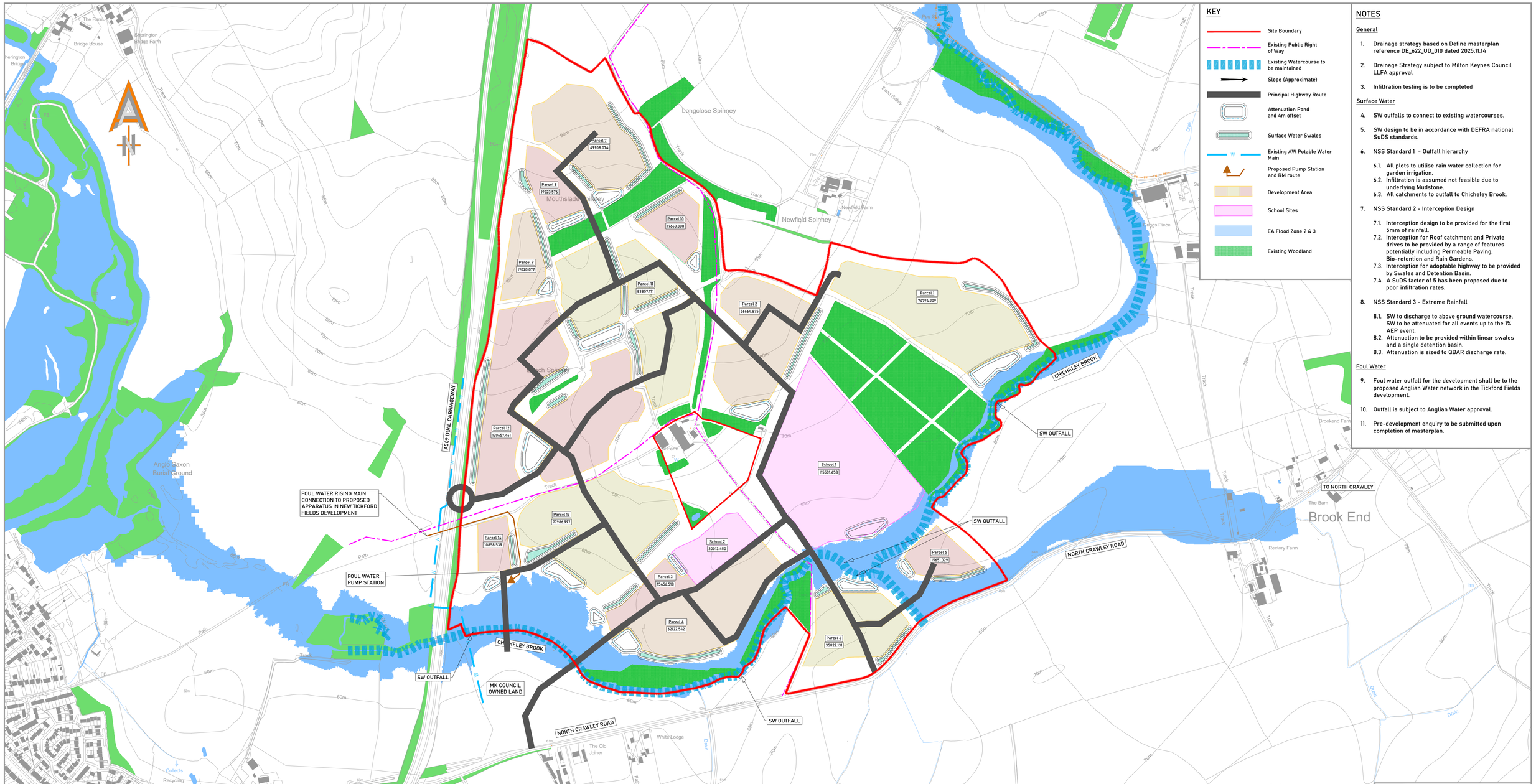


KEY

- Site Boundary
- Existing Public Right of Way
- Existing Watercourse to be maintained
- Slope (Approximate)
- Principal Highway Route
- Attenuation Pond and 4m offset
- Surface Water Swales
- Existing AW Potable Water Main
- Proposed Pump Station and RM route
- Development Area
- School Sites
- EA Flood Zone 2 & 3
- Existing Woodland

NOTES

General

1. Drainage strategy based on Define masterplan reference DE_622_UD_010 dated 2025.11.14
2. Drainage Strategy subject to Milton Keynes Council LLFA approval
3. Infiltration testing is to be completed

Surface Water

4. SW outfalls to connect to existing watercourses.
5. SW design to be in accordance with DEFRA national SuDS standards.
6. NSS Standard 1 - Outfall hierarchy
   - 6.1. All plots to utilise rain water collection for garden irrigation.
   - 6.2. Infiltration is assumed not feasible due to underlying Mudstone.
   - 6.3. All catchments to outfall to Chicheley Brook.
7. NSS Standard 2 - Interception Design
   - 7.1. Interception design to be provided for the first 5mm of rainfall.
   - 7.2. Interception for Roof catchment and Private drives to be provided by a range of features potentially including Permeable Paving, Bio-retention and Rain Gardens.
   - 7.3. Interception for adoptable highway to be provided by Swales and Detention Basin.
   - 7.4. A SuDS factor of 5 has been proposed due to poor infiltration rates.
8. NSS Standard 3 - Extreme Rainfall
   - 8.1. SW to discharge to above ground watercourse, SW to be attenuated for all events up to the 1% AEP event.
   - 8.2. Attenuation to be provided within linear swales and a single detention basin.
   - 8.3. Attenuation is sized to QBAR discharge rate.

Foul Water

9. Foul water outfall for the development shall be to the proposed Anglian Water network in the Tickford Fields development.
10. Outfall is subject to Anglian Water approval.
11. Pre-development enquiry to be submitted upon completion of masterplan.

Site Information & Measurments

Parcel	Site Area (ha)	Development Area (ha)	Type of Site	Greenfield Flow rates		Catchment Area			Total Contributing Area (ha)	Plots (35dph)
				1:2 ᵐQBAR	100 years	Private Area (ha)	Highway Area (ha)	Grass Area (ha)		
1	10.685	7.479	Greenfield	54.49	219.04	2.693	1.795	6.197	4.488	262
2	8.095	5.666	Greenfield	41.28	165.94	2.040	1.360	4.695	3.400	198
Sch 1	11.550	5.775	Greenfield	58.91	236.78	3.465	0.000	8.085	3.465	
Sch 2	2.001	1.001	Greenfield	10.21	41.03	0.600	0.000	1.401	0.600	
3	2.209	1.546	Greenfield	11.26	45.28	0.557	0.371	1.281	0.928	54
4	8.875	6.212	Greenfield	45.26	181.93	2.236	1.491	5.147	3.727	217
5	2.236	1.565	Greenfield	11.40	45.84	0.563	0.376	1.297	0.939	55
6	5.117	3.582	Greenfield	26.10	104.91	1.290	0.860	2.968	2.149	125
7	7.130	4.991	Greenfield	36.36	146.17	1.797	1.198	4.135	2.995	175
8	2.746	1.922	Greenfield	14.01	56.30	0.692	0.461	1.593	1.153	67
9	2.717	1.902	Greenfield	13.86	55.70	0.685	0.456	1.576	1.141	67
10	2.523	1.766	Greenfield	12.87	51.72	0.636	0.424	1.463	1.060	62
11	11.980	8.386	Greenfield	61.10	245.58	3.019	2.013	6.948	5.031	293
12	17.237	12.066	Greenfield	87.91	353.35	4.344	2.896	9.997	7.239	422
13	11.330	7.931	Greenfield	57.78	232.27	2.855	1.903	6.571	4.759	278
14	1.551	1.086	Greenfield	7.91	31.80	0.391	0.261	0.900	0.651	38
Totals	107.98	72.88				27.86	15.86	64.26	43.73	2314

Standard 2 - Interception Design - Highway Areas

Parcel	Highway Area (m2)	Site SuDS Factor	Required Vegetated Base Area (m2)	Proposed SuDS Features		Total Vegetated Base Area	Vegetated Base Check, Total Area ≥ Required Area
				Basin Base Area (m2)	Swale Base Area (m2)		
1	17951	5	3590	2977	819	3796	OK
2	13599	5	2720	2023	847	2870	OK
Sch 1	0	5	0	1758	0	0	OK
Sch 2	0	5	0	172	0	0	OK
3	3710	5	742	285	466	751	OK
4	14909	5	2982	1799	1432	3231	OK
5	3756	5	751	353	400	753	OK
6	8597	5	1719	997	730	1727	OK
7	11978	5	2396	1245	1185	2430	OK
8	4614	5	923	507	504	1011	OK
9	4565	5	913	317	615	932	OK
10	4238	5	848	310	556	866	OK
11	20126	5	4025	2025	2003	4028	OK
12	28958	5	5792	3045	2804	5849	OK
13	19034	5	3807	2011	1808	3819	OK
14	2606	5	521	205	369	574	OK
Totals	158642		31728	20029	14538	32637	0

