

Formal Consultation Report

Tudor Gardens, Calverton End Proposed Redway Link

Background

The Milton Keynes Redway system (locally known as redways) is a network of shared use paths for pedestrians and cyclists in Milton Keynes. A shared-use path or multi-use pathway is a path which is "designed to accommodate the movement of pedestrians and cyclists".

In the 'Milton Keynes Design Guide for Redways', construction is to be minimum 3 metres wide with a pavement depth of 500mm. Utilities in the area will need to be lowered, this would create additional costs and delays to the project.

The redway location has been kept on the eastern side of Tudor Gardens as there is no overlap with private land. It meets the needs for the cycle infrastructure design, Healthy Streets and there are no utilities in the ground. If construction were to be conducted to upgrade the existing footway, it would involve lowering gas, telecoms, electric utility services and removing trees resulting in excessive costs and extending the duration of the project including disruptions to the residents adjacent to the footway. Construction of the Redway outside the properties block access for the residents as the works are being carried out.

The redway link is funded by the developers through the Fairfields development.

Purpose of the Redway Link

The project will provide a missing redway link from the new Fairfields estate to Stony Stratford via Calverton End, a length of approximately 150 metres. The project will also include traffic calming measures along the H1 Ridgeway and provide a safe place for pedestrians and cyclists to commute between the two areas.

What we were consulting on in January - February 2024

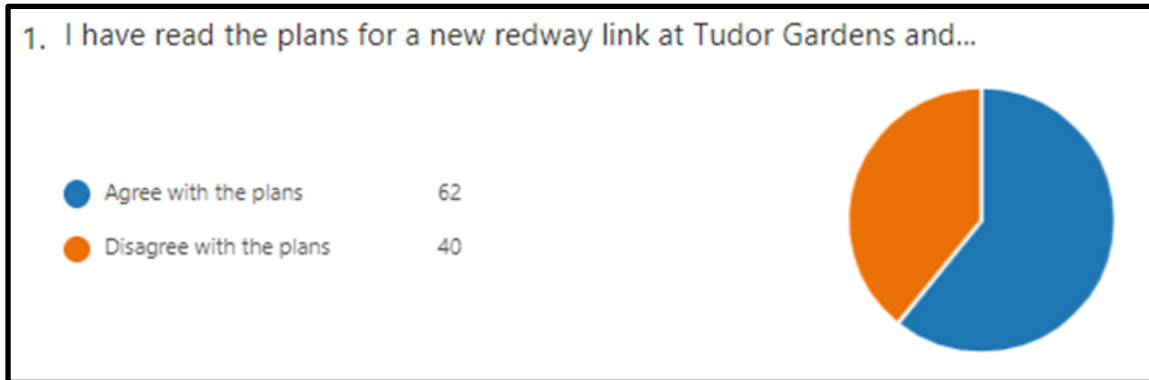
The Council conducted a formal public consultation between Wednesday 17 January to Friday 02 February 2024 which included representations from both residents and councillors. These are the proposals that we invited comments on:

- 20mph speed limit through the estate
- 3 flat-top speed humps – traffic calming features
- Planting of approximate 16 new trees
- Upgrade of existing footway crossings and installation of a new Redway crossing
- Resurfacing from the roundabout of Tudor Gardens

Consultation Feedback results:

MKCC received 102 formal representations during the public consultation:

- 62 representations are in favour of the proposal.
- 40 representations objected to the proposal.



OFFICER RECOMMENDATIONS

These are our recommendations following the public consultation and review of all comments received:

- 1) **Option 1-Do Nothing:** That the Assistant Director of Highways and Transport under his delegated powers consider the 62 in favour and 40 objections received during formal consultation and decide to not proceed with the original layout consulted and abandon the project.
- 2) **Options 2-Keep the original layout:** That the Assistant Director of Highways and Transport under his delegated powers consider the 62 in favour and 40 objections received during formal consultation and proceed with the original layout consulted on.
- 3) **Option 3 -Amend the layout:** That the Assistant Director of Highways and Transport consider the various comments provided by the other 40 objections for additional amendments to the original layout to accommodate some of their concerns and comments.

It is recommended to proceed with **Option 3** to address the main concerns raised by stakeholders and to provide a desirable project to maximise benefits.

MKCC Actions from the outcome of the Consultation:

MKCC Highways commissioned a Road Safety Engineer to conduct a further road safety review on the four modified layouts which include the following:

- Redway alignment modifications
- Extension of 30mph instead of introduction of 20mph.
- Option 1 – Three humps as per original proposal.
- Option 2 - One raised table on the bend.
- Option 3 - 2 build outs to narrow the road width.
- Option 4 - To provide priority to cyclist and pedestrian at the crossings.

