

# Milton Keynes Local Transport Plan 4

Transport Infrastructure Delivery Plan

SEA Adoption Statement

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## Quality information

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## Table of Contents

<b>1. Introduction .....</b>	<b>1</b>
Background .....	1
SEA explained .....	1
This SEA Adoption Statement .....	2
<b>2. How the SEA process has informed and influenced the development of the TIDP .....</b>	<b>3</b>
Consultation on the scope of the SEA.....	3
Appraisal of reasonable alternatives for the TIDP .....	3
Consultation on the draft TIDP.....	4
Updates to the TIDP following consultation .....	8
<b>3. Consultation responses and how they have been taken into account .....</b>	<b>9</b>
Responses received on consultation on the draft TIDP and SEA Environmental Report.....	9
<b>4. Monitoring.....</b>	<b>10</b>
Measures decided concerning monitoring.....	10

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# 1. Introduction

## Background

- 1.1 Milton Keynes Council has recently prepared a Transport Infrastructure Delivery Plan.
- 1.2 Under the Transport Act 2000, as amended by the Local Transport Act 2008, local authorities in England are required to produce a Local Transport Plan (LTP). The 2008 Act requires that LTPs contain policies and implementation plans.
- 1.3 The Milton Keynes Local Transport Plan 4 (LTP4) will replace the Local Transport Plan 3 which was adopted in 2011. The umbrella document for the LTP4 is the *Mobility Strategy for Milton Keynes 2018-2036 (LTP4) Mobility for All*. Adopted in 2018, the LTP4 Mobility Strategy set out the strategic framework for the Milton Keynes transport system, along with a series of interventions needed to achieve the growth ambitions outlined in Plan:MK and support the longer-term growth planned by MK Futures 2050.
- 1.4 The LTP4's Transport Infrastructure Delivery Plan (TIDP) builds on the *Mobility Strategy* through highlighting the key transport challenges and opportunities in Milton Keynes along with the transport infrastructure that needs to be delivered within the short and medium term. This is with a view to enabling growth to come forward sustainably whilst supporting the existing local communities.
- 1.5 A parallel process of Strategic Environmental Assessment (SEA) was undertaken alongside the development of the TIDP. SEA is a mechanism for assessing and communicating the likely effects of an emerging plan, and reasonable alternatives, with a view to achieving sustainable development.

## SEA explained

- 1.6 SEA assesses the likely significant effects of an emerging plan, and the reasonable alternatives considered during the plan making process, in terms of key environmental issues. The aim of SEA is to inform and influence the plan-making process with a view to avoiding or mitigating negative effects and maximising positive effects. Through this approach, the SEA seeks to maximise the emerging TIDP's contribution towards sustainable development.
- 1.7 An SEA is undertaken in line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations) which transpose into national law European Union Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment'.

## This SEA Adoption Statement

- 1.8 Regulation 16 of the SEA Regulations sets out the post-adoption procedures for the SEA, and requires that, as soon as reasonably practicable after the adoption of a plan for which an SEA has been carried out, the planning authority must make a copy of the plan publicly available alongside a copy of the Environmental Report and an 'SEA adoption statement', and inform the public and consultation bodies about the availability of these documents. The consultation bodies are Historic England, Natural England and the Environment Agency.
- 1.9 An SEA Adoption Statement should include the following.
- An overview of the process which has been undertaken for the SEA to date;
  - How the SEA has informed and influenced the development of the TIDP (including through the consideration of reasonable alternatives);
  - The consultation that has been undertaken as part of the SEA process; and
  - Proposed monitoring processes.
- 1.10 In association with the above requirements, the SEA Adoption Statement is structured as follows:
- **Chapter 2** of this SEA Adoption Statement sets out how the SEA process has informed and influenced the development of the TIDP to date. This incorporates a description of the elements required by the first two bullet points above.
  - **Chapter 3** describes how consultation responses have been taken into account through the TIDP / SEA process.
  - **Chapter 4** presents the monitoring programme for the SEA.