Standard 3 - Extreme Event Design - 1%AEP with 40% Climate Change

Parcel	Design Discharge Restriction	Design Discharge Rate (l/s)	Attn Vol (m3)	Basin Design				Basin Check, Design Volume ≥ Attenuation Volume
				Base Area (m2)	Water Level Area (m2)	Water Depth (m)	Volume (m3)	
1	50%AEP QBAR	54.49	3523	2977	4449	1.2	4455.6	OK
2	50%AEP QBAR	41.28	2669	2023	3161	1.2	3110.4	OK
Sch 1	50%AEP QBAR	58.91	2720	1758	2846	1.2	2762.4	OK
Sch 2	50%AEP QBAR	10.21	471	172	770	1.2	565.2	OK
3	50%AEP QBAR	11.26	728	285	843	1.5	846	OK
4	50%AEP QBAR	45.26	2926	1799	2610	1.5	3306.75	OK
5	50%AEP QBAR	11.40	737	353	811	1.5	873	OK
6	50%AEP QBAR	26.10	1687	997	2034	1.2	1818.6	OK
7	50%AEP QBAR	36.36	2351	1245	2279	1.5	2643	OK
8	50%AEP QBAR	14.01	905	507	1696	1.5	1652.25	OK
9	50%AEP QBAR	13.86	896	317	917	1.5	925.5	OK
10	50%AEP QBAR	12.87	832	310	912	1.5	916.5	OK
11	50%AEP QBAR	61.10	3950	2025	3703	1.5	4296	OK
12	50%AEP QBAR	87.91	5683	3045	4536	1.5	5685.75	OK
13	50%AEP QBAR	57.78	3736	2011	3504	1.5	4136.25	OK
14	50%AEP QBAR	7.91	511	205	726	1.5	698.25	OK
Totals		550.70	34325	20029	35797		38691	

REV	AMENDMENTS	DRN	CHK	DATE
A	Updated to Define masterplan and DEFRA NSS.	MA	KA	26.11.25
-	First Issue	MA	KA	01/10/24

PROJECT NAME:
Land East of Newport Pagnell
Milton Keynes Eastern
Strategic City Expansion

CLIENT NAME:
Gallagher Developments Ltd

DRAWING TITLE:
Preliminary Drainage Plan

DRAWING NUMBER: 24-007_01_01
CURRENT REVISION: A
SHEET SIZE: A1
DRAWING SCALE: 1:5000

Allsopp Avery Partnership
kelly@allsoppavery.co.uk 07816 841 305
mike@allsoppavery.co.uk 07879 881 647

Milton Keynes East

Transport Strategy

Client: Gallagher Developments

i-Transport Ref: BH/LB/DE/ITB2000412-001B R

Date: 19 December 2025

Contents

Figures

Drawings

Section 1 Introduction

1.1 The draft Milton Keynes City Plan 2050 (MKCP 2050) identifies an Eastern Strategic City Extension (ESCE) (draft policy GS14) to deliver 16,000 new homes together with employment, education and other community amenities. Of these 16,000 new homes, 7,750 would be delivered within the Plan period. Milton Keynes City Council (MKCC) is consulting on the final draft (Regulation 19) version of the MKCP 2050 between November and December 2025. The Plan is expected to be submitted to the Secretary of State for independent examination during spring 2026.

1.2 Gallagher Developments control part of the site (shown in **Image 1** and **Figure 1 – comprising the promotional and retained land**) identified within the ESCE. The promotional land ('the Gallagher land') has the potential to deliver approximately 2,500 new homes, schools, a mixed-use neighbourhood hub, a new roadside service area, open space and play provision.

Image 1: Site Location Plan and ESCE Context

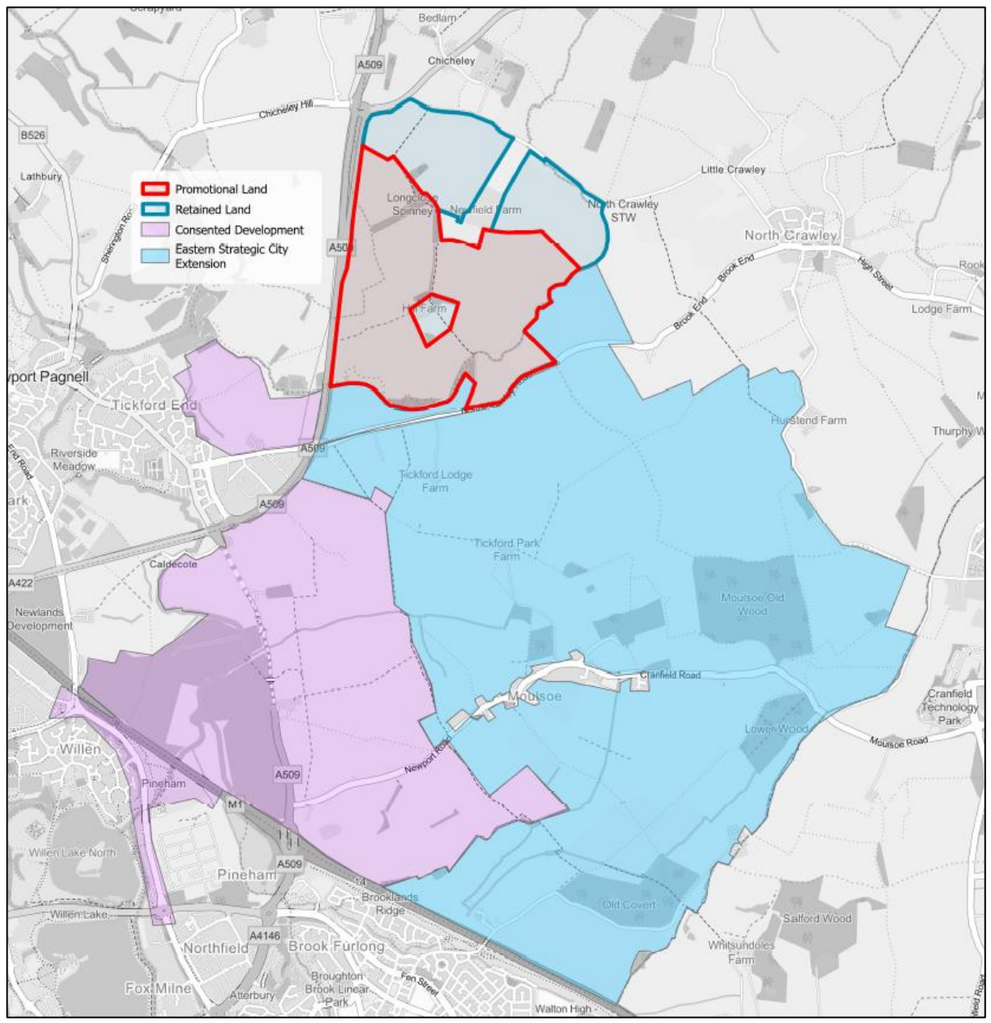


Image 2: Milton Keynes City Plan 2050 Regulation 19 Consultation

1.3 This report sets out the transport strategy for the proposed development and demonstrates in the context of the 'key transport tests' from paragraph 115 of the December 2024 National Policy Planning Framework (NPPF), that:

- The proposed development is a sustainable way to deliver new homes and that appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location and transport vision;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the context of associated standards reflect current national guidance, including the National Design Guide and National Model Design Code; and,
- 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.

1.4 In addition, this report also reflects the wider Transport Vision Document (reference: 25195-Jubb-XX-RP-H-0001_P04) prepared by Jubb on behalf of the ESCE Consortium (Gallagher Developments, Hallam Land, Berkely Strategic Land and Chicheley Farms Ltd). The Jubb document has been prepared with inputs from Gallagher Developments and i-Transport LLP with regards to the Gallagher land.

Section 2 The Transport Vision

2.1 The Transport Vision for the development is:

To deliver a sustainable, well-connected, and inclusive community served by a sustainable transport network that prioritises and encourages residents to travel sustainably for local journeys while providing opportunities to travel via public transport for longer journeys. For journeys made by car, the scheme will promote car sharing through the Travel Plan and support the transition to low and zero carbon vehicles through the delivery of electric car charging infrastructure and Car Clubs. A network of Mobility Hubs will be provided to bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all. The development will support and enable the delivery of MRT through the delivery of infrastructure and funding.

