is also set out in the Planning SoCG.

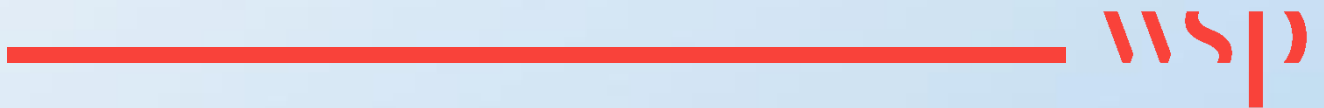
We trust that this letter is clear in addressing the matters which you have raised.

Yours Sincerely

Paul Keen
Team Leader, Development Management, Milton Keynes Council

Appendix MJP32

**CORRESPONDENCE WITH MR
WEEKS (SMT FOR MKC)**



Paddle, Martin

Subject: FW: SOUTH WEST MILTON KEYNES - TRANSPORT + HIGHWAY MATTERS

MJP32

From: Stirling Maynard Transportation <[REDACTED]>
 Sent: 08 August 2019 09:20
 To: Paddle, Martin <[REDACTED]>
 Cc: Howard, Stephanie <[REDACTED]>; Mark Hyde <[REDACTED]>
 Subject: RE: SOUTH WEST MILTON KEYNES - TRANSPORT + HIGHWAY MATTERS

Martin,

I confirm that reflects the current position.

Regards,
 Nigel Weeks
 Tel:- [REDACTED]

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 Registered No. 09886618 (England)
 Registered Office 1 – 2 Mill Lane Woolstone Milton Keynes MK15 0AJ

From: Paddle, Martin [[mailto:\[REDACTED\]](mailto:[REDACTED])]
 Sent: 07 August 2019 17:42
 To: Stirling Maynard Transportation
 Cc: Howard, Stephanie; Mark Hyde
 Subject: re: SOUTH WEST MILTON KEYNES - TRANSPORT + HIGHWAY MATTERS

Afternoon Nigel,

I understand that the client consortium is meeting with Milton Keynes Council (MKC) tomorrow at 2pm to run through all outstanding matters. I am not attending that meeting but thought it would helpful just to confirm my understanding following our con call on 23 July 2019.

You indicated that you had reviewed WSP's recent Technical Note 18 (TN18): 'Review of Transport Modelling' and are content that:

- a. The conclusions reached in TN18 are acceptable;
- b. The mitigation package previously agreed with MKC and BCC is still appropriate; and
- c. Further assessments are not required to enable MKC to determine the outstanding planning application.

I hope this accurately reflects the broad thrust of our discussion. Please confirm at the earliest opportunity – ideally before the meeting tomorrow if at all possible!

Many thanks

Martin J Paddle
BSc CEng CWEM MICE FCIHT MCIWEM
Director
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From: Paddle, Martin
Sent: 12 July 2019 18:01
To: Nigel Weeks ([redacted])
Cc: Gary Tucker ([redacted]); John Coleman
<[redacted]>; Tom Thornewill ([redacted])
<[redacted]>; Mark Hyde <[redacted]>; Howard, Stephanie
<[redacted]>
Subject: FW: SWMK [CJ-WORKSITE.FID50633]

Nigel,

Further to our discussion earlier this week please see the email trail below and our Technical Note that was submitted to MKC on 25 June 2019. The Note draws together the outcomes arising from modelling work completed by others on behalf of BCC and MKC following the AVDC Planning Committee resolution in the Summer 2017.

Perhaps we could discuss further next week; alternatively, I would be happy to meet w/c 22 July if that would assist?

Have a good w/e!

Many thanks

Martin J Paddle
BSc CEng CWEM MICE FCIHT MCIWEM
Director
Transport and Development Planning



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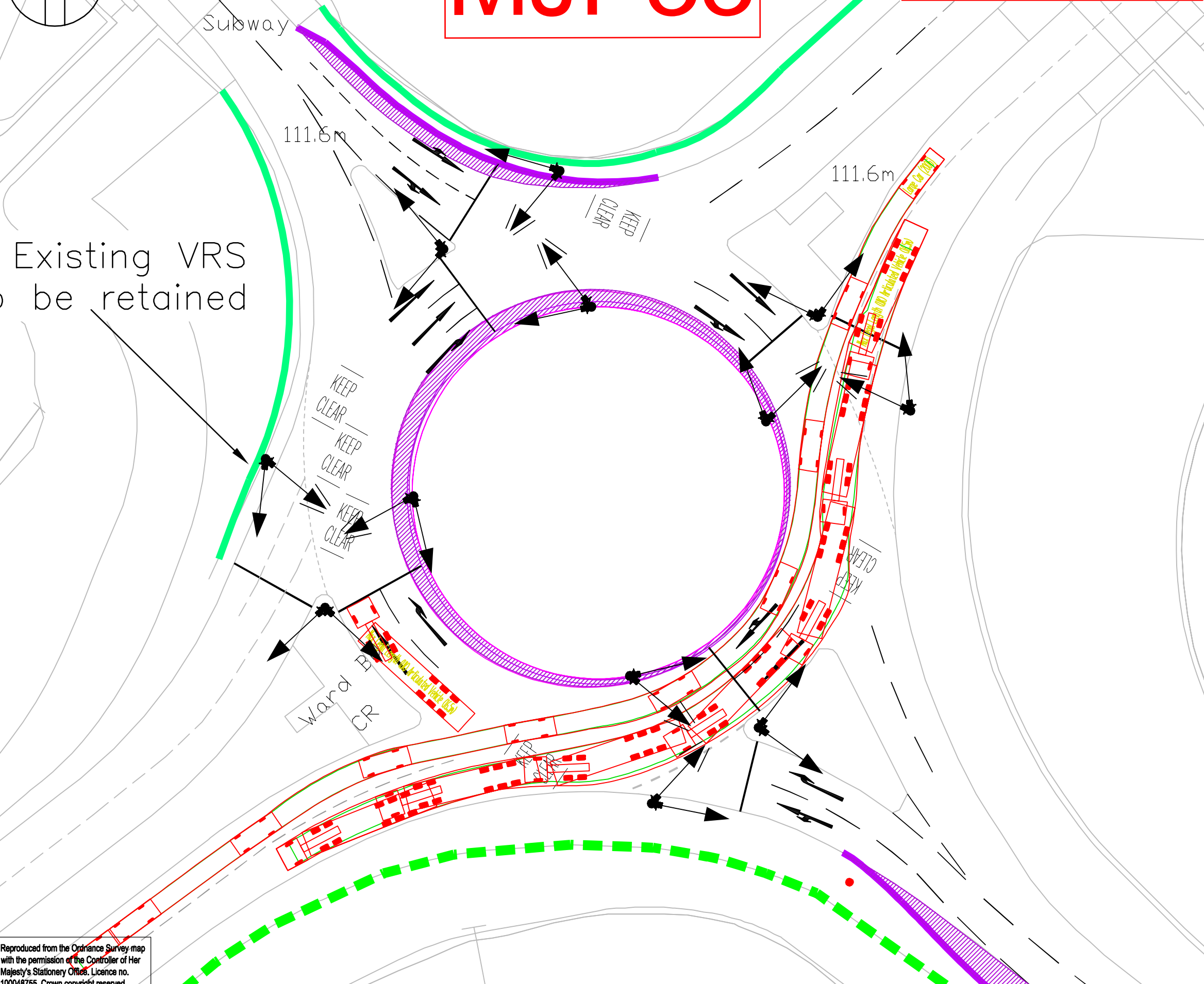
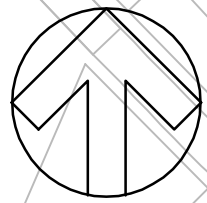
Appendix MJP33

J5 SUPPLEMENTARY SWEEP PATH ANALYSIS

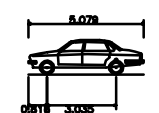


MJP33

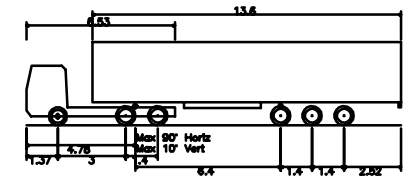
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DO NOT SCALE



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

P01	26/04/2021	JS	INITIAL LAYOUT	SH	MP
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ARCHITECT:

PROJECT: SOUTH WEST MILTON KEYNES

TITLE: J5 - TATTENHOE ROUNDABOUT JUNCTION MITIGATION SWEEP PATH ANALYSIS

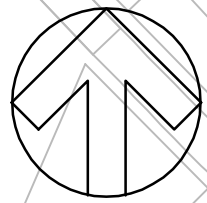
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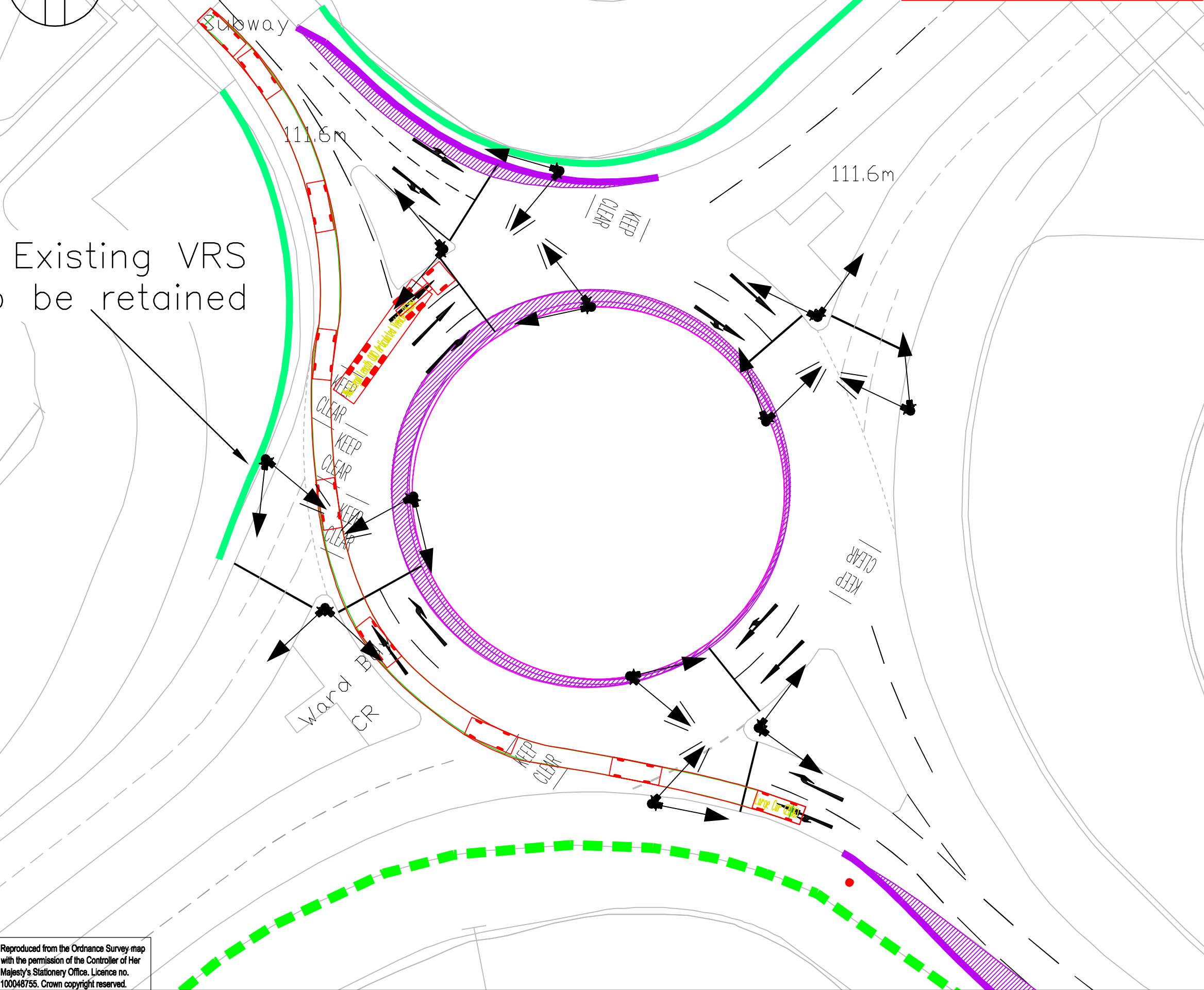
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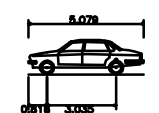