## 2. How the SEA process has informed and influenced the development of the TIDP

### Consultation on the scope of the SEA

- 2.1 The SEA Regulations require that '*When deciding on the scope and level of detail of the information that must be included in the Environmental Report, the responsible authority shall consult the consultation bodies*'. In England, the consultation bodies are Natural England, the Environment Agency and Historic England.<sup>1</sup> As such, these authorities were consulted on an SEA Scoping Report in February 2019.
- 2.2 The scoping information (including the evidence base for the SEA) was subsequently updated to reflect comments received and presented in Appendix A of the Environmental Report which accompanied the draft TIDP.<sup>2</sup>

### Appraisal of reasonable alternatives for the TIDP

- 2.3 A key requirement of the SEA Regulations is to assess 'reasonable alternatives' for the TIDP. The TIDP sits within the framework of the overarching LTP4 document, the Mobility Strategy. As such, the overarching strategy leading the TIDP has already been determined. For this reason, there are no appropriate reasonable alternatives to be considered relating to the overall strategy within which the TIDP sits. Instead the key decisions to be made relating to the TIDP regard the schemes and projects which can potentially be implemented through the plan.
- 2.4 To support the development of the TIDP, Milton Keynes Council has considered a range of schemes for delivery through the plan period to 2031. During the first stage of this process the Council considered a 'long list' of 103 potential transport schemes.
- 2.5 These were considered through a Multi Criteria Appraisal Framework (MCAF) that assessed the likely impact of each option against the seven study specific scheme objectives and relevant strategic themes from the DfT Early Assessment and Sifting Tool (EAST).
- 2.6 From this exercise 70 schemes were identified as potential options to take forward through the TIDP.
- 2.7 The schemes proposed in the current version of the TIDP are not however the finalised list of schemes that will be implemented in the borough. Before implementation, the following steps will need to be undertaken:
  - further engagement with stakeholders;
  - public consultation on draft recommendations;
  - ensuring that the schemes align with stakeholders' existing and emerging strategies;
  - undertaking feasibility assessments to ensure the scheme is deliverable;
  - undertaking a high-level costing exercise to assist with identifying and securing scheme funding;

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<sup>1</sup> In line with Article 6(3) of the SEA Directive, these consultation bodies were selected because 'by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programmes.'

<sup>2</sup> AECOM (May 2019) *Milton Keynes Local Transport Plan 4: Transport Infrastructure Delivery Plan SEA Environmental Report* [online] available at: <https://www.milton-keynes.gov.uk/consultations/525>

- scheme impact assessment; and
- Business Case development.

2.8 In this context the TIDP will therefore be a 'living plan' that will regularly be reviewed throughout the plan period as further studies are undertaken and as more detail on proposed schemes become available. This will include: updates to the list of planned improvement schemes; additional clarity and detail on the scheme proposals; updates to delivery timescales; and updates to scheme funding sources.

2.9 Due to the above factors, the 70 schemes presented in the draft TIDP were considered as reasonable alternatives.

## Consultation on the draft TIDP

2.10 The development of schemes for the TIDP was informed by extensive evidence gathering. The draft TIDP was subsequently prepared and released for consultation from June to August 2019.

2.11 To accompany the consultation, an Environmental Report was prepared. The purpose of the Environmental Report was to:

- Identify, describe and evaluate the likely significant effects of the TIDP and alternatives; and
- Provide an opportunity for statutory consultees, interested parties and the public to offer views on any aspect of the SEA process which had been carried out to date.

2.12 The Environmental Report contained:

- An outline of the contents and main objectives of the TIDP and its relationship with other relevant policies, plans and programmes;
- Relevant aspects of the current state of the environment and key sustainability issues;
- The SEA Framework of objectives and assessment questions against which the TIDP has been assessed;
- The appraisal of alternative approaches for the TIDP;
- The likely significant effects of the TIDP in environmental terms;
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects as a result of the TIDP; and
- The next steps for the TIDP and accompanying SEA process.