2.2 This is in accordance with paragraph 109 of the National Planning Policy Framework which states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a **vision-led** approach to identify transport solutions that deliver well-designed, sustainable and popular places".

2.3 Transport Vision Objectives and Targets

2.3.1 The overarching objective of the transport vision is to increase the use of active and public transport modes while decreasing the use of private vehicles for most journeys which has an additional benefit of reducing the impacts of additional vehicular traffic on the highway network. At this stage, the following targets have been identified:

At least 20% of vehicular trips transferred to MRT.

At least 40% of journeys within a 5km catchment undertaken on foot or by cycle.

90% internalisation of all education and shopping trips across the ESCE allocation.

At least 30% internalisation of employement trips across the ESCE allocation.

2.4 Transport Vision Interventions

2.4.1 The key elements of the transport vision are summarised below, which are consistent with the wider vision for the ESCE site:

A Mixed-Use Development

The Gallagher land will deliver a mixed use development, comprising new homes, schools, employement, community and recreational facilities. The delivery of the uses will maximise the opportunities for journeys to be retained within the site, and undertaken by active travel modes.

The non-residental led land uses will be distributed across the site, ensuring that they are accessible for residents.

Mobility Hub Strategy

In combination with the wider ESCE site, a network of mobility hubs will be delivered to promote modal interchange, public transport and shared mobility.

Mass Rapid Transit (MRT)

Delivery of the MRT network and service within the site, connecting to the wider ESCE site and planned MRT network within Milton Keynes.

Site Layout and Connectivity

The site has been designed to promote sustainable transport through delivery of a hierarchy of connections that enable safe and convient movement primarily for pedestrians and cyclists.

Further, a network of primary, secondary and tertiary residential streets will be provided across the site with dedicated cycle and pedestrian infrastructure delivered along key desire lines.

Off-Site Active Travel Connectivity

Extension and improvement of the existing active travel network within Milton Kynes, including the Redway and public right of way network.

Travel Plan

A site-wide approach will be taken to preparing a Travel Plan for the various land uses across the proposed development.

Travel Plans will be provided for the residential units, employment areas and schools for both staff and pupils. The aim of the Travel Plans will be to reduce the proportion of journeys undertaken solely within private vehicles and to promote the use of walking, cycling and public transport.

Section 3 Sustainable Travel and Accessibility Strategy

3.1 This section of the report sets out the sustainable transport strategy for the development for the Gallagher land and the relationship with the wider transport strategy for the ESCE site presented within the Jubb document.

3.2 A Mixed-use Development

3.2.1 The proposed development will be a self-contained, mixed-use scheme delivering extensive open spaces, new homes, shops, sports and leisure facilities, employment, schools and everyday facilities that people need. Coupled with infrastructure within the site to prioritise active and sustainable travel and the proposed MRT routes, this will maximise opportunities for journeys to be undertaken by active modes and reduce the demand for people to travel away from the site. A masterplan and placemaking approach that includes a 20-minute neighbourhood concept to locate non-residential uses within comfortable distances to the residential element for active travel will be adopted.

3.2.2 Figure 2.2 of the Jubb document presents the proposed mixed-use components for the ESCE site which proposed SME business units, medium sized offices, a potential healthcare hub, mixed use neighbourhood centre and secondary school with sports facilities within the Gallagher land. Within the wider ESCE site is further employment, two additional secondary schools and three primary schools, a network of additional mixed use neighbourhood and local centres and sports and leisure facilities. These internal services and facilities are complimented to key adjoining areas including the consented Tickfield Fields and Milton Keynes East developments, Brooklands and employment areas at Magna Park and Kingstone. Given the range of uses proposed, the ESCE site will also act a destination for local journeys within Milton Keynes which will be accommodated through delivering high quality sustainable transport access opportunities, connecting to the wider area.

Development Phasing

3.2.3 The Transport Strategy has been prepared on the basis of a phased delivery of development with up to 7,750 dwellings provided within a first phase delivered with the plan period with the remaining 8,250 dwellings delivered beyond this period. Each phase of development is mixed use, delivering land uses to compliment and support the housing to maximise the internalisation of trips from the outset and offering a range of sustainable transport opportunities, including MRT, a local bus network and mobility hubs to encourage sustainable travel within the site and wider area. Approximately half of the Gallagher site is within the planned first phase of development.

3.2.4 The second phases of development will be delivered beyond the plan period, including provision of further employment, education, sports and leisure and neighbourhood and local centres. The sustainable transport provisions delivered within the first phase would be expanded into the second phase, to ensure delivery of a sustainable transport network servicing the entire ESCE site. The Jubb document presents the potential phasing alongside access and sustainable transport measures at **Table 3.1** which is reproduced below.

Table 3.1 Potential Phasing Strategy

Vehicular Access Strategy	Sustainable Transport Strategy	Other Offsite Works
First Phase – 7,750 Dwellings up until 2050		
• Access via the A509 to the Northern Parcel (the Gallagher land); • Access via North Crawley Road to the Northern Parcel (Gallagher land) and the Central Parcel; • Access via North Crawley Road to MKCC land; • Access via northern roundabout on MKE's Eastern Perimeter Road (EPR) to MKCC Land and Central Parcel; • Access via Broughton Ground Lane and Broughton Road (via Hallam Land) to the Southern Parcel; • Access via MKE to the Southern Parcel; • Access to the Southern Parcel via Cranfield Road; and • On site Spine Road network, secondary and tertiary road network	• New active travel bridge/ replacement M1 overbridge along Broughton Grounds Lane; • Broughton Road widening to include active travel facility; • New Redways along North Crawley Road; • Crossing facility on the A509 and EPR; • MRT line from MKE to extend into MKCC land and loop via the Northern Parcel (the Gallagher land) and the Central Parcel; • Enhanced bus services / MRT extension to the Southern Parcel via Broughton Grounds Lane; • Active travel links to Salford; • Redway extension from MKE to the Southern Parcel via safeguarded land; and • On site provision of active travel routes and MRT.	To be confirmed within Transport Assessment, via Milton Keynes Multi Modal Model.

Vehicular Access Strategy	Sustainable Transport Strategy	Other Offsite Works
Full Development – 16,000 Dwellings Post 2025		
In addition to accesses delivered within First Phase: • Access off Cranfield Road to the Central; • Additional Access off EPR; and • Potential access off Folly Lane.	In addition to the strategy delivered within the First Phase: • Active travel links to Cranfield via Folly Lane; • Onsite active travel links linking the parcels of ESCE; • MRT extension from the Southern Parcel to the Central Parcel and onwards to Cranfield; • On-site MRT stops.	To be confirmed within Transport Assessment, via Milton Keynes Multi Modal Model.

3.3 Active Travel Connectivity

3.3.1 Inevitably some movement will occur beyond the development to everyday key services/facilities within the wider ESCE site and to Newport Pagnell and Milton Keynes. The proposed development will deliver connectivity to these destinations for active modes including an extension to the existing Redway network. Further details of the connections for active modes are provided in Section 4 which presents the access strategy for the Gallagher land while the strategy for active travel connectivity within the site is presented at Section 5.