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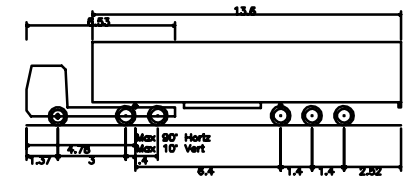


Existing VRS be retained

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PROJECT: SOUTH WEST MILTON KEYNES

TITLE: J5 - TATTENHOE ROUNDABOUT JUNCTION MITIGATION SWEEP PATH ANALYSIS

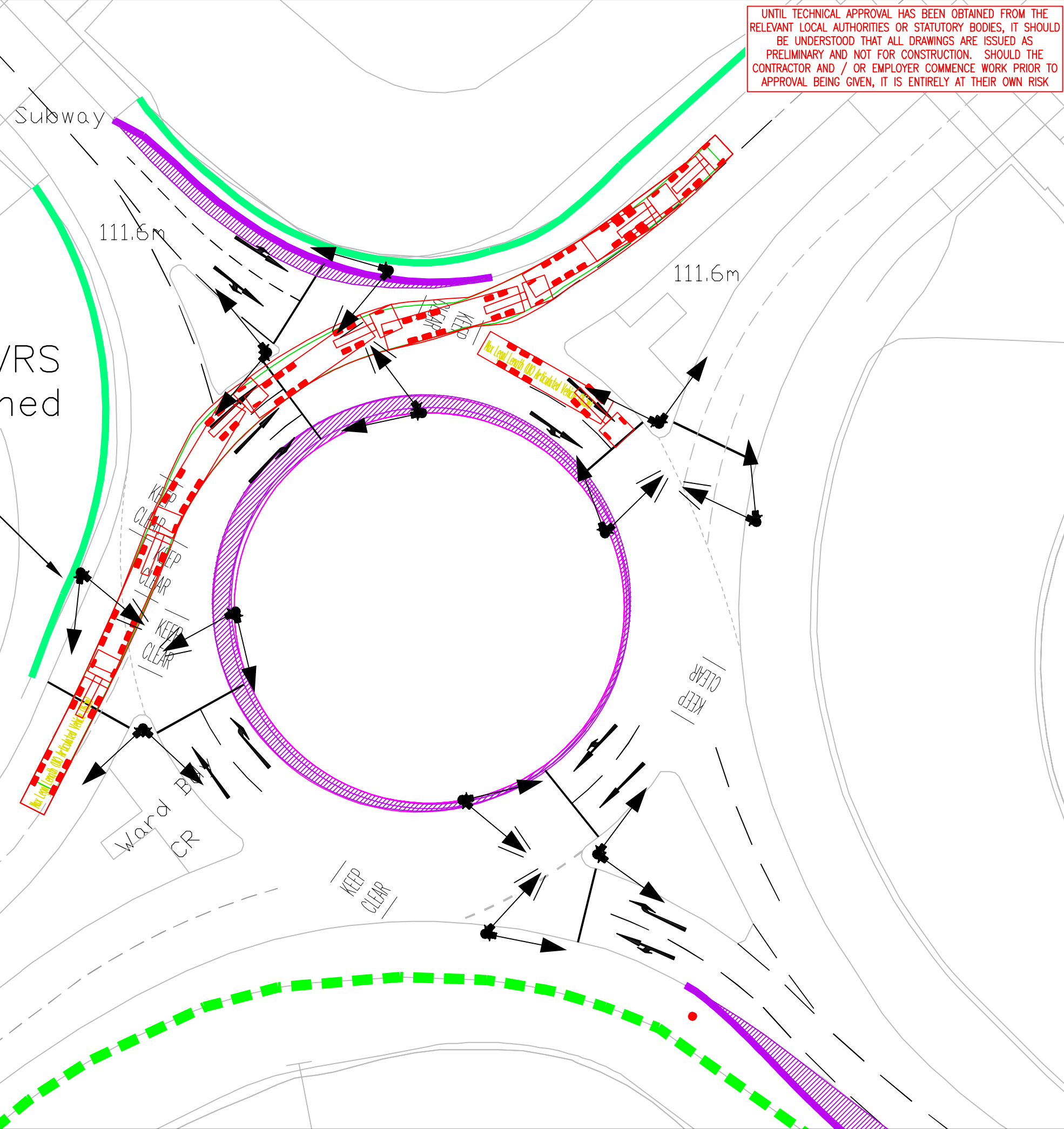
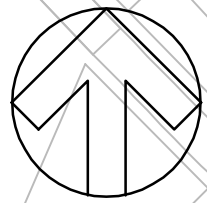
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 CHECKED: SH
 APPROVED: MP

PROJECT No: 70069442
 DESIGNED: ST
 DRAWN: ST
 DATE: April 2021

DRAWING No: 9442-TP-ATR-022
 REV: P01

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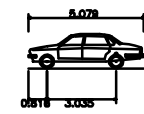
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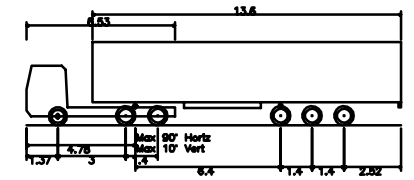
UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

Existing VRS be retained

DO NOT SCALE



Large Car (2006)
 Overall Length 5.079m
 Overall Body Height 1.872m
 Overall Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.500m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

P01	26/04/2021	JS	INITIAL LAYOUT	SH	MP
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



2 London Square, Cross Lanes, Guildford, GU1 1UN, UK
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 wsp.com

CLIENT: SOUTH WEST MILTON KEYNES CONSORTIUM

ARCHITECT:

PROJECT: SOUTH WEST MILTON KEYNES

TITLE: J5 - TATTENHOE ROUNDABOUT JUNCTION MITIGATION SWEEP PATH ANALYSIS

SCALE @ A3: 1:1000
 CHECKED: SH
 APPROVED: MP

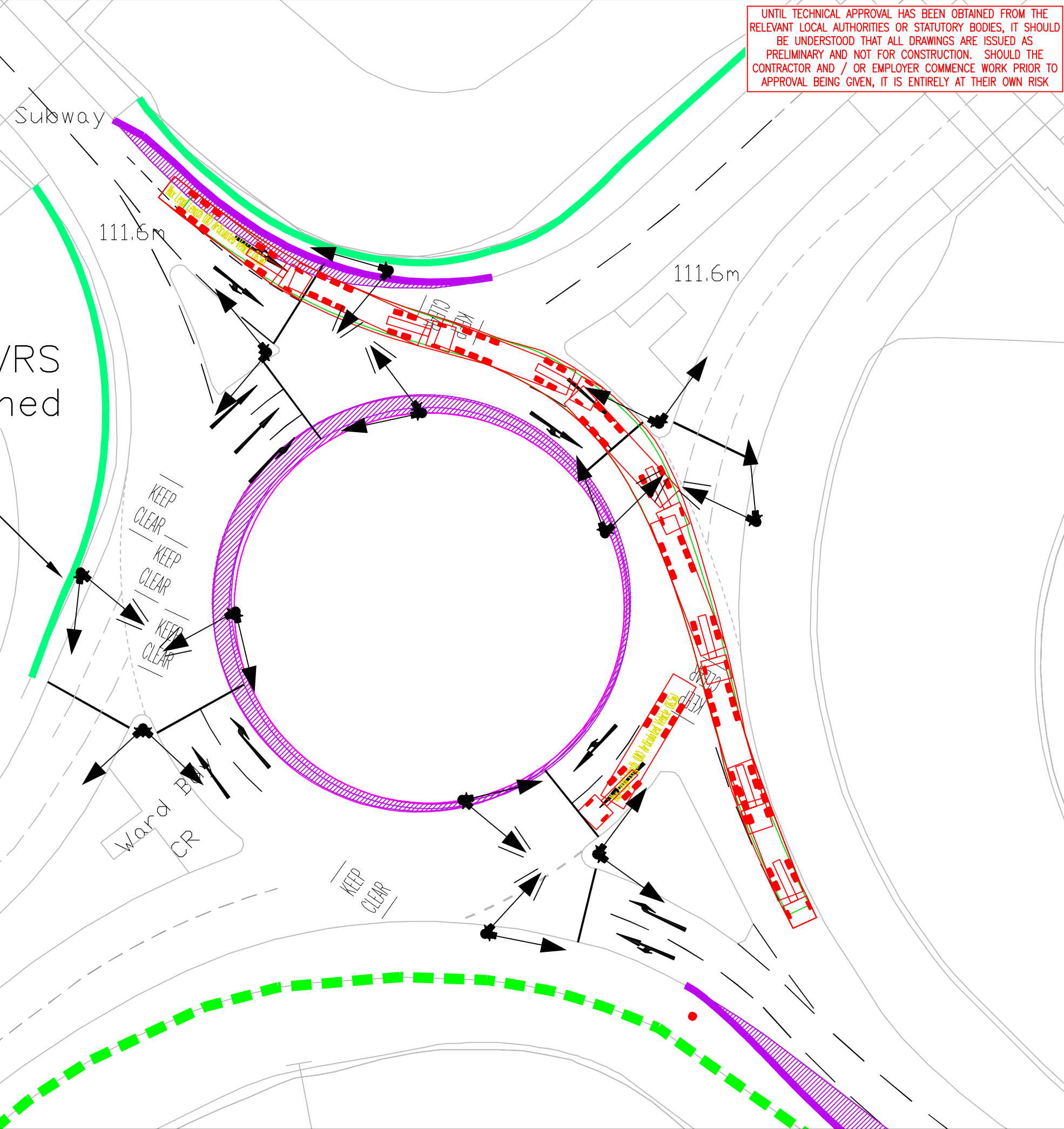
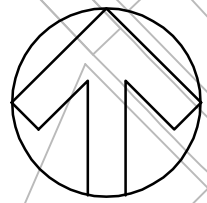
PROJECT No: 70069442
 DESIGNED: ST
 DRAWN: ST
 DATE: April 2021