Based on the outcome of the Road Safety Audit Stage 1, we chose the most suitable layout based on the options with the proposed raised table on the bend.

Further details of the proposed options may be viewed in Appendix C.

Additional measures requested from the consultation:

Double Yellow Lines -Through the consultation we received requests asking if double yellow lines can be installed as part of the project. However, before we conducted the consultation, we had completed a camera survey in September 2023. The survey took place for 2 weeks to observe the parking along H1 Ridgeway on the bend.

The results of the survey found that “parking was irregular.” This means that cars were parking occasionally in the area, but not enough to justify double yellow lines to be part of this project We have advised consultees that still want to request double yellow lines to go to the website and to speak to their local parish.

DfT LTN 1/20 - We had received several comments from both the residents and Stony Stratford Town Council regarding road safety and complying with the LTN 1/20. Under the LTN 1/20, there are 5 principles: coherent, direct, safe, comfortable, and attractive.

With safety, this is subject to a road safety audit. The LTN 1/20 argues for priority of the redway over the road, but if the road safety audit says it is not safe then the redway users would have to give way. We have met the majority of the criteria for the LTN 1/20 by carrying the redway route north of the site. With minimal bends and traffic calming, cyclists have time to slow down to look before continuing and drivers a chance to stop if a redway user suddenly enters the road.

Traffic calming features – As part of the original design, the initial suggestions from road safety was to slow vehicles down as the H1 Ridgeway is a straight road. The problem with such a straight road is that vehicles are not slowing down until the bend. The proposed speed humps serve as form of self-enforcement of the 30mph, Thames Valley Police support this.

Landscaping - The Parks Trust (TPT) and our landscaping teams agreed to the removal of 16 trees in the new design and will be planting approximately 25 new trees. This is to accommodate the revised route on the east side and so that there is no need to cross twice on the junction. The original locations for the new trees on the consultation were indicative to where the new trees would be planted. TPT have already started their tree remodelling. When TPT carryout tree thinning on their sites, they look to create diverse species mix and remove potential trees likely to fail due to poor form/health or have the potential for disease.

The plantations on the H1 are very rich in Ash trees and when these trees were originally planted, Ash dieback was possibly not even considered. The new redway gives the opportunity to re-model a functional park entrance that feels welcoming and safe for its users approaching the road and using the redway. MKCC is increasing the number of new trees being planted and TPT this year are planting 18,000 trees and shrubs across the areas they manage to provide a holistic view that suits the environmental changes, biodiversity, and the park users.

Other construction works

As part of this project, we will be improving the road surface and conducting some maintenance works. We have looked at how best to deliver the works we are proposing, as Tudor Gardens is narrow and leads to a cul-de-sac, we have no alternative but to close the road for the shortest time possible, to carry these works safely. Part of Tudor Gardens is in poor condition including potholes so we are combining resurfacing the road with our project; this will save the need to close the road twice in future and the associated inconvenience to residents.

Emergency vehicle access to properties will be maintained at all times.

Summary:

Further to the Consultation feedback and independent Road Safety review of the revised proposed layouts the preferred option will include the following measures:

- Revised alignment – Redway extending north and tying it into existing redway.
- Traffic Calming measures adjusted - 3 flat top humps replaced with 1 raised table.
- Speed limit - 20mph proposal replaced with 30mph located closer to the Galley Hill Roundabout.
- Landscape improvements – approximately 25 new trees and shrubs are proposed to be planted to replace the removal of 16 trees.
- Additional measures – resting bench added to design proposals.

Post – Consultation Plan in Appendix D

Project Timeline:

That the Assistant Director for Highways and Transportation under MKCC delegated powers authorises the project to be PROCESSED	Dates
Seek approval on the above recommendations	22/03/2024
Seek authorisation from the Assistant Director for Highways and Transportation to make the traffic regulation Order	02/04/2024
Notify Ward Councillors and Parish Council of the Council’s decision	From 22/03/2024
Notify all representatives of the Council’s decision	22/03/2024
Seal the made Traffic Regulation Order	03/05/2024
Serve the Notice of Making	TBC
Activate the made Traffic Regulation Order	TBC
Conduct ecological survey	TBC
Start construction	TBC

APPENDICIES

- Appendix A Representations (Officers responses to all the comments received)
- Appendix B Original Consultation Drawing
- Appendix C Proposed Options
- Appendix D Post - Consultation Drawing

Approved by:



Graham Cox
Assistant Director Highways and Transport

Date:

22/03/2024