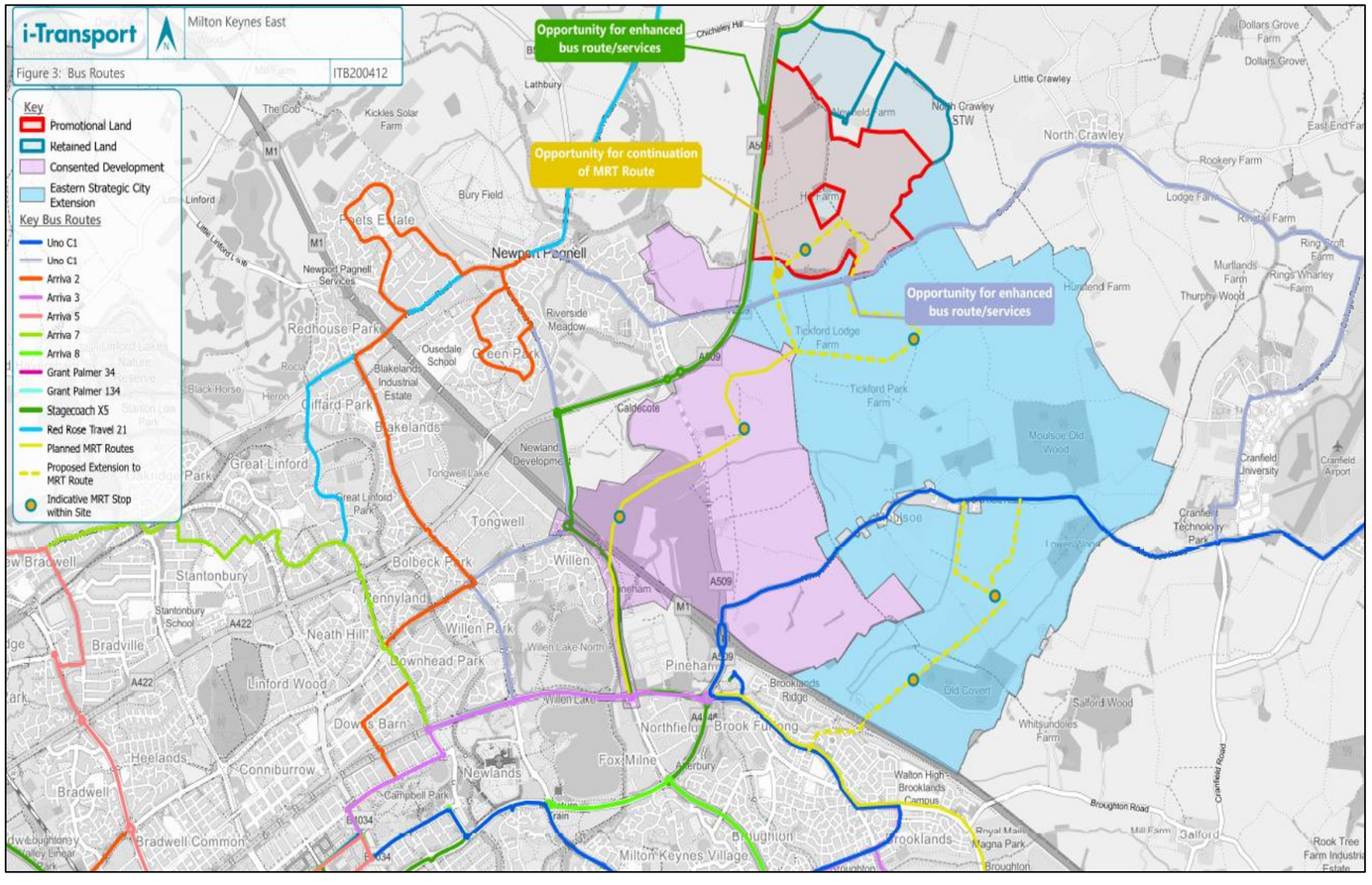
3.4 Public Transport Connectivity

3.4.1 Milton Keynes benefits from an extensive public transport network which incorporates bus networks which connect the city centre to surrounding residential areas and neighbouring settlements and a railway station which provides connections to regional and national service centres including Birmingham, London and Liverpool. The draft City Plan identifies that integration of existing and new public transport services within new development is key to providing affordable and accessible means of travel together with delivering a MRT system.

Bus Connections and MRT

3.4.2 Local to the Gallagher land, there are existing bus services which operate on the A509 and North Crawley Road, adjacent to the western and southern site boundaries. These services collectively route between Newport Pagnell High Street, central Milton Keynes, Bedford and Cranfield and are shown **Image 3** and **Figure 3** (and Figure 4.4 of the Jubb document). The routes used by these existing bus services provide excellent opportunities to enhance and potentially divert existing services into and through the site to ensure longevity of these services while serving the needs of new residents at the site. This approach is consistent with the agreed bus provisions at the Tickfield Fields and Milton Keynes East (Berkeley St James) consented neighbouring development sites. This approach is also proposed within the Jubb document, with the ESCE site recognised as providing critical mass necessary to provide commercially viable bus services as part of the wider development proposal.

Image 3: Existing Bus Network and MRT Safeguarding



3.4.3 To complement existing bus services, Milton Keynes Council aspire to deliver an MRT system across the city together with new 'Transport Hubs' to provide opportunities for shared mobility connectivity. Within the ESCE site, Policy G14 of the MKCP 2050 envisages a transit-oriented development which centres high density development around the proposed MRT routes and neighbourhood and local centres. The proposed MRT network provides links to Newport Pagnell via Willen Road, Marsh End Road and Tickford Street which provides opportunities for extension into the ESCE site. Like the neighbouring Tickfield Fields and Milton Keynes East sites, there is an opportunity to safeguarded routes through the site to enable the future delivery of MRT.

Rail

3.4.4 The ESCE site is located close to existing railway stations including Milton Keynes Central, Woburn Sands, Ridgemont and Aspley Guise. Milton Keynes Central is located on the West Coast Main Line connecting London to Glasgow with branches to Birmingham, Manchester and Liverpool while Woburn Sands, Ridgemont and Aspley are located on the Marston Vale Line connecting Bedford and Bletchley. Connections to these stations will be provided from the ESCE site via local bus services / MRT and active travel routes.

3.4.5 The East West Rail project is a major infrastructure initiative aimed at re-establishing a rail link between Oxford and Cambridge, connecting key towns and cities across the corridor, including Bicester, Bletchley, and Bedford. For Milton Keynes, this means increased frequency of services from the existing stations at Milton Keynes Central and Bletchley and potentially relocated and / or consolidated stations at Woburn Sands and Ridgmont. Alongside service frequency improvements, new relocated stations will benefit from new and / or improved active travel and public transport infrastructure to promote the use of sustainable forms of transport to access the railway network.