DRAWING No: 9442-TP-ATR-023
 REV: P01

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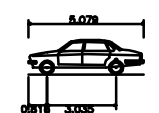
File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70069442 - SWMK - 2020\03 WIP\TP TRANSPORT PLANNING\ANALYSIS\2021 JUNCTION MODELLING\MITIGATION\J5 - TATTENHOE RBT MITIGATION P06 - ATR.DWG, printed on 27 April 2021 16:28:07, by Mbugua, Bernard



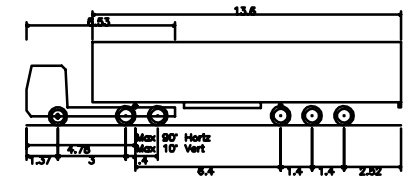
UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

Existing VRS be retained

DO NOT SCALE



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.500m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

P01	26/04/2021	JS	INITIAL LAYOUT	SH	MP
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT: SOUTH WEST MILTON KEYNES CONSORTIUM

ARCHITECT:

PROJECT: SOUTH WEST MILTON KEYNES

TITLE: J5 - TATTENHOE ROUNDABOUT JUNCTION MITIGATION SWEEP PATH ANALYSIS

SCALE @ A3: 1:1000 CHECKED: SH APPROVED: MP

PROJECT No: 70069442 DESIGNED: ST DRAWN: ST DATE: April 2021

DRAWING No: 9442-TP-ATR-024 REV: P01

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Appendix MJP34

**J2 MITIGATION PROPOSALS
(SHOWING SUPPLEMENTARY
DETAIL)**



MJP34

DO NOT SCALE

KEY

- - - Highway Boundary
- Kerb Amendments
- Carriageway Construction
- Footway Construction
- Verge Construction
- Street Furniture - Existing Location
- Street Furniture - Proposed Location
- Street Furniture - To be Removed

REV	DATE	BY	DESCRIPTION	CHK	APP
P04	22/04/2021	BM	Additional Information Added	SH	MJP
P03	29/01/2021	JS	HATCHING ADDED	SH	MJP
P02	26/01/2021	JS	AMENDED LAYOUT	SH	MJP
P01	21/01/2021	JS	NEW LAYOUT	SH	MJP

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CLIENT: South West Milton Keynes Consortium

ARCHITECT:

PROJECT: South West Milton Keynes

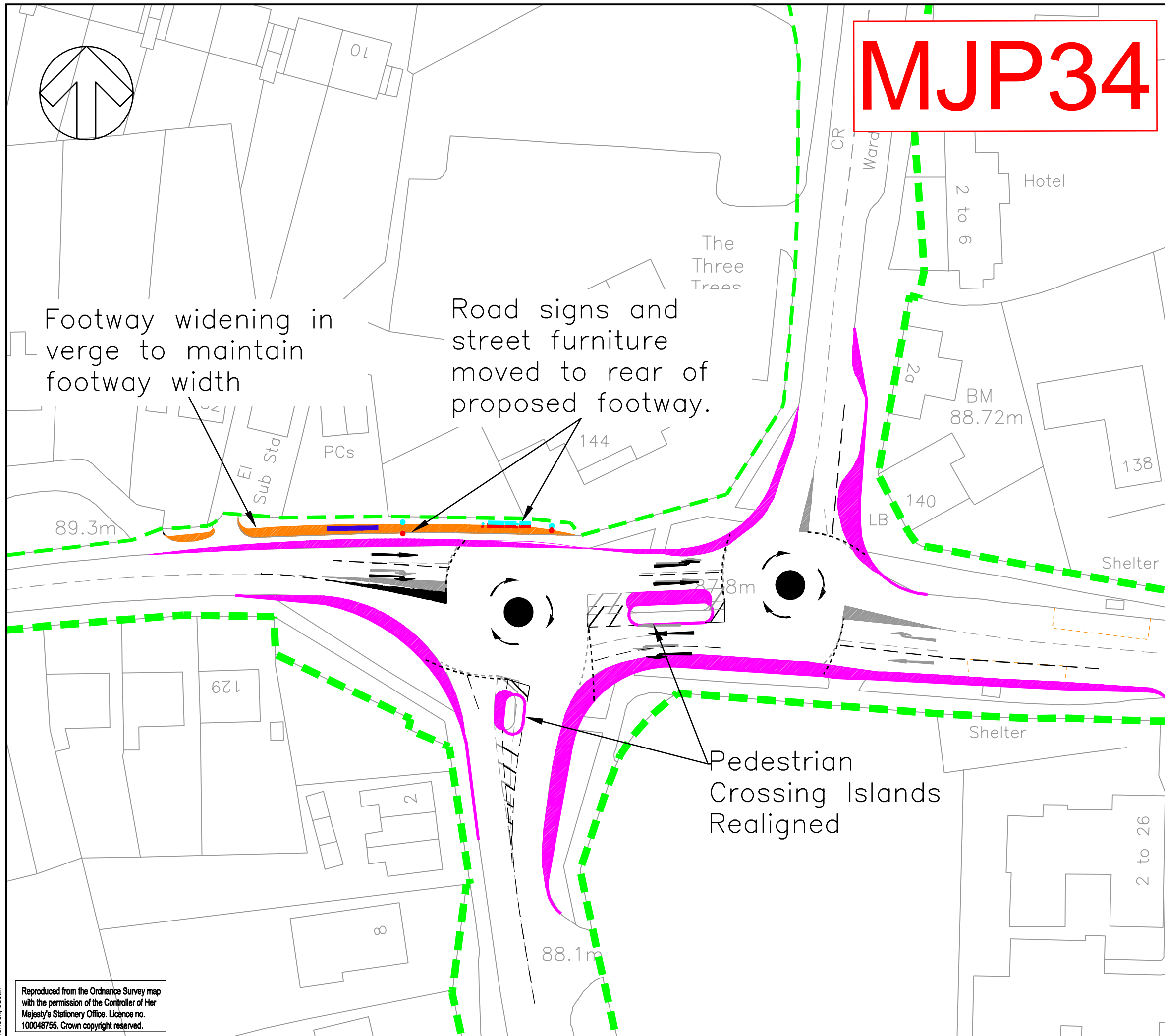
TITLE: Junction 2 Mitigation Buckingham Road/Shenley Road Mini-Roundabout Layout

SCALE @ A3: 1:500 **CHECKED:** JS **APPROVED:** JS

PROJECT No: 70069442 **DESIGNED:** JS **DRAWN:** SET **DATE:** April 2021

DRAWING No: 70069442-015 **REV:** P04

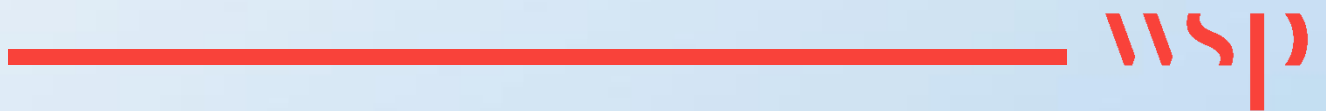
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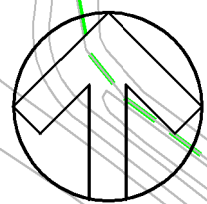


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Appendix MJP35

J5 FORWARD VISIBILITY DRAWING








MJP35

DO NOT SCALE

KEY

	295m Forward Visibility
	215m Forward Visibility
	160m Forward Visibility

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NO	DATE	BY	DESCRIPTION	CHK	APP
P01	26/04/2021	ST	FIRST ISSUE		

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CLIENT: **SOUTH WEST MILTON KEYNES CONSORTIUM**

ARCHITECT:

PROJECT: **SOUTH WEST MILTON KEYNES**

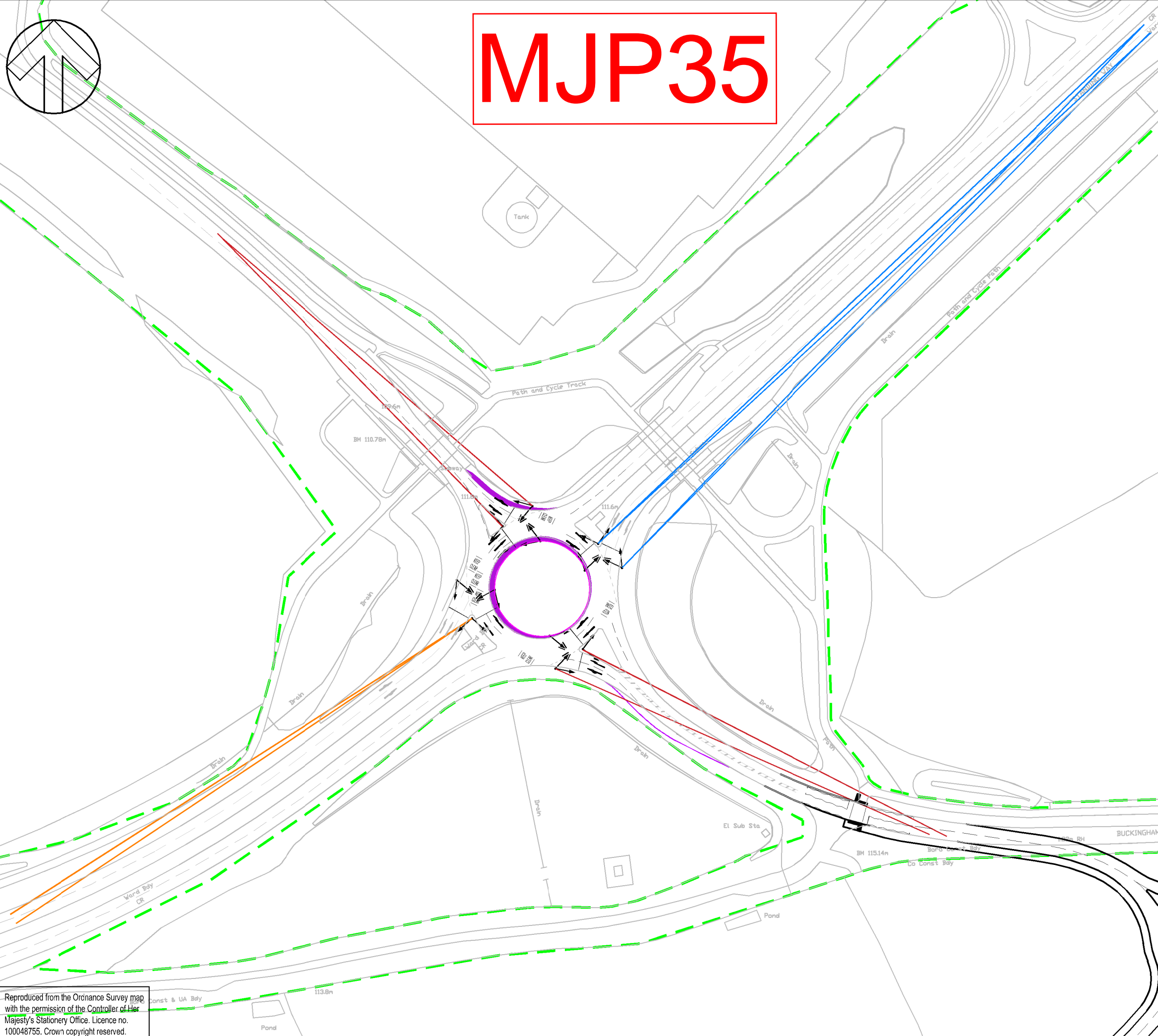
TITLE: **J5 - TATTENHOE ROUNDABOUT JUNCTION FORWARD VISIBILITY TO SIGNAL HEADS**