2.13 As part of this process, for each scheme considered, a number of recommendations for mitigation measures and enhancement opportunities were identified. This was with a view to informing the measures that should be implemented if the particular scheme were to be taken forward.

2.14 The proposed mitigation measures and enhancement opportunities identified are presented below.

**Table 2.1: Summary of proposed mitigation measures and enhancement opportunities: Central Milton Keynes**

<b>Central Milton Keynes Infrastructure scheme</b>	<b>Mitigation measures and enhancement opportunities</b>
Scheme 59: High Quality Destination Cycle Parking	New cycle parking should be designed and located to support the setting of the historic environment and a high quality townscape in the town centre.
Scheme 1: Redway Expansion within CMK	The scheme should seek to ensure that the 'classic infrastructure' of Central Milton Keynes is conserved and retained.
Scheme 14: District Centre Public Realm Improvement	Public realm enhancements should seek to enhance ecological networks through appropriate planting and green infrastructure enhancements, and where possible, employing the premise of environmental net gain. The scheme should seek to ensure that the 'classic infrastructure' of Central Milton Keynes is conserved and retained.
Scheme 40: Bus Interchange	A new bus interchange should be designed to support a high quality townscape in the town centre.
Scheme 60: Powered Two-Wheeler Parking	New two-wheeler parking provision should be designed and located to support the setting of the historic environment and the quality of the townscape and the built environment in the town centre.
Scheme 43: CMK Bus Only Route	A new bus only route should be designed to support a high quality townscape in the town centre and the setting of the historic environment.

**Table 2.2: Summary of proposed mitigation measures and enhancement opportunities: Urban Milton Keynes**

<b>Urban Milton Keynes Infrastructure scheme</b>	<b>Mitigation measures and enhancement opportunities</b>
Scheme 5, 6: Redway Network Upgrades	Enhancements to the Redway Network should seek to limit potential impacts on habitats and species from landtake, loss of vegetation and trees and light pollution through appropriate avoidance and mitigation measures. Opportunities to enhance ecological networks through appropriate planting and green infrastructure enhancements should also be sought where possible.
Scheme 3: New Urban Redway Super Routes	Enhancements to the Redway Super Route should seek to limit potential impacts on habitats, species and ecological linkages through appropriate avoidance and mitigation measures. Given the significant opportunities for ecological networks to be improved alongside an expansion of the Super Route network, appropriate planting, green infrastructure provision and other interventions to enhance biodiversity linkages should be secured. In this context the principle of environmental net gain should be applied to the provision of new Redway Super Route infrastructure. Enhancements to the Super Route network should also initiate enhancements to the quality of the public realm and townscape, and seek to conserve and enhance the fabric and setting of the historic environment.
Scheme 59: High Quality Destination Cycle Parking	New cycle parking should be designed and located to support the setting of the historic environment and a high quality townscape.
Scheme 15: Wayfinding	The design and location of signage should seek to support enhancements to townscape quality and the setting of the historic environment
Scheme 9, 10: Cycle Hire Schemes	The design, location and layout of new cycle hire provision should be sensitive to the quality of the townscape and the setting of the historic environment.
Scheme 14: District Centre Public Realm Improvement	Public realm enhancements should seek to enhance ecological networks through appropriate planting and green infrastructure enhancements, and where possible, employing the premise of environmental net gain.