Image 4: Indicative Layout of new East West Rail Station

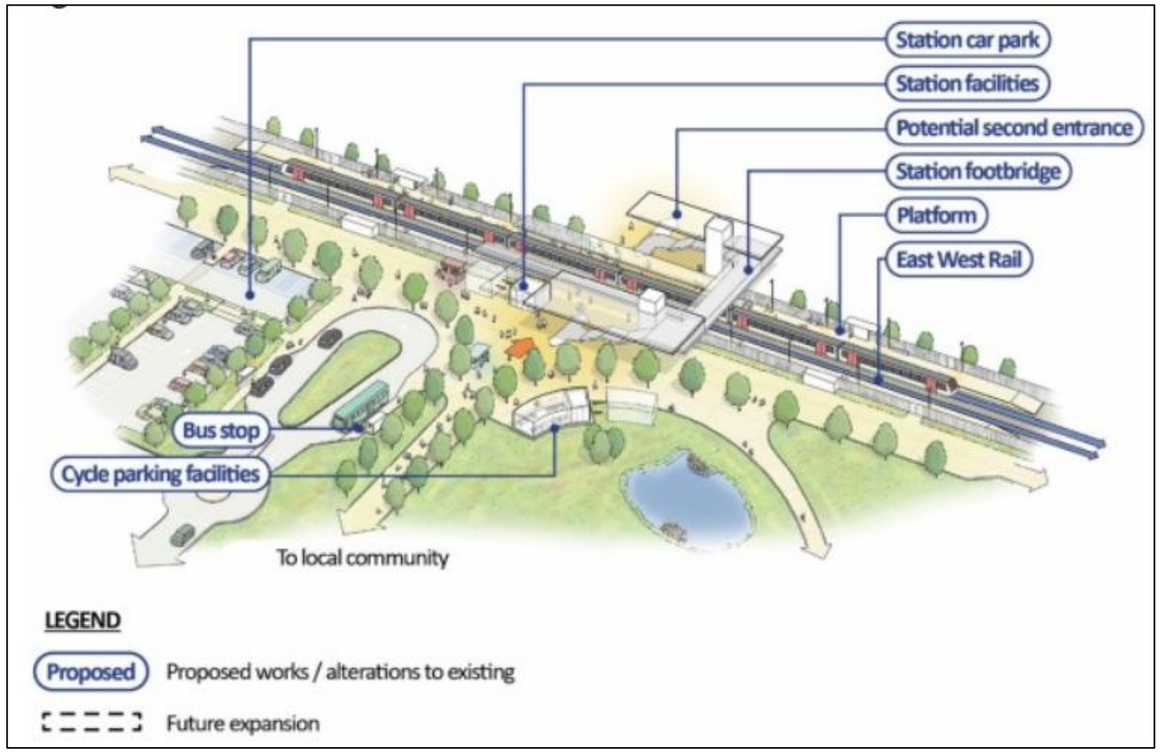
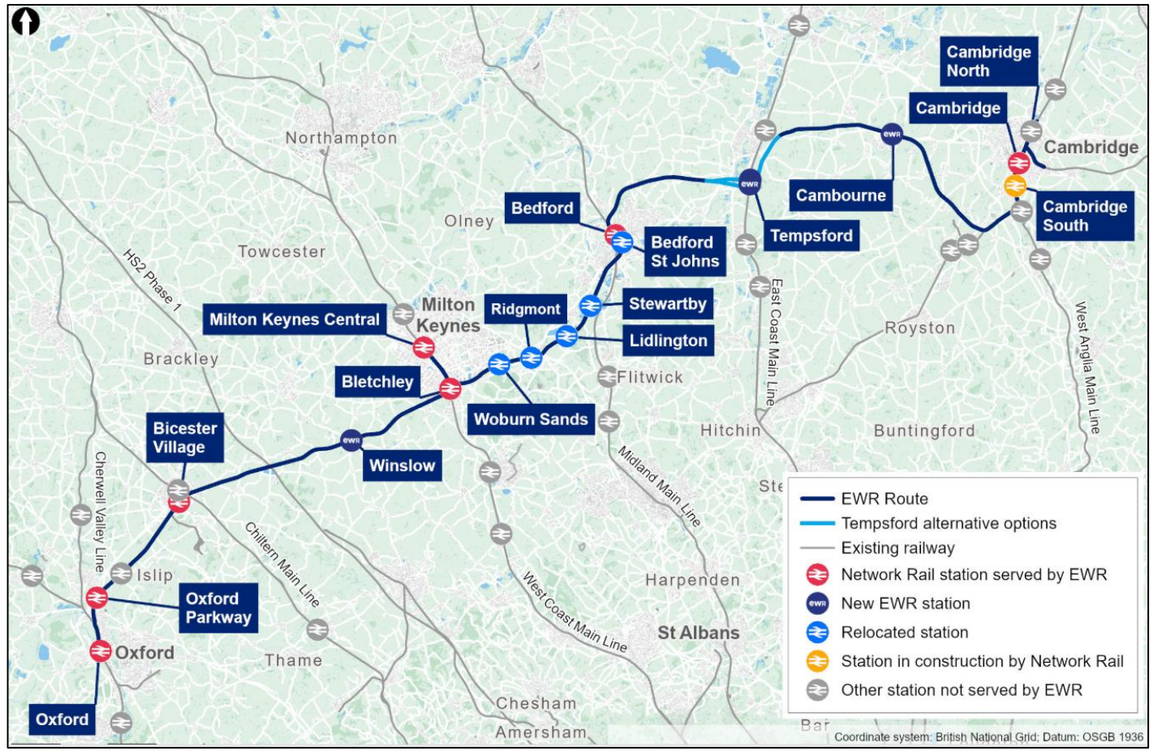
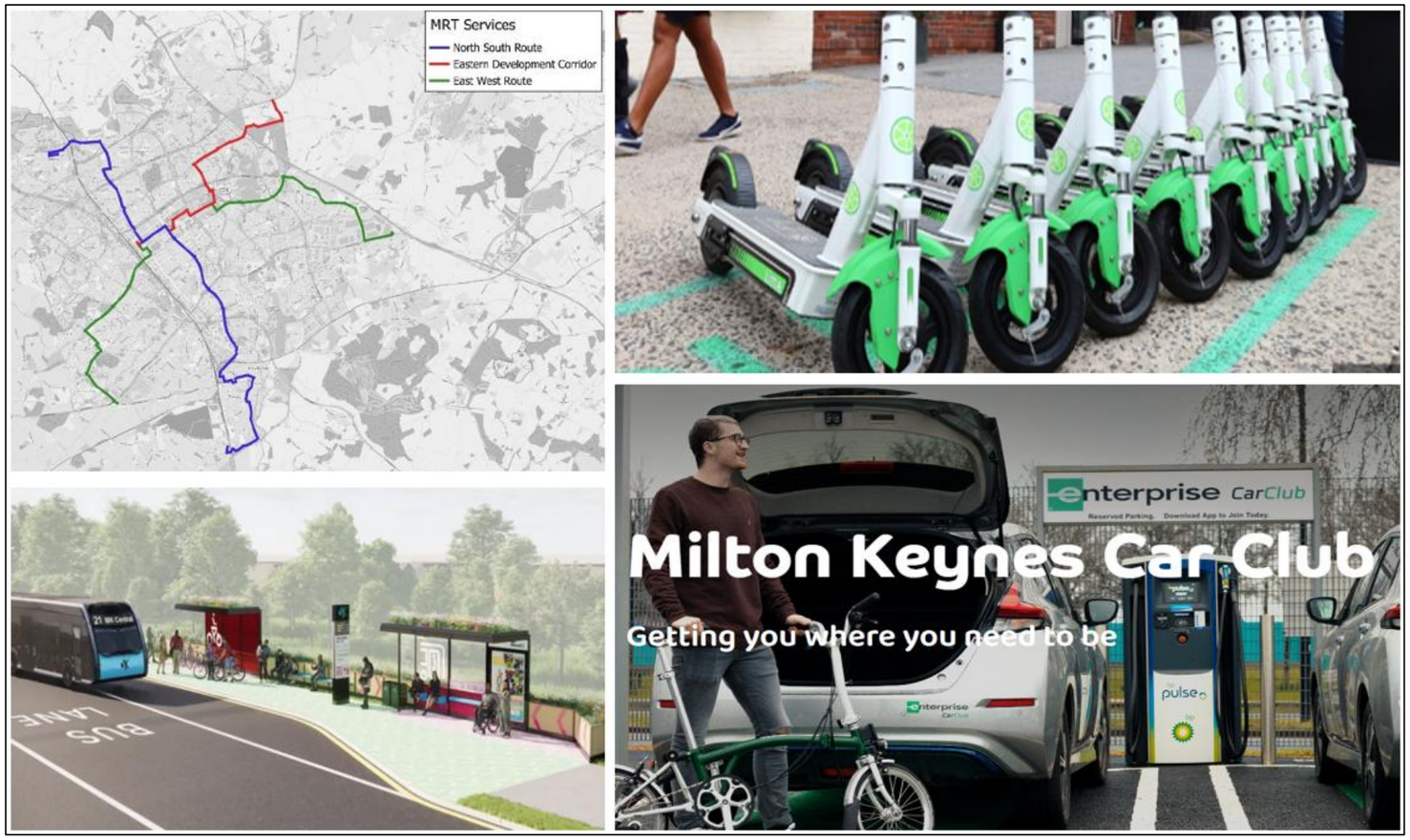


Image 5: Railway Network and East West Rail



Images 4 and 5 Source: East West Rail

Image 6: Milton Keynes Sustainable Travel Opportunities



3.5 E-Scooter, Hire Bike Schemes and Car Clubs

3.5.1 E-Scooters and hire bikes are currently available throughout Milton Keynes which are managed by Lime, Spin e-scooters and Santander Cycles. These e-scooters and bikes (some of which are also electric) provide ad-hoc rental for local journeys on a *pay as you ride* or monthly / annual subscription basis. Opportunities to extend the existing provision within the site will be explored to assist with reducing the reliance on the private car.

3.5.2 Enterprise Car Club operate the local car clubs within Milton Keynes with vehicles located across the city. The presence of car clubs in urban areas support lower levels of car ownership because people who still need occasional access to a car can use them, without needing to own a car. The CoMoUK Annual Car Club Report 2022 forecasts that each car club vehicle in the UK replaces around 22 private cars (and therefore the requirement for parking). The closest Car Club vehicles to the site are currently located in Newport Pagnell and Broughton and there is an opportunity to provide additional cars within the development.

3.6 Mobility Hub Opportunities

3.6.1 The site provides the opportunity for the delivery of a series of connected mobility hubs within the masterplan to promote sustainable transport interchange and shared mobility. These could be delivered as part of local centres and would be located to be well connected to the internal walking and cycling network and bus routes. The exact details of the mobility hubs will be determined in consultation with a number of stakeholders but could include covered bus stops with seating and Real Time Information, covered cycle parking with cycle repair stations and equipment, scooter and bike hire facilities, electric vehicle charging provisions and / or car club vehicles and supporting uses such as kiosks for refreshments, package delivery lockers and toilets. This approach is consistent with the Milton Keynes 2018-2036 Transport Infrastructure Delivery Plan which seeks to deliver mobility hubs across the city (referred to as *Multi-Modal Urban Travel Hubs*).

3.7 Park and Ride Opportunities

3.7.1 The ESCE site will safeguard land for the delivery of a new Park and Ride facility and strategic mobility hub that will be integrated with the MRT routing, likely located within land owned by Milton Keynes City Council north of North Crawley Road. It is anticipated that the provision of the Park and Ride will enable drivers accessing Milton Keynes from the north and east to park their cars and travel into Milton Keynes via MRT which will potentially help to alleviate congestion within central Milton Keynes, in turn improving air quality. The potential location of the Park and Ride facility is shown within the Jubb document at Figure 6.6, together with the anticipated MRT route for each phase of development. This shows the MRT routing into the Gallagher land via the City Council land and egressing with the proposed roundabout on North Crawley Road.