SCALE @ A3: NTS	CHECKED: SH	APPROVED: MP
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PROJECT No: 70069442	DESIGNED: ST	DRAWN: ST	DATE: April 2021
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DRAWING No: 70069442-018	REV: P01
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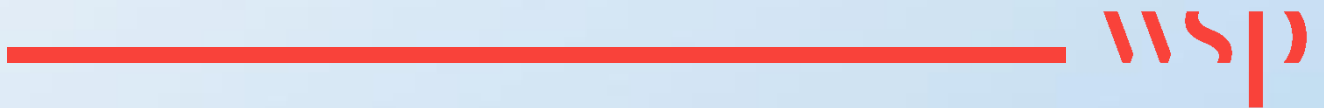


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File name \\UK\WSPGROUP\UP\COM\CENTRAL DATA\PROJECTS\70069442 - SWMK - 2020\03 WIP\TP TRANSPORT PLANNING\ANALYSIS\2021 JUNCTION MODELLING\MITIGATION\5\05 - TATTENHOE RBT FORWARD VISIBILITY TO SIGNAL HEAD.DWG, printed on 26 April 2021 12:18:47, by Sherlock, Justin

Appendix MJP36








**J5 MITIGATION PROPOSALS
(SHOWING SUPPLEMENTARY
DETAIL)**



MJP36

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

DO NOT SCALE

KEY	
	Highway Boundary
	Kerb Amendments
	Carriageway Construction
	Verge Construction
	Street Furniture - Existing Location
	Street Furniture - Proposed Location
	VRS- Existing

REV	DATE	BY	DESCRIPTION	CHK	APP
P06	22/04/2021	BM	ADDITIONAL INFORMATION ADDED	SH	MP
P05	25/01/2021	ST	MARKINGS REVISED	SH	MP
P04	12/11/2020	ST	LANE WIDENING ON SNELSHALL STREET	SH	MP
P03	16/10/2020	ST	LANE MARKINGS UPDATED	SH	MP
P02	24/08/2020	ST	ADDITIONAL LANE ADDED ON GYRATORY N	SH	MP
P01	24/08/2020	ST	FIRST ISSUE	SH	MP

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CLIENT: SOUTH WEST MILTON KEYNES CONSORTIUM

ARCHITECT:

PROJECT: SOUTH WEST MILTON KEYNES

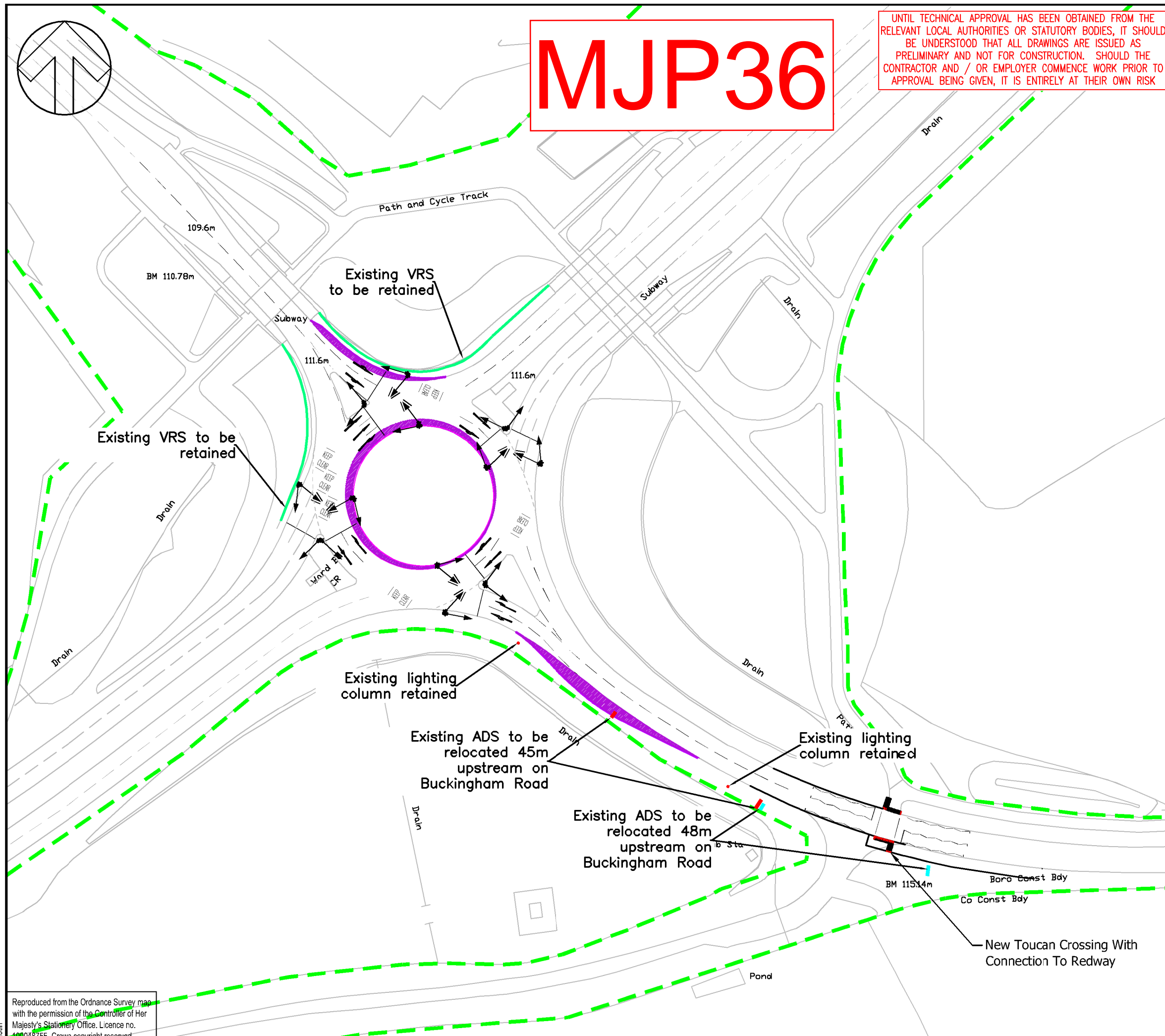
TITLE: J5 - TATTENHOE ROUNDABOUT JUNCTION MITIGATION

SCALE @ A3: 1:1000 CHECKED: SH APPROVED: MP

PROJECT No: 70069442 DESIGNED: ST DRAWN: ST DATE: April 2021

DRAWING No: 9442-TP-SK-004 REV: P06

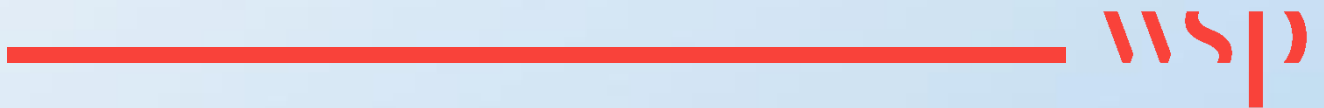
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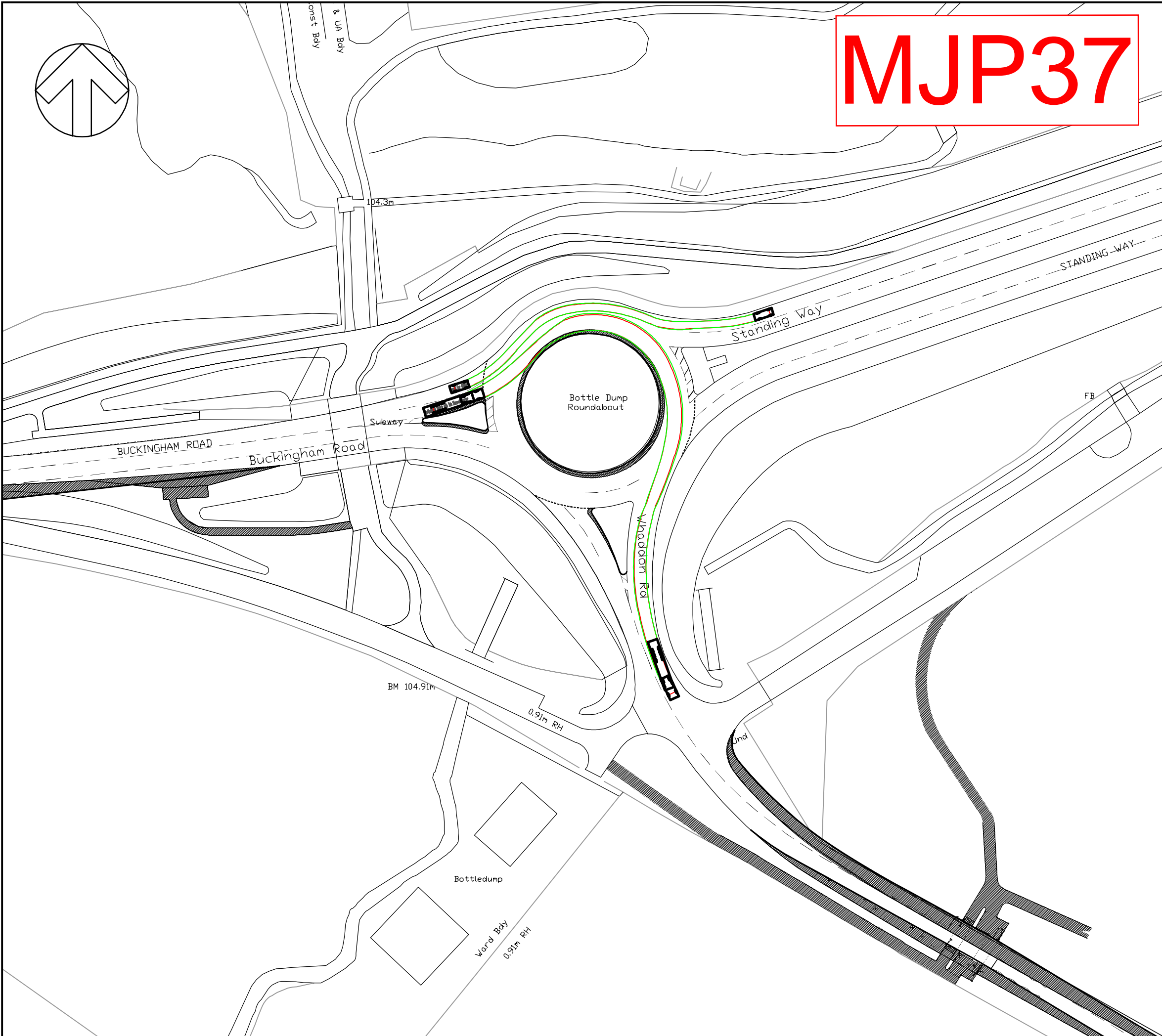
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Appendix MJP37