**Urban Milton Keynes  
Infrastructure scheme**

**Mitigation measures and enhancement opportunities**

Scheme 7: Grand Union Canal Upgrades	Potential impacts on biodiversity habitats along the route should be considered during scheme development, avoidance and mitigation measures implemented, and opportunities for net gain explored. This is given the Grand Union Canal corridor's role as a key element of Milton Keynes' ecological network. Enhancements to the corridor should be sensitive to the fabric and setting of the historic environment and facilitate opportunities for its enhancement.
Scheme 25: Multi-Modal Urban Travel Hubs	The design and layout of Multi-Modal Urban Travel Hubs should seek to support a high quality public realm and townscape, and support ecological networks in the borough.
Scheme 98: Variable Message Signage	Variable Messaging Signage should be designed and located to limit potential impacts on the quality of the townscape and the setting of the historic environment.
Scheme 60: Powered Two-Wheeler Parking	New two-wheeler parking provision should be designed and located to support the setting of the historic environment and the quality of the townscape and the built environment.
Scheme 55: Rail Hubs	The design and layout of new rail hub infrastructure should seek to support a high quality public realm and townscape, and seek to enhance the setting of the historic environment. Potential impacts on biodiversity habitats should be considered during scheme development, avoidance and mitigation measures implemented, and opportunities for net gain explored.
Scheme 39, 40, 72: Bus Priority Corridors	The design and layout of bus priority should seek to support a high quality public realm and townscape, and seek to enhance the setting of the historic environment. Potential impacts on biodiversity habitats should be considered during scheme development, avoidance and mitigation measures implemented, and opportunities for net gain explored.
Scheme 84: UTC Expansion	Scheme-related infrastructure and signage should be designed and located to limit potential impacts on the quality of the townscape and the setting of the historic environment.
Scheme 35, 36, 37: Mass Rapid Transit	The design and layout of infrastructure associated with the proposed Mass Rapid Transit should seek to support a high quality public realm and townscape, and seek to enhance the setting of the historic environment. Potential impacts on biodiversity habitats should be considered during scheme development, avoidance and mitigation measures implemented, and opportunities for net gain explored.
Scheme 32: Park & Ride Sites	Opportunities for integrating new Park & Ride provision with cycle and pedestrian networks should be maximised. The design and layout of infrastructure associated with new Park & Ride provision should seek to support a high quality public realm and townscape/landscape, and seek to conserve the setting of the historic environment. Potential impacts on biodiversity habitats should be considered during scheme development, avoidance and mitigation measures implemented, and opportunities for net gain explored.
Scheme 53: Salden Chase Rail Station	Potential impacts on biodiversity habitats should be considered during scheme development, avoidance and mitigation measures implemented, and opportunities for net gain explored.
Scheme 51: Bletchley Chord	Opportunities for enhancements to ecological corridors in the area should be explored through scheme development.
Scheme 67: Pinch Point Junction Improvements	Bus priority measures and walking and cycling improvements should be incorporated within junction capacity improvements. Junction capacity improvements should seek to support a high quality public realm and townscape, and seek to conserve and enhance the setting of the historic environment.

**Urban Milton Keynes  
Infrastructure scheme**

**Mitigation measures and enhancement opportunities**

Scheme 69: A5 Kelly's Kitchen Roundabout	Potential impacts on biodiversity habitats (including the deciduous woodland present on the site) should be considered during scheme development, avoidance and mitigation measures implemented, and opportunities for net gain explored. Junction capacity improvements at this location should seek to appropriately recognise the potential for archaeological remains in the area, and seek to avoid impacts on significant remains, including associated with the scheduled monument. If this is not possible then such remains should be archaeologically recorded in order to "preserve by record" the significant aspects of the site. This should be informed by an evaluation of the importance and significance of the archaeology on the site.
Scheme 68: A5 Old Stratford Roundabout	Bus priority measures and walking and cycling improvements should be incorporated within junction capacity improvements.
Scheme 76: Bletchley Southern Bypass	The potential route of the bypass runs close to three areas of deciduous woodland which have been identified as BAP Priority Habitat and ancient woodland. It also runs close to the Scrub east of Salden Wood Biological Notification Site/Milton Keynes Wildlife Site. These areas should be avoided when determining the final route of the scheme. Potential impacts on landscape character should be minimised through appropriate design and layout and screening.