Section 4 Site Access Strategy

4.1 Active Travel

4.1.1 There is a network of Public Rights of Way across the Gallagher land and within the vicinity of the site as shown in **Image 8** and on **Figure 2**. These existing connections will be enhanced and improved by the development where feasible. This is consistent with the approach proposed within the Jubb Document for the wider ESCE site.

4.1.2 The approved development of up to 1,000 new homes at Tickford Field will deliver significant walking and cycling connectivity improvements in this area which are shown in **Image 8**. This includes an extension of the Redway network along North Crawley Road up to the A509 and improvements to the Public Right of Way which crosses the Tickford Field site, towards the A509.

4.1.3 Pedestrian and cycle access will be provided from the development along North Crawley Road via an extension to the existing and planned Redway network. The route could either be provided within the existing highway verge along North Crawley Road or via the frontage land owned by Milton Keynes City Council which is also planned to be developed as part of ESCE.

4.1.4 Public Footpath Chicheley FP1 currently provides a route from the western boundary of the site towards Newport Pagnell and the approved Tickford Field development will deliver significant walking and cycling connectivity improvements in this area as shown in **Image 8**. The development will connect into these planned routes and a new footbridge could be provided across the A509 to connect the development with the existing provision.

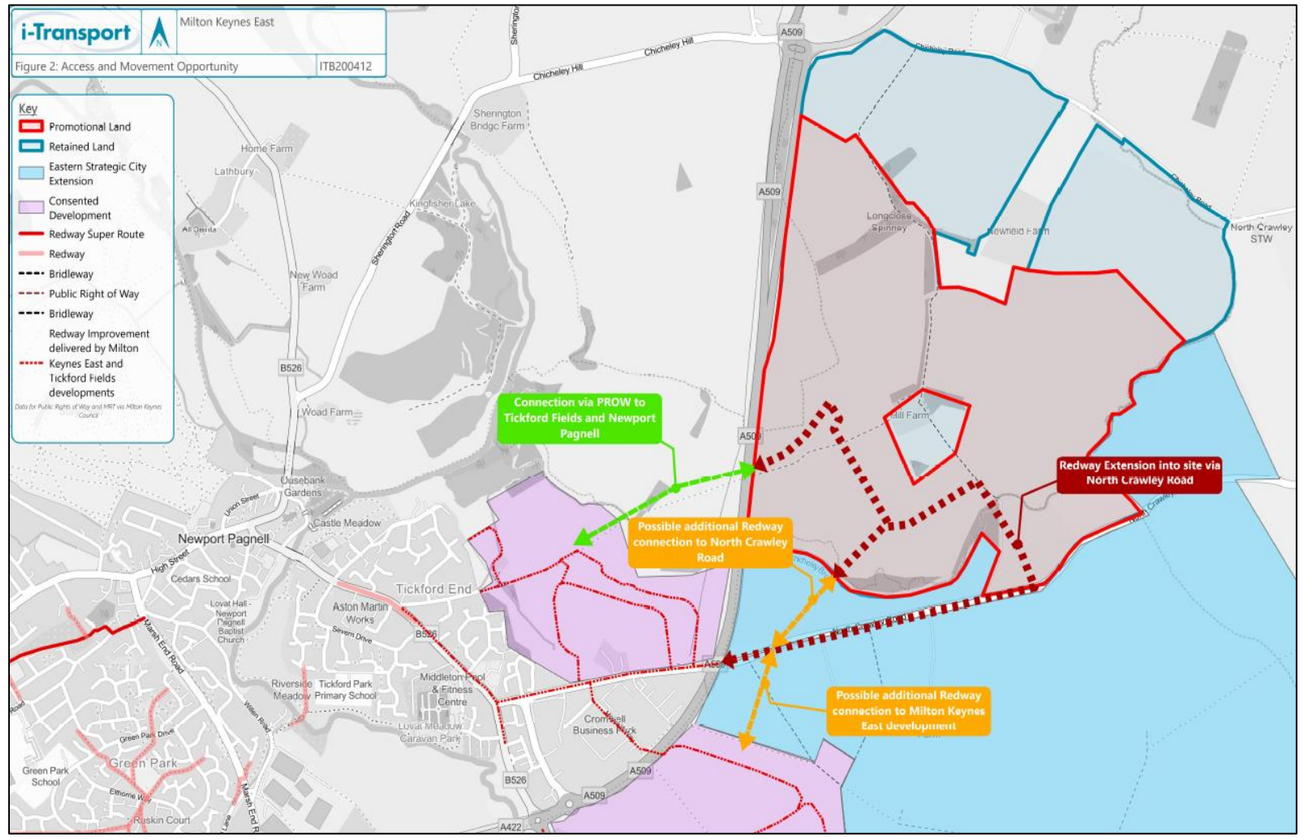
4.1.5 There are Bridleways which connect North Crawley Road with the approved development of up to 4,000 new homes at Milton Keynes East to the south of North Crawley Road. These will be enhanced and improved by the development where feasible providing pedestrian and cycle connectivity into the Milton Keynes East development. From this point, significant walking and cycling connectivity improvements are being delivered which can be used to access a range of destinations.

4.2 Public Transport

4.2.1 Routes will be provided through the site to accommodate buses. The approved development of up to 4,000 new homes at East Milton Keynes safeguards a route for a MRT route from the A509 and through parts of the development.

Image 7: Milton Keynes Redway

Image 8: Active Travel Access and Movement Opportunities



4.2.2 With respect to the Gallagher land, the Jubb document identifies the potential routing of the MRT route at Figure 6.6 which is extracted as **Image 9** below, noting that approximately half of the Gallagher land falls within the expected first phase of development which is likely to be served initially via local bus services.

4.2.3 All major accesses into the site will be designed to accommodate MRT and local bus services, providing flexibility for routing depending on the phasing of the development and ongoing engagement with the Council and bus operators. Within the site, the network or primary routes will be designed to accommodate bus access through MRT and local services, connecting the proposed land uses and mobility hubs.

4.3 Vehicular Access

4.3.1 The primary access to the site will be via a new 3-arm roundabout onto the A509 on the western boundary of the site. The proposed roundabout is shown on drawing **ITB2000412-GA-005** and is located to the north of the existing Public Right of Way which crosses the A509. The roundabout is consistent with the existing (and planned) junctions along the A509 and has been designed to provide 3-lanes entering the roundabout and 3-lanes for circulatory traffic. Again, this is consistent with the existing and planned provision on the A509 and will provide adequate capacity to serve the development. The lay-by on the western side of the A509 will need to be removed or relocated, but alternative resting facilities could be provided within the site (with the emerging masterplan showing a service area next to the primary access).