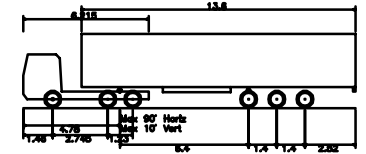
J6 SUPPLEMENTARY SWEEP PATH ANALYSIS



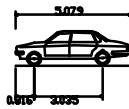
MJP37



DO NOT SCALE



Articulated Vehicle with Twin Steered Tractor
 Overall Length 16.500m
 Overall Width 2.500m
 Overall Body Height 4.281m
 Min Body Ground Clearance 0.428m
 Max Track Width 2.500m
 Lock to lock time 8.00s
 Kerb to Kerb Turning Radius 6.967m



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

P01	26/04/2021	JK	FIRST ISSUE	JS	JS
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT: South West Milton Keynes Consurtium

ARCHITECT:

PROJECT: South West Milton Keynes

TITLE: Junction 6 - Bottle Dump Roundabout - Swept Path Analysis - 16.5m Artic

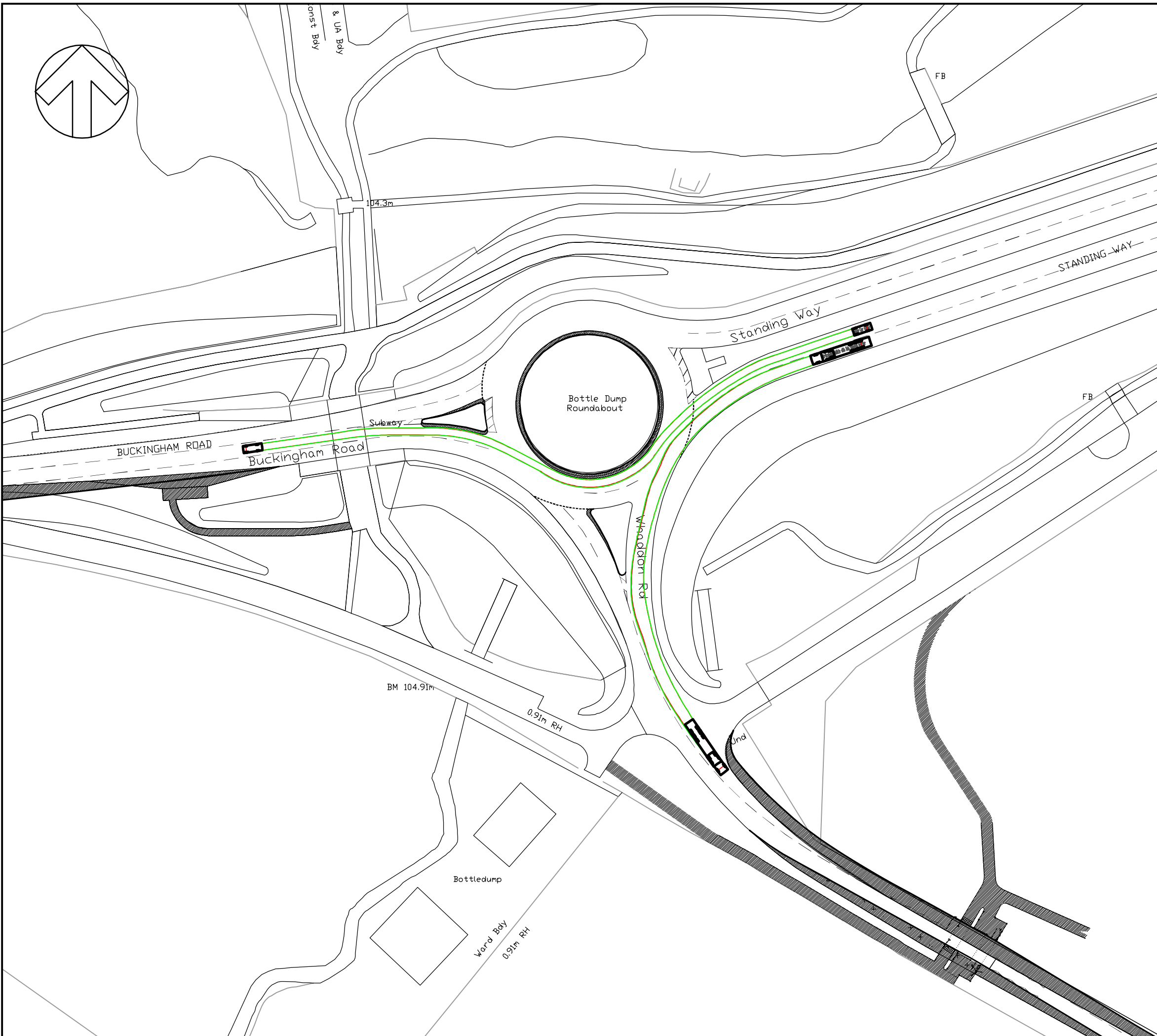
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DRAWING No: 70069442-004-ATR-005 REV: P01

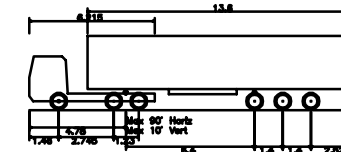
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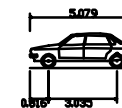
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DO NOT SCALE



Articulated Vehicle with Twin Steered Tractor
 Overall Length 16.500m
 Overall Width 2.500m
 Overall Body Height 4.281m
 Min Body Ground Clearance 0.428m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.967m



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

P01	26/04/2021	JK	FIRST ISSUE	JS	JS
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



2 London Square, Cross Lanes, Guildford, GU1 1UN, UK
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 wsp.com

CLIENT: South West Milton Keynes Consortium

ARCHITECT:

PROJECT: South West Milton Keynes

TITLE: Junction 6 - Bottle Dump Roundabout - Swept Path Analysis - 16.5m Artic

SCALE @ A3: 1:1000	CHECKED: JS	APPROVED: JS
PROJECT No: 70069442	DESIGNED: JS	DRAWN: JK
		DATE: April 21

DRAWING No: 70069442-004-ATR-006	REV: P01
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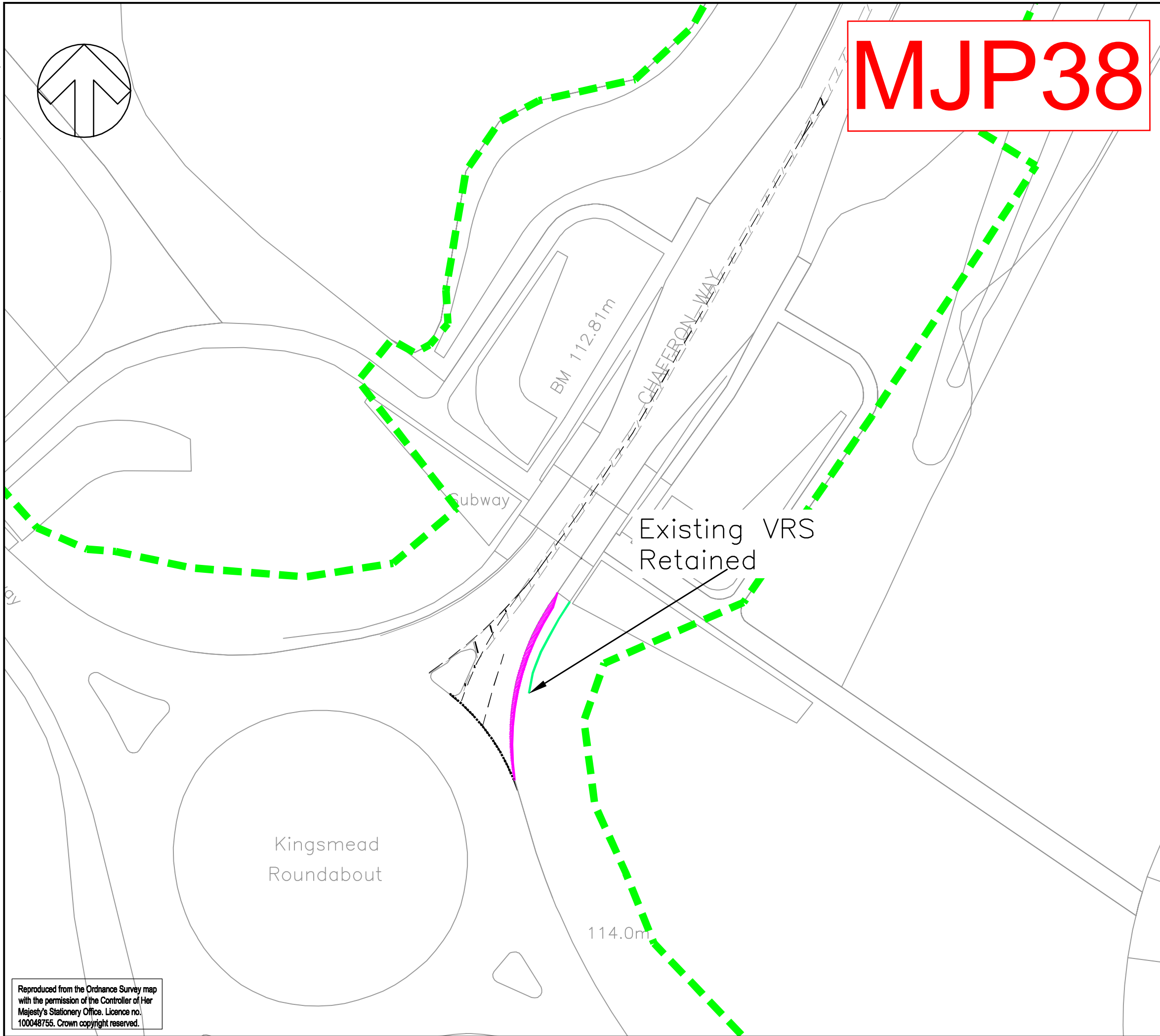
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Appendix MJP38