**Table 2.3: Summary of proposed mitigation measures and enhancement opportunities: Rural Milton Keynes**

**Rural Milton Keynes  
Infrastructure scheme**

**Mitigation measures and enhancement opportunities**

Scheme 4: Rural Cycle Routes	Enhancements to the rural cycle network should seek to limit potential impacts on habitats and species from landtake, loss of vegetation and trees and light pollution through appropriate avoidance and mitigation measures. Opportunities to enhance ecological networks through appropriate planting and green infrastructure enhancements should also be sought where possible. Enhancements to the network should also seek to enhance and complement the quality of the public realm and villagescape quality.
Scheme 9, 10: Cycle Hire Schemes	The design, location and layout of new cycle hire provision should be sensitive to the quality of the landscape and the setting of the historic environment.
Scheme 26: Multi-Modal Rural Travel Hubs	The design and layout of Multi-Modal Rural Travel Hubs should seek to support a high quality public realm and townscape, and support ecological networks in the borough. Potential impacts on biodiversity habitats should be considered during scheme development, avoidance and mitigation measures implemented, and opportunities for net gain explored.
Scheme 77: Olney Bypass	Potential impacts on landscape character should be minimised through appropriate design and layout and screening. The benefits of the proposed bypass for the quality of the public realm and historic environment resulting from a reduction in traffic flows in Olney should be 'locked in' through appropriate interventions on the existing route of the A509. Key areas of sensitive biodiversity habitat should be avoided in routing the bypass, and potential impacts on habitats and species from landtake, loss of vegetation and trees and light pollution through should be addressed through appropriate avoidance and mitigation measures. Opportunities to enhance ecological networks through appropriate planting and green infrastructure enhancements should also be sought, supporting a premise of environmental net gain.

**Table 2.4: Summary of proposed mitigation measures and enhancement opportunities:  
Strategic Milton Keynes**

**Strategic Milton  
Keynes  
Infrastructure  
scheme**

**Mitigation measures and enhancement opportunities**

Scheme 70: Oxford to Cambridge Expressway	The development of the expressway should be accompanied by a comprehensive package of avoidance and mitigation measures, as well, where possible, enhancement measures. This should be informed at the project level by a robust EIA process. Potential impacts on landscape character and the setting of the historic environment should be minimised through appropriate design and layout and screening. Key areas of sensitive biodiversity habitat should be avoided in routing the expressway, and potential impacts on habitats and species from landtake, loss of vegetation and trees and light pollution through should be addressed through appropriate avoidance and mitigation measures. Opportunities to enhance green infrastructure networks along the route should also be sought, supporting a premise of environmental net gain and delivering multifunctional benefits.
Scheme 48: East West Rail	The design and layout of enhanced links to the rail stations should seek to support a high quality public realm and townscape, and seek to enhance the setting of the historic environment. Potential impacts on biodiversity habitats should be considered during scheme development, avoidance and mitigation measures implemented, and opportunities for net gain explored.

## Updates to the TIDP following consultation

2.15 Following consultation on the draft TIDP and accompanying Environmental Report, a number of updates were made to the TIDP prior to adoption. These comprised as follows:

- The Draft TIDP was updated to include a section on Accessibility.
- An Equality Impact Assessment was carried out and added to the TIDP
- Paragraph 3.5.1 was amended to accurately reflect Plan:MK growth.
- Paragraph 3.5.2 was amended to reflect growth in surrounding areas outside Milton Keynes border.
- CMK was correctly defined to include Campbell Park, using the Grand Union Canal as the eastern border, not V8 Marlborough Street.
- Fig 6.1 Concept Plan CMK corrections made.
- Inclusion of references to the Milton Keynes Green Infrastructure Strategy (2018)
- Para 5.2. Spatial scales replaced by spatial areas.
- Page 11 map removed.
- Page 32. Olney Bypass reference amended to not specify a west or east option.
- Inclusion of an appendix on scheme prioritisation scores and appraisals.

2.16 As part of this process, the SEA team screened the proposed changes for potential significant effects. This confirmed that the proposed changes to the TIDP were not likely to lead to potential significant effects that should be further considered through additional assessment through the SEA.