Image 9: Jubb Figure 6.6 Extract – MRT Routing

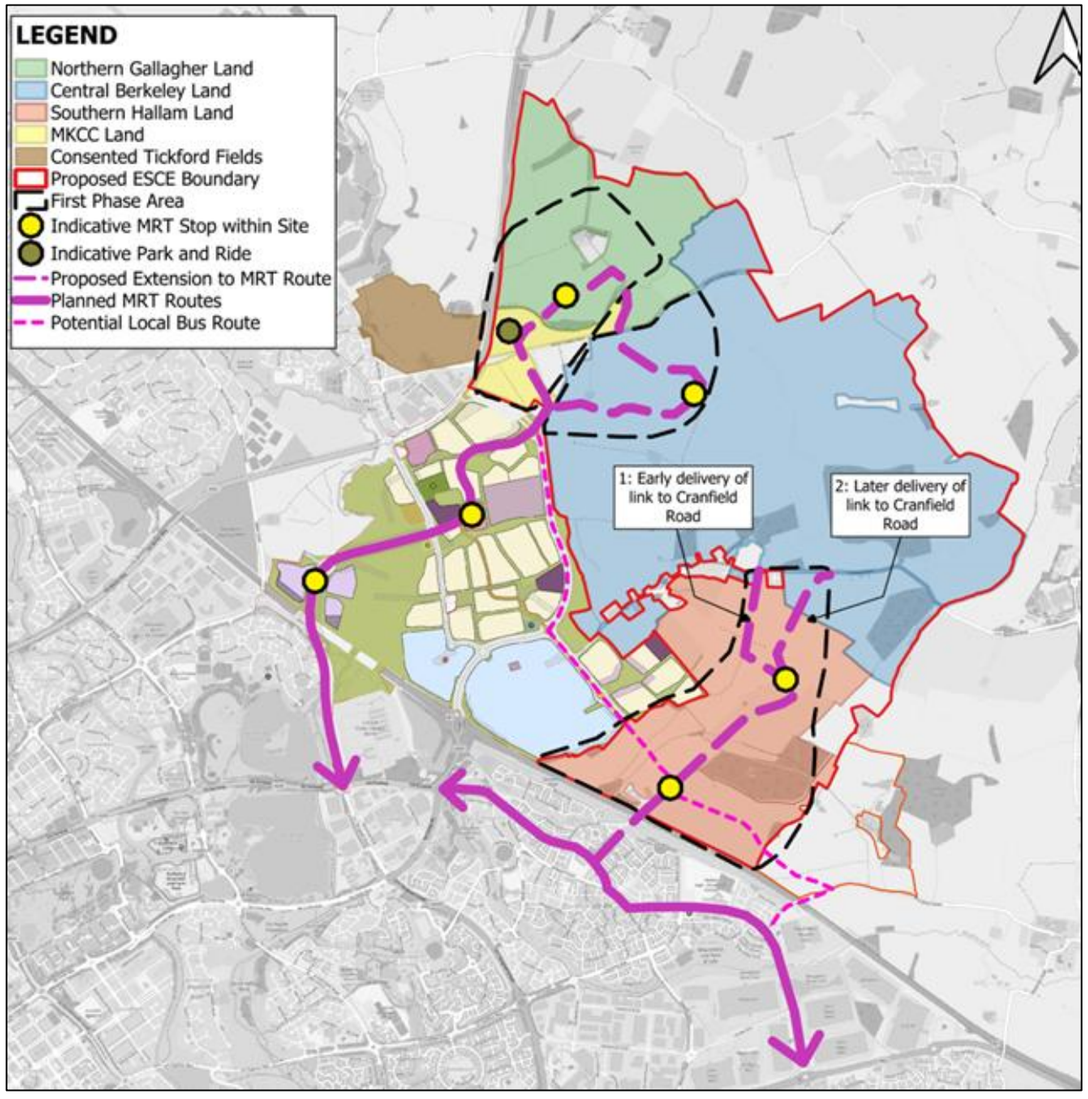
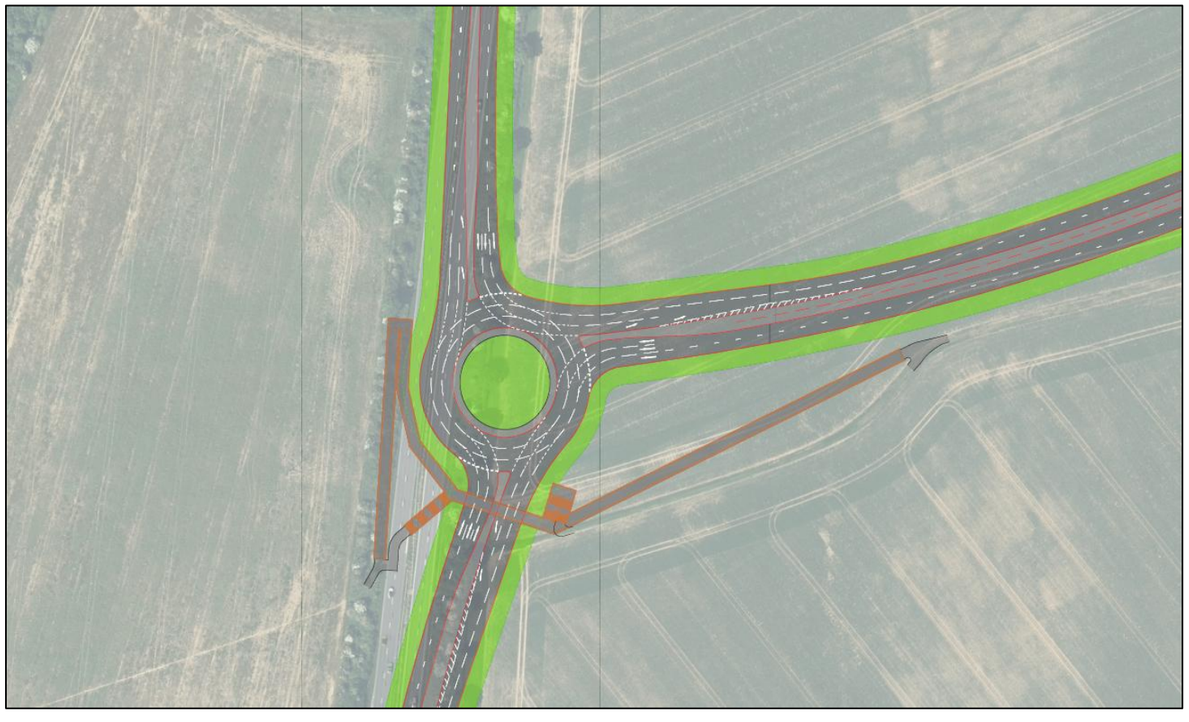


Image 10: Proposed A509 Site Access



4.3.2 Secondary access is proposed onto North Crawley Road on the southern boundary of the site as shown on drawing **ITB2000412-GA-006.** The roundabout provides 2-lane entries to provide sufficient capacity for the development and has also been designed so that a 4th arm could be added to provide connectivity into the Eastern Strategic City Extension located to the south of North Crawley Road in the future.

4.3.3 Land could be safeguarded as part of the provision of both accesses to allow for a Mass Rapid Transit route into and through the site in the future to provide flexibility for future routing.

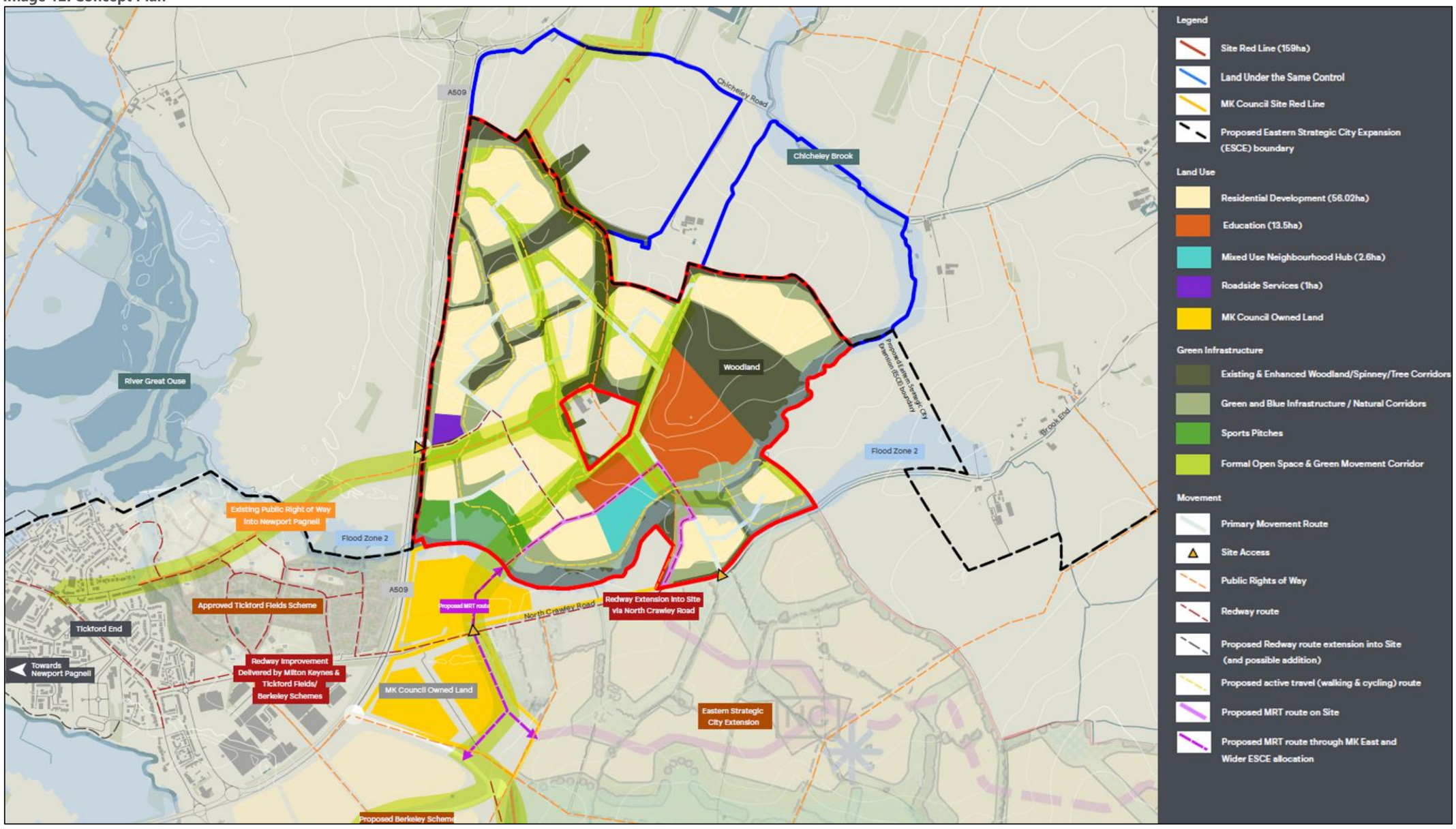
4.3.4 There is also scope for vehicular access to be provided onto Chicheley Road to the north of the site to provide additional connectivity benefits or if further land is identified as being needed beyond the current ESCE, with this land controlled by Gallagher Developments.