**J12 MITIGATION PROPOSALS
(SHOWING SUPPLEMENTARY
DETAIL)**



File name \\UK.WSPGROUP.COM\CENTRAL_DATA\PROJECTS\70069442 - SWMK - 202003 WIP\TP TRANSPORT PLANNING\ANALYSIS\2021 JUNCTION MODELLING\MITIGATION\12 MITIGATION P03.DWG, printed on 26 April 2021 17:13:35, by Sherlock, Justin



MJP38

DO NOT SCALE

KEY	
- - - - -	Highway Boundary
—	Kerb Amendments
	Carriageway Construction
	Footway Construction
	Verge Construction
—	VRS Existing

REV	DATE	BY	DESCRIPTION	CHK	APP
P03	22/04/2021	JS	ADDITIONAL INFORMATION ADDED	SH	MJP
P02	22/01/2021	JS	AMENDED LAYOUT	SH	MJP
P01	19/01/2021	JS	NEW LAYOUT	SH	MJP

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: South West Milton Keynes Consortium

ARCHITECT:

PROJECT: South West Milton Keynes

TITLE: Junction 12 Mitigation Kingsmead Roundabout

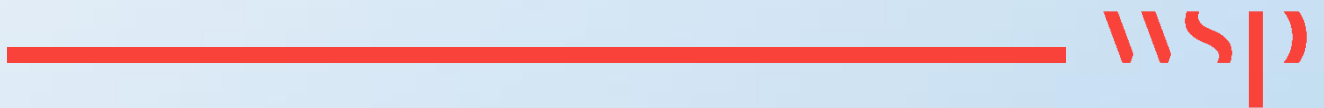
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DRAWING No: 70069442-010		REV: P03

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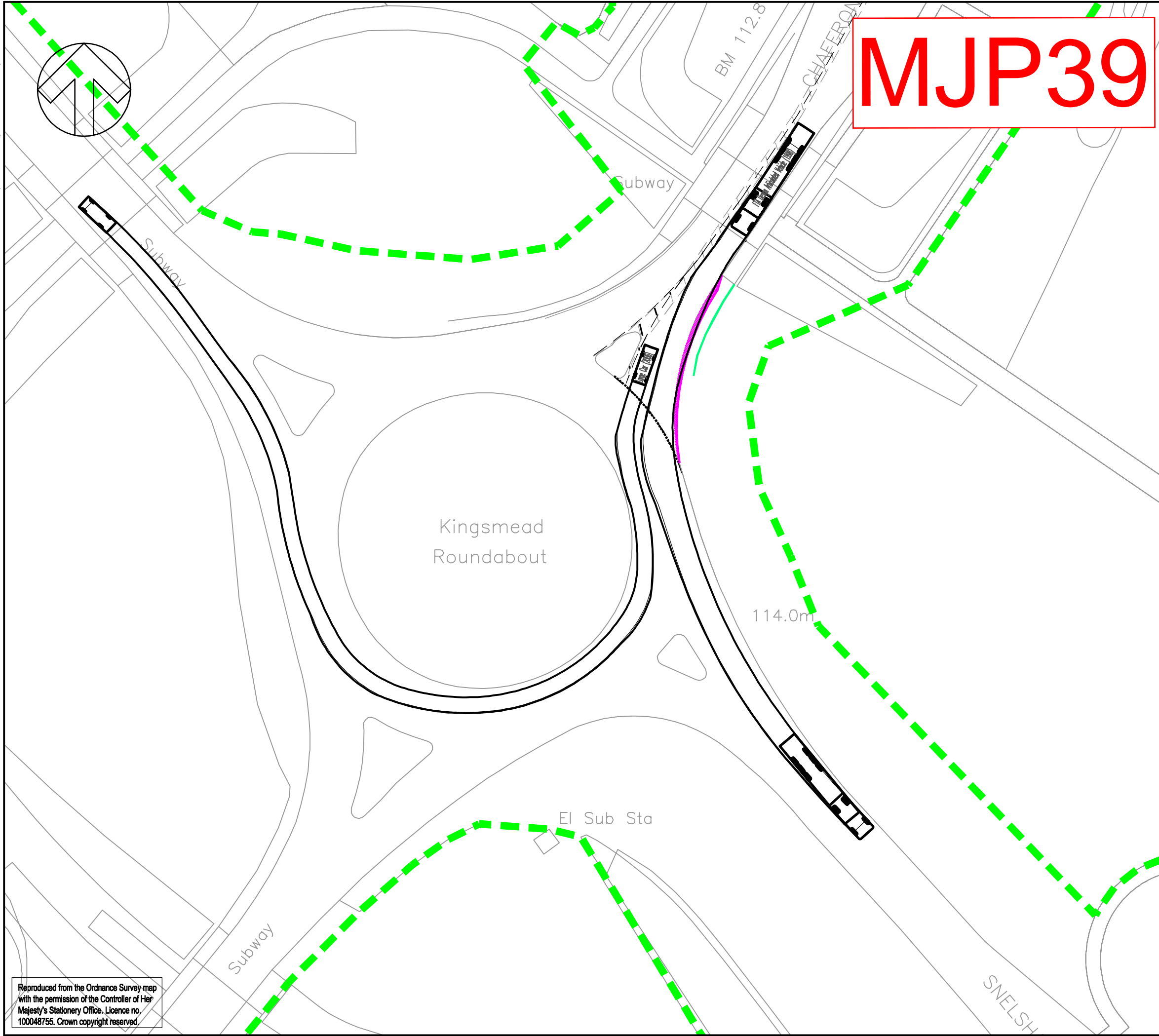
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Appendix MJP39

J12 SUPPLEMENTARY SWEEP PATH ANALYSIS

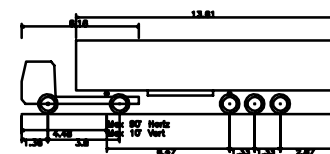


File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70069442 - SWMK - 2020\03 WIP\TP TRANSPORT PLANNING\ANALYSIS\2021 JUNCTION MODELLING\MITIGATION\12 JUNCTION 12 MITIGATION ATR.DWG, printed on 26 April 2021 22:47:36, by Sherlock, Justin



MJP39

DO NOT SCALE



FTA Design Articulated Vehicle (1998)
 Overall Length 16.480m
 Overall Width 2.550m
 Overall Body Height 4.810m
 Min Body Ground Clearance 0.515m
 Max Track Width 2.470m
 Lock to lock time 3.04s
 Kerb to Kerb Turning Radius 8.550m



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.528m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.841m
 Lock to lock time 4.06s
 Kerb to Kerb Turning Radius 3.900m

P01	26/04/2021	JS	INITIAL LAYOUT	SH	MJP
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

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 wsp.com

CLIENT: South West Milton Keynes Consortium

ARCHITECT:

PROJECT: South West Milton Keynes

TITLE: Junction 12 Mitigation Kingsmead Roundabout Swept Path Analysis

SCALE @ A3: 1:500 CHECKED: JS APPROVED: JS

PROJECT No: 70069442 DESIGNED: JS DRAWN: SET DATE: April 2021

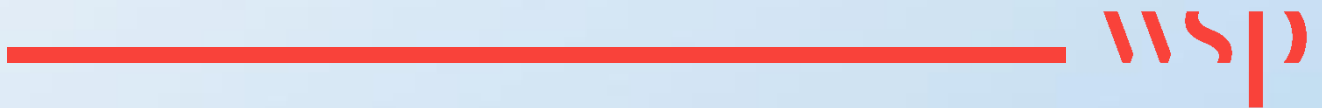
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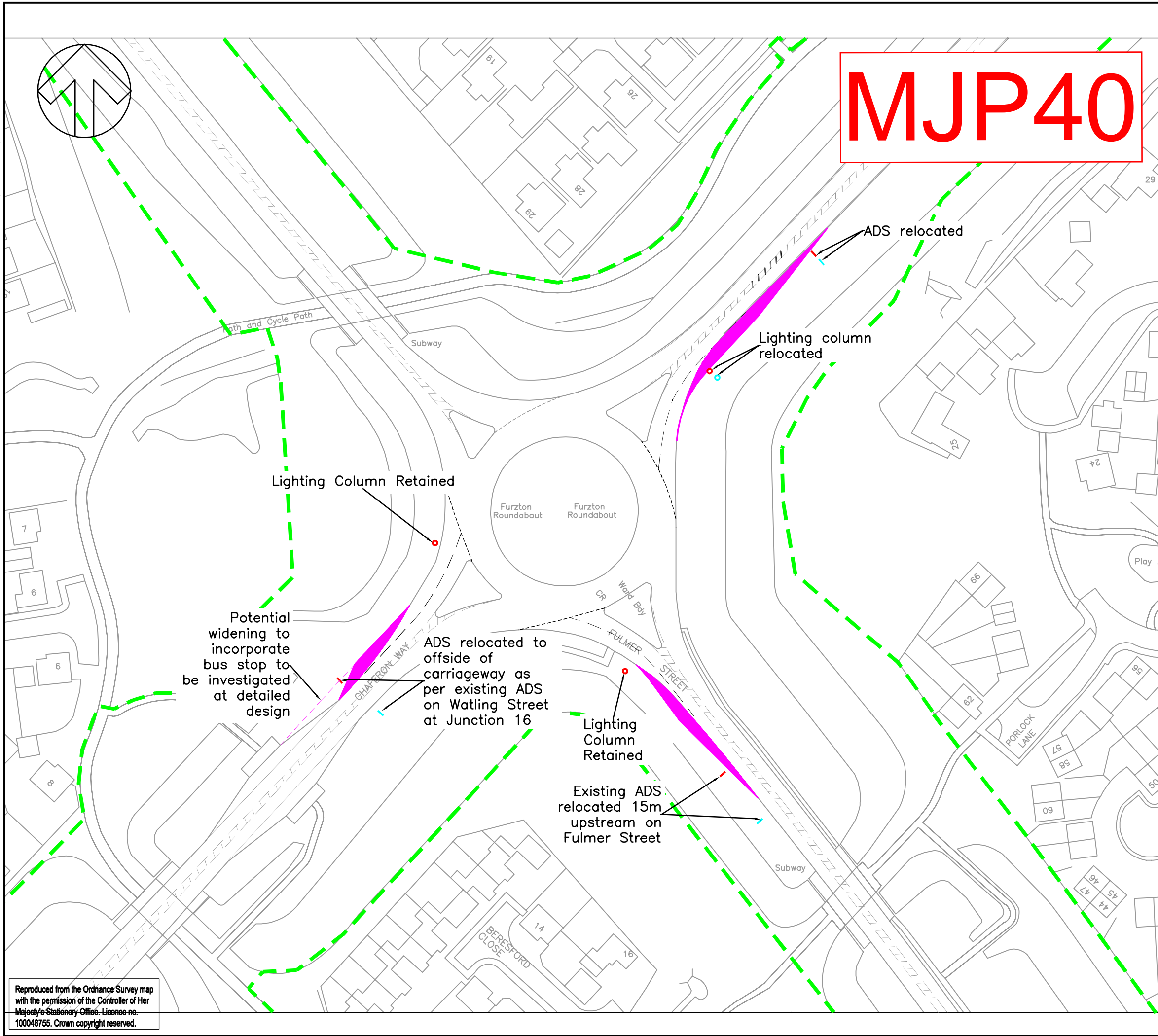
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Appendix MJP40