2.17 The TIDP was subsequently adopted in October 2019.

## 3. Consultation responses and how they have been taken into account

- 3.1 Regulation 16 of the SEA Regulations requires that the SEA Adoption Statement includes a description of how the opinions expressed by the public and consultation bodies during consultation on the plan and Environmental Report have been taken into account.
- 3.2 As discussed in Chapter 2, the Environment Agency, Historic England and Natural England were consulted on an SEA Scoping Report in February 2019. The scoping information (including the evidence base for the SEA) was subsequently updated to reflect comments received and presented in Appendix A of the Environmental Report which accompanied the draft TIDP<sup>3</sup>.
- 3.3 An SEA Environmental Report was subsequently published alongside the draft TIDP for consultation from June to August 2019.
- 3.4 Consultation included with:
- the three statutory bodies for SEA (the Environment Agency, Historic England and Natural England);
  - other stakeholders; and
  - the general public.

### Responses received on consultation on the draft TIDP and SEA Environmental Report

- 3.5 The responses received during consultation on the draft TIDP and the accompanying Environmental Report have been analysed in the TIDP Consultation Report<sup>4</sup>. This included: a description of the key consultation processes undertaken for the TIDP; a summary of the main issues raised by responses; and how they have been addressed.
- 3.6 The Consultation Report can be accessed at the following location:
- <https://www.milton-keynes.gov.uk/highways-and-transport-hub/policy-and-strategy-hub/transport-policy>

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<sup>3</sup> AECOM (May 2019) *Milton Keynes Local Transport Plan 4: Transport Infrastructure Delivery Plan SEA Environmental Report* [online] available at: <https://www.milton-keynes.gov.uk/consultations/525>

<sup>4</sup> Milton Keynes Council (October 2019): *Consultation Report Transport Infrastructure Delivery Plan*

## 4. Monitoring

### Measures decided concerning monitoring

- 4.1 The SEA Regulations require that: *"The responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action."*
- 4.2 To address this, the Regulations state that the SEA Adoption Statement should set out *"...the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme."*
- 4.3 The purpose of monitoring is to measure the significant sustainability effects of a plan, as well as to measure success against the plan's objectives. This will enable appropriate interventions to be undertaken if monitoring highlights negative trends relating to the relevant elements.
- 4.4 It is therefore beneficial if the monitoring strategy builds on monitoring systems which are already in place. To this end, many of the indicators of progress chosen for the SEA require data that is already being routinely collected at a local level by Milton Keynes Council and its partner organisations. It should also be noted that monitoring can provide useful information for future plans and programmes.
- 4.5 Table 4.1 therefore outlines a monitoring programme for measuring the TIDP's implementation in relation to the areas where the SEA has identified potential significant effects. It also seeks to monitor where uncertainties relating to the appraisal findings arose and suggests where monitoring is required to help ensure that the benefits of the TIDP are achieved through implementation.

**Table 4.1 Proposed SEA monitoring programme for the TIDP**

<i>Area to be monitored</i>	<i>Indicator</i>	<i>Data source</i>	<i>Frequency of monitoring</i>
Effect of transport infrastructure on greenhouse gas emissions.	Carbon footprint of Milton Keynes	Milton Keynes Council	Annual
Loss of the best and most versatile agricultural land	Number of hectares of land classified as Grade 1, 2 or 3a land sterilised by new transport infrastructure	Milton Keynes Council	Annual
Effect of TIDP proposals on air quality	No. of days when air pollution is moderate or high for NO <sub>2</sub> or PM <sub>10</sub>	Milton Keynes Council	Daily
Loss of Priority Habitats - Section 41: Habitats of Principal Importance in England	Hectares of land supporting Priority Habitat lost through new transport infrastructure	Milton Keynes Council	Annual

<i>Area to be monitored</i>	<i>Indicator</i>	<i>Data source</i>	<i>Frequency of monitoring</i>
Car use	Proportion of people travelling to work by public transport or walking and cycling	Milton Keynes Council	Annual
Effects on landscape and the historic environment	Percentage of transport infrastructure proposals which are informed by detailed assessment and/or characterisation studies	Milton Keynes Council	Annual