**J14 MITIGATION PROPOSALS
(SHOWING SUPPLEMENTARY
DETAIL)**



File name \\UK.WSPGROUP.COM\CENTRAL_DATA\PROJECTS\700694\XX\70069442 - SWMK - 202003 WIP\TP TRANSPORT PLANNING\ANALYSIS\2021 JUNCTION MODELLING\MITIGATION\14\14 - MITIGATION P03 - COPY.DWG, printed on 26 April 2021 18:20:21, by Sherlock, Justin



MJP40

DO NOT SCALE

KEY

- Highway Boundary
- Kerb Amendments
- Carriageway Construction
- Footway Construction
- Verge Construction
- ADS existing
- ADS Proposed
- Lighting Column Existing
- Lighting Column Proposed

REV	DATE	BY	DESCRIPTION	CHK	APP
P03	22/04/2021	JS	ADDITIONAL INFORMATION ADDED	SH	MJP
P02	22/01/2021	JS	AMENDED LAYOUT	SH	MJP
P01	19/01/2021	JS	NEW LAYOUT	SH	MJP

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: South West Milton Keynes Consortium

ARCHITECT:

PROJECT: South West Milton Keynes

TITLE: Junction 14 Mitigation Furzton Roundabout

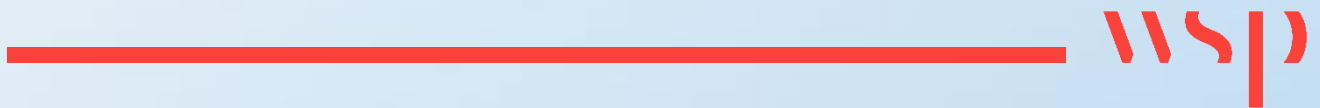
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DRAWING No: 70069442-011		REV: P03

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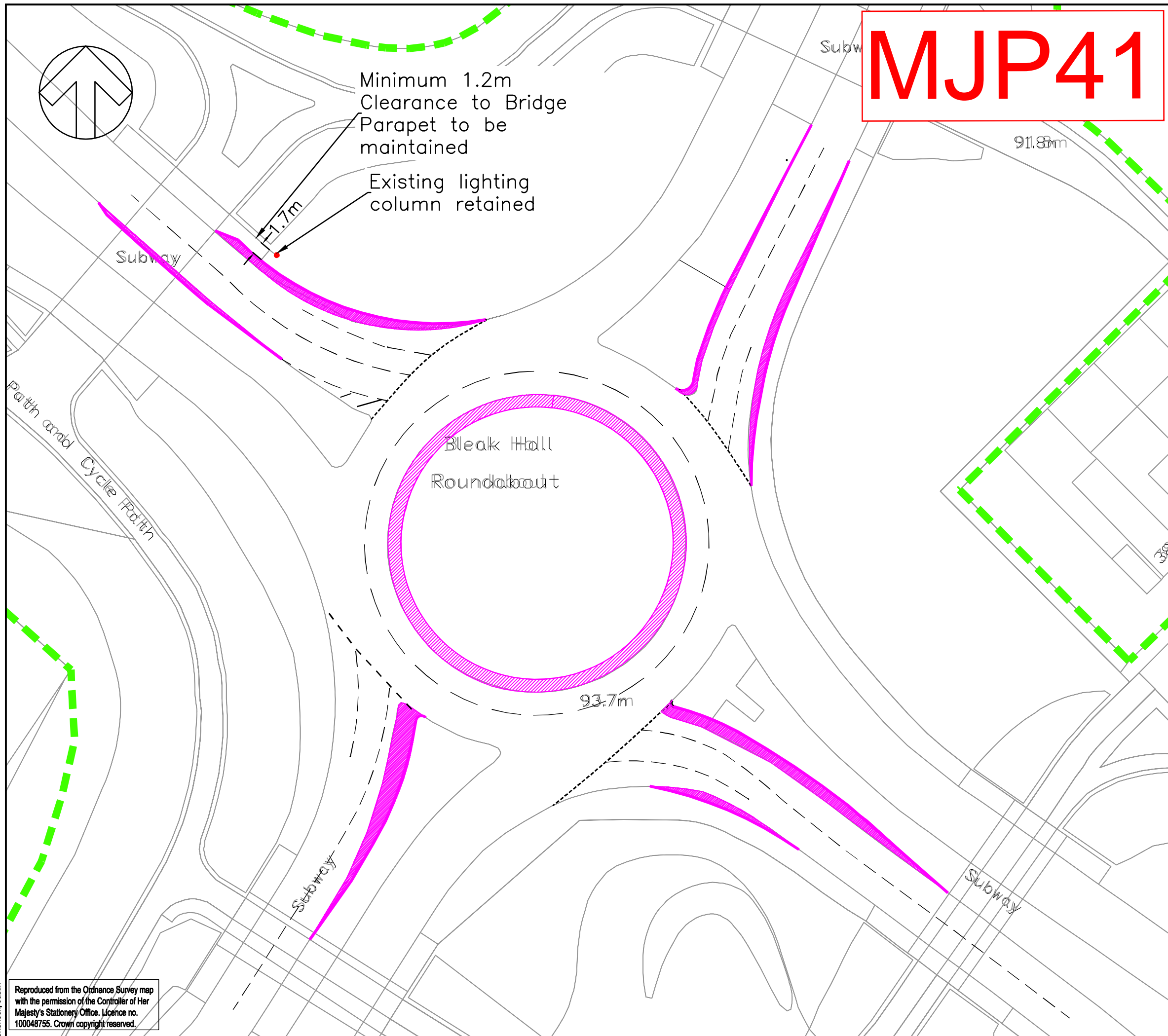
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Appendix MJP41

**J15 MITIGATION PROPOSALS
(SHOWING SUPPLEMENTARY
DETAIL)**



MJP41



DO NOT SCALE

KEY	
	Highway Boundary
	Kerb Amendments
	Carriageway Construction
	Footway Construction
	Verge Construction
	Lighting Column – Existing

REV	DATE	BY	DESCRIPTION	CHK	APP
P04	22/04/2021	BM	ADDITIONAL INFORMATION	SH	MJP
P03	25/01/2021	JS	UPDATED LAYOUT	SH	MJP
P02	22/01/2021	ST	UPDATED LAYOUT	SH	MJP
P01	19/01/2021	JS	NEW LAYOUT	SH	MJP

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT: South West Milton Keynes Consortium

ARCHITECT:

PROJECT: South West Milton Keynes

TITLE: Junction 15 Mitigation Bleak Hall Roundabout

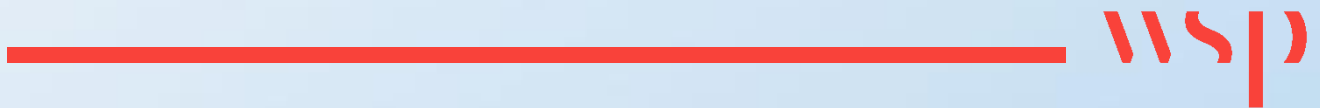
SCALE @ A3: 1:500	CHECKED: JS	APPROVED: JS
PROJECT No: 70069442	DESIGNED: JS	DRAWN: SET
DRAWING No: 70069442-012		REV: P04

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Appendix MJP42

**J17 MITIGATION PROPOSALS
(SHOWING SUPPLEMENTARY
DETAIL)**



MJP42

DO NOT SCALE

- KEY**
- Highway Boundary
 - Kerb Amendments
 - Carriageway Construction
 - Footway Construction
 - Verge Construction
 - Lighting Column Existing
 - Lighting Column Proposed
 - ⊗ Traffic Warning Sign Existing
 - ⊗ Traffic Warning Sign Proposed
 - Utility Box Existing
 - Utility Box Proposed
 - ADS Existing
 - ADS/VRS Proposed
 - VRS Existing

Note 1: Potential to relocate utility plant to be investigated at detailed design

REV	DATE	BY	DESCRIPTION	CHK	APP
P03	26/04/2021	BM	ADDITIONAL INFORMATION ADDED	JS	JS
P02	26/01/2021	JS	AMENDED LAYOUT	SH	MJP
P01	19/01/2021	JS	NEW LAYOUT	SH	MJP

DRAWING STATUS: S2 - FOR INFORMATION



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ARCHITECT:

PROJECT: South West Milton Keynes

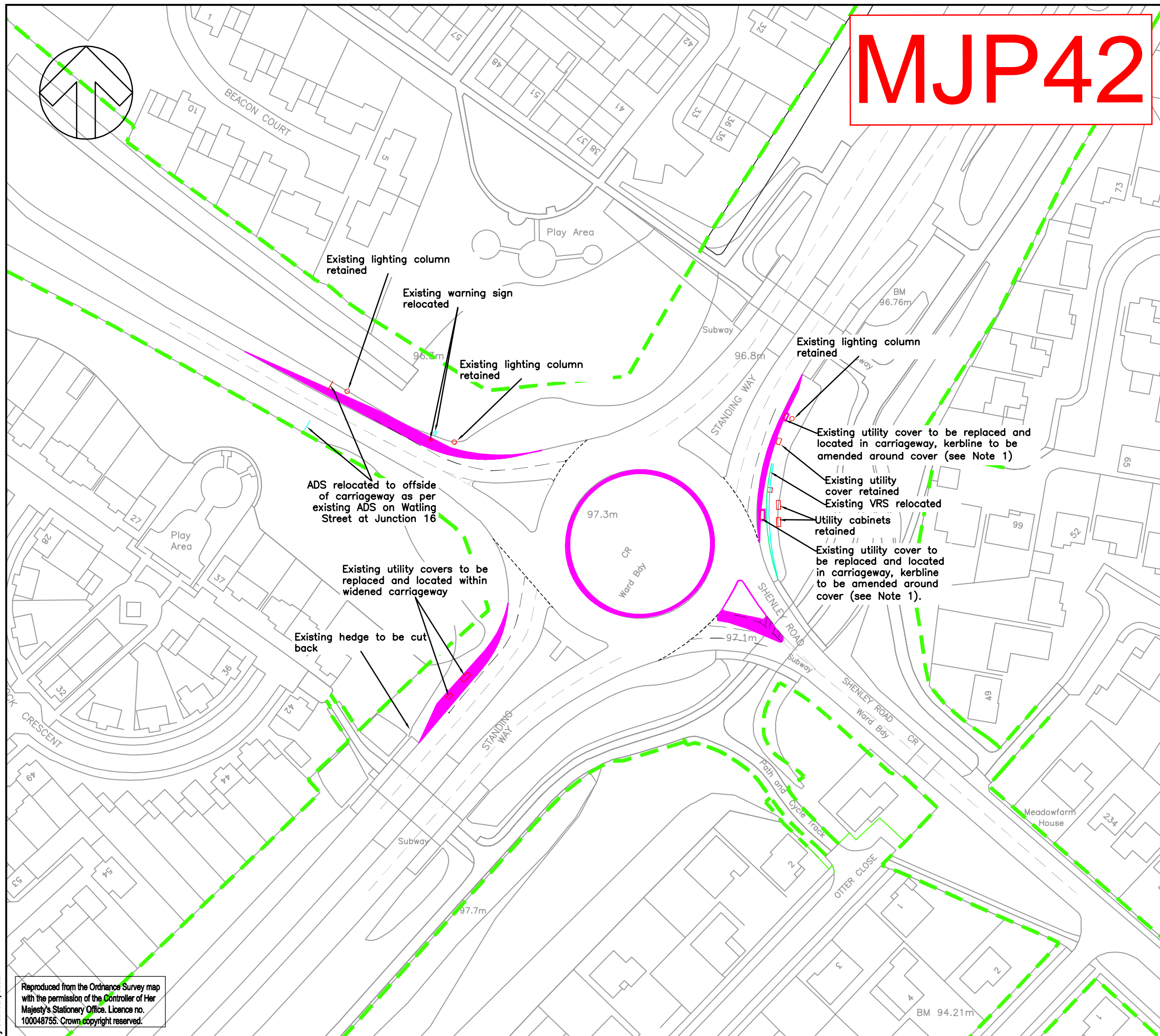
TITLE: Junction 17 Mitigation Emerson Roundabout

SCALE @ A3: 1:500 **CHECKED:** JS **APPROVED:** JS

PROJECT No: 70069442 **DESIGNED:** JS **DRAWN:** SET **DATE:** April 2021

DRAWING No: 70069442-013 **REV:** P03

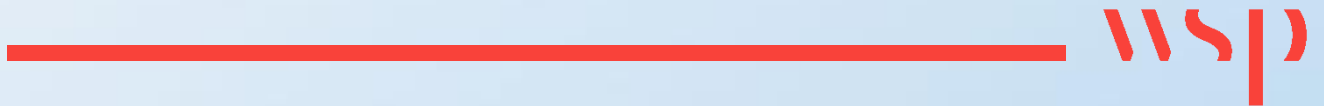
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Appendix MJP43

**J18 MITIGATION PROPOSALS
(SHOWING SUPPLEMENTARY
DETAIL)**



MJP43

DO NOT SCALE

KEY	
	Highway Boundary
	Kerb Amendments
	Carriageway Construction
	Footway Construction
	Verge Construction
	Lighting Column Existing
	Lighting Column Proposed
	Utility Cover Existing
	Utility Cover Proposed
	ADS Existing
	ADS Proposed
	Traffic counter existing

REV	DATE	BY	DESCRIPTION	CHK	APP
P03	26/04/2021	BM	ADDITIONAL INFORMATION ADDED	JS	JS
P02	26/01/2021	JS	AMENDED LAYOUT	SH	MJP
P01	19/01/2021	JS	NEW LAYOUT	SH	MJP

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT: South West Milton Keynes Consortium

ARCHITECT:

PROJECT: South West Milton Keynes

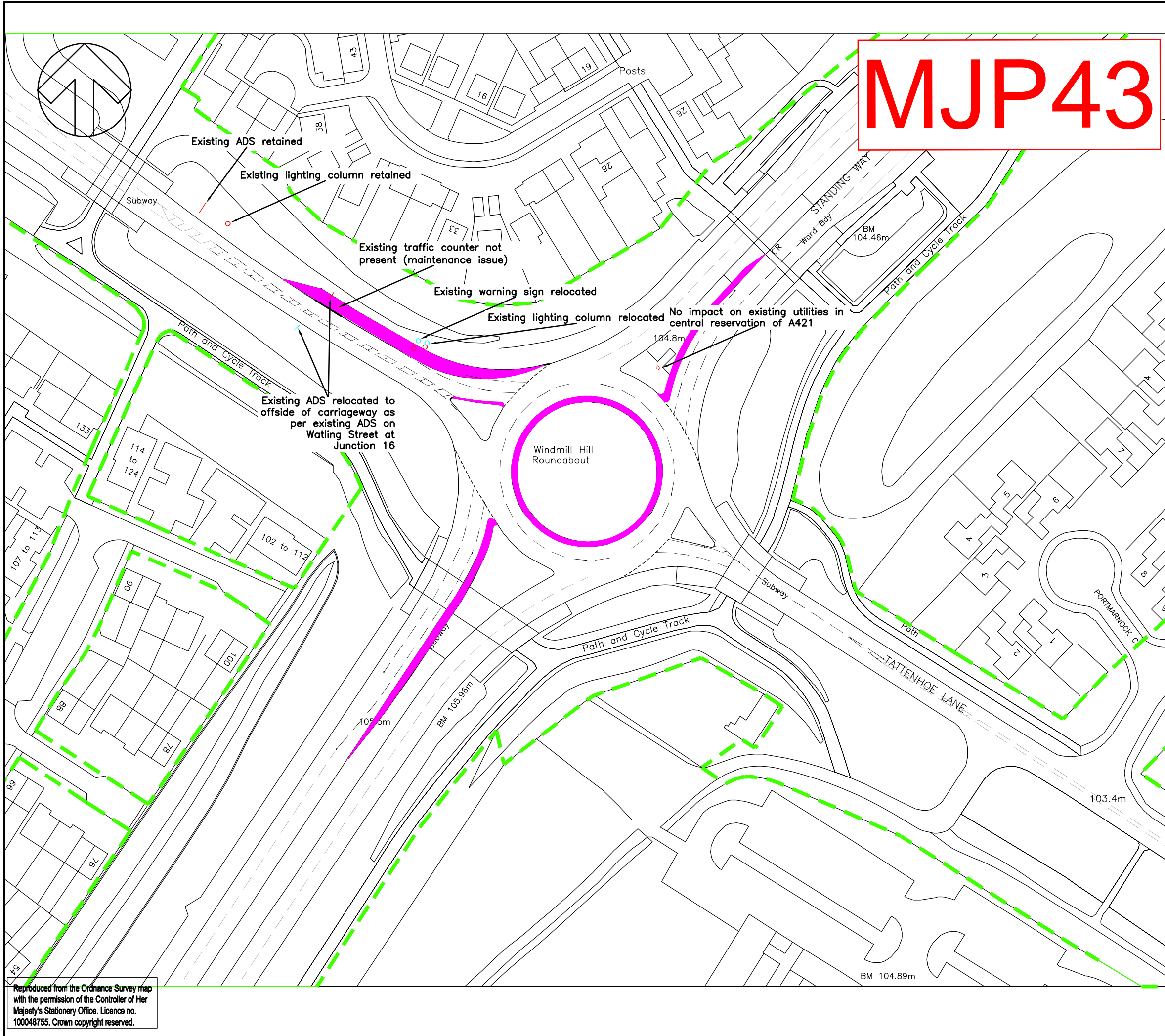
TITLE: Junction 18 Mitigation Windmill Hill Roundabout

SCALE @ A3: 1:1000 CHECKED: JS APPROVED: JS

PROJECT No: 70069442 DESIGNED: JS DRAWN: SET DATE: April 2021

DRAWING No: 70069442-014 REV: P03

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File name \\UK.WSPGROUP.COM\CENTRAL_DATA\PROJECTS\70069442 - SWMK - 202003 WIP\TP TRANSPORT PLANNING\ANALYSIS\2021 JUNCTION MODELLING\MITIGATION\18\18 - WINDMILL HILL RBT MITIGATION_P03.DWG, printed on 26 April 2021 21:32:36, by Sherlock, Justin

Appendix MJP44

**EXTRACT FROM LINSIG VERSION
3.1 USER GUIDE (MAY 2011)**



MJP44



LinSig 3.2 User Guide

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Oversaturated Queuing

When a Lane is oversaturated a residual queue remains at the end of the modelled typical cycle. The next cycle then adds to this residual queue by the same amount. This leads to a constantly increasing residual queue throughout the modelled period. For example, assume a Lane's arrival flow is 400 PCU/hr = 10 PCU/cycle for a 90s cycle and its capacity is 320 PCU/hr = 8 PCU/cycle and the queue is zero at the start of the modelled hour. The queue at the end of the modelled hour will be approximately $(3600/90) \times (10-8) = 80$ PCU plus the maximum uniform queue. The mean queue will be approximately half the queue at the end of the hour, in this case 40 PCU.

Random Queuing

When a Lane has a degree of saturation less than 80% the uniform queue will be a good estimate of queuing. In cases where the degree of saturation is greater than around 110% the oversaturated case will also be fairly accurate, albeit sensitive to small changes or inaccuracies in input data. However, in most cases in traffic assessments the Lanes of most interest will be in the middle of these two zones in the 90-105% saturated range. In these cases in real life the queue will randomly clear some cycles and not clear other cycles leaving a residual queue. As the degree of saturation increases a higher proportion of cycles will result in a residual queue which will gradually accumulate over the modelled period. As LinSig only models a single typical cycle it is unable to directly model this random effect. LinSig therefore indirectly allows for this Random queuing using a standard formula to estimate the level of Random queuing on each Lane assuming random arrivals. This is then added to the Uniform and Oversaturated Queues to give the Lane's Total Queue. Although this technique allows the Lane to be modelled using a single typical cycle reducing the modelling load it can lead to inaccuracies in some cases, for example, when a Lane is in the middle of a dense network of closely spaced signal junctions arrivals will often be very tightly platooned and non-random, leading to an overestimate of Random Queuing. This is especially apparent on Short Lanes which although highly saturated are completely coordinated with upstream Lanes, for example, a circulatory Lane on a signal roundabout. Although the tight coordination allows all traffic through in the green time with no queuing the random delay predicts a queue even though the non-random behaviour of traffic in this case means no Random Queuing would occur in practice. LinSig therefore allows the Random Delay/Queue calculation to be switched off on selected Lanes. This should only be used in cases where it can be easily justified – It should not be seen as a convenient way of reducing the queue on an inconvenient Lane!

Mean Max Queue

The Mean-Max Queue is the sum of the Maximum Back of Queue in the modelled typical cycle and the calculated Random & Oversaturated Queue. The 'Mean' refers to the fact that it is the mean over a number of cycles of the maximum queue occurring each cycle.



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