Image 11: Proposed North Crawley Road Site Access

Section 5 The Proposed Development, Layout and Connectivity Considerations

5.1 The initial concept plan for the development has been designed to promote sustainable travel movements at its core, through ensuring that land uses are well linked through a hierarchy of connections that enable safe and convenient movement primarily for those to travel on foot or by bike. These links include walking and cycling infrastructure within key movement corridors within the site adjacent to main streets and through connections within green corridors. This is consistent with the principles for movement and access and ESCE policies within the MK City Plan 2050 (policies GS10 and GS14 respectively). The concept plan is shown below at **Image 12**.

Image 12: Concept Plan



Source: Define

5.2 Primary Movement Corridors

5.2.1 The primary movement corridor within the site will be the road between the proposed access points from the A509 and North Crawley Road. Currently, the proposed MRT routing is via the Council owned land north of North Crawley Road, the Parking and Ride facility, the Gallagher land proposed neighbourhood centre and back to the southern ESCE site via the proposed roundabout at North Crawley Road (**Image 11)**. In addition to the proposed MRT routing, the primary movement corridor would be designed to accommodate buses on-carriageway throughout together with the provision of good quality, frequent bus stops which provide shelter, seating and real time information services. It is anticipated that denser development parcels will be located along the primary movement corridors and / or MRT route. This is similar to the approach taken at the consented Milton Keynes East site to the south which provided a primary road between the A509 and Tongwell Street and enables flexibility with respect to future routing of local bus services.

5.3 Road Hierarchy

5.3.1 The Jubb document presents potential road cross-sections for the ESCE development, including the Gallagher land, which prioritise MRT / bus movement and active travel access. The Jubb cross-sections are provided below.

Primary Movement Corridor / Spine Road

Image 13: Cross-Section of Primary Movement Corridor with Bus Lanes

Source Images 13, 14 and 15: Jubb/DLA

5.3.2 The primary movement corridor will facilitate MRT and local bus routes via dedicated bus lanes along most of its length, alongside high-quality bus stops and mobility hubs.

5.3.3 Active travel corridors are proposed through either 4-6m wide shared use footway / cycleways separated from the carriageway through 2-4.5m landscaped verges or segregate two-way cycle lanes, depending on the precise route and likely active travel demands.

5.3.4 The design is consistent with the guidance from the MK Highway Design Guide, LTN 1/20 and inclusive mobility principles.

Primary Movement Corridor / Spine Road Within Neighbourhood / Local Centres

Image 14: Cross-Section of Primary Movement Corridor with Bus Lanes within Neighbourhood / Local Centres

5.3.5 Within neighbourhood / local centres, the carriageways are proposed to reduce to single lanes, with MRT and local buses sharing the carriageway with general traffic. This provides the benefit of a reduced overall cross-section, enabling more convenient crossings and maximising opportunities for placemaking.

Local Roads

Image 15: Cross-Section of Local Roads

5.3.6 Local roads are proposed to be single carriageway, suitable to accommodate buses. Active travel is accommodated through either 4-6m wide shared use footway / cycleways separated from the carriageway through 2-4.5m landscaped verges or segregate two-way cycle lanes, depending on the precise route and likely active travel demands.

5.3.7 For residential streets, cycling will mostly be accommodated on-carriageway which will be designed to be low traffic speed environments. Some sections however are likely to be provided with a shared use footway / cycleway such as those on approach to schools.

Section 6 Traffic Impacts

6.1 Infrastructure

6.1.1 The 2025 Milton Keynes Infrastructure Delivery Plan identifies planned and future opportunities to improve highways infrastructure in and around Milton Keynes arising from both existing constraints and future planned growth. Specific to the proposed development, it identifies the following;

- Expansion of the Redway cycle network including between Newport Pagnell and central Milton Keynes;
- Extension of existing bus routes to serve new major development sites together with provision of improved infrastructure such as bus priority measures, improved passenger waiting facilities which could include mobility hubs;
- Provision and safeguarding of MRT routes; and
- Identification of traffic and capacity schemes through 'site-based assessments' to be provided at the planning stage (i.e. Transport Assessments).

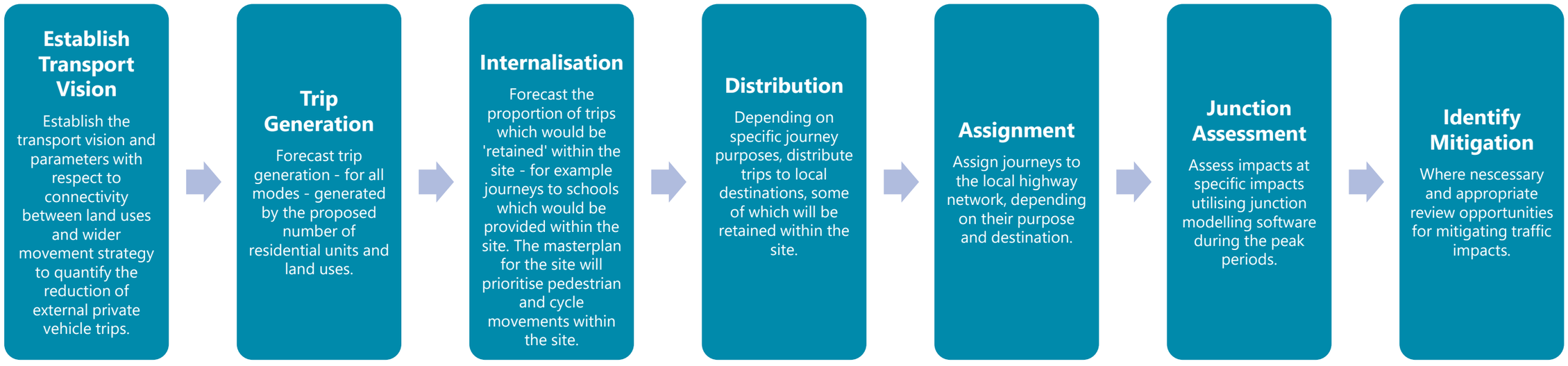
6.1.2 Regarding traffic mitigation, the Infrastructure Delivery Plan identifies that the need for road improvements (i.e. to increase vehicular capacity) should be *considered in light of policies to encourage more sustainable travel behaviour, e.g. congestion versus influencing mode choice*. This refers to a 'vision-led' transport strategy approach, as opposed to the traditional traffic-led 'predict and provide' approach which typically considered traffic scenarios only.

6.1.3 As detailed within Section 2, a ''vision-led' approach to assessing the transport impacts of the development will be adopted and discussed with Milton Keynes City Council.

6.2 Approach to Traffic Impact Assessment and the Milton Keynes Multi-Modal Model (MKMMM)

6.2.1 The MKMMM was developed to assess the traffic impact of development and growth within Milton Keynes and to inform policy including the City Plan 2050 and Local Transport Plan. The MKMMM is a SATURN model which is managed by AECOM on behalf of Milton Keynes Council, and includes a public transport model alongside the highways model. Gallagher Developments will engage with Milton Keynes Council to agree the work needed to assess the impacts of the development to support the City Plan process and to support future planning applications.

6.2.2 With regards to forecasting development generated traffic and assessing its impact, the following 'vision led' methodology is proposed:



Section 7 Summary and Conclusion

7.1 Gallagher Developments control land which has the potential to deliver approximately 2,500 new homes and supporting land uses as part of the wider Eastern Strategic City Extension. The Eastern Strategic City Extension is identified within the draft Milton Keynes City Plan 2050 (draft policy GS14) to deliver up to 16,000 new homes with employment, education and other community amenities, with approximately half of the new homes delivered within the Plan period..

7.2 This Transport Strategy has been prepared to demonstrate how the site could come forward in accordance with the key transport tests from the National Planning Policy Framework as summarised below:

Sustainable Transport Opportunities

The site provides significant opportunities for sustainable transport connectivity including:

- Delivery of a **mixed-use scheme, reducing the need for people to leave the site**;

- **Opportunities** to connect to the existing **Redway cycle network** within Newport Pagnell which connects to central Milton Keynes. This **includes connecting to the proposed Redway infrastructure** which is to be delivered by **neighbouring consented strategic development sites**;

- **Opportunities to extend and enhance local bus services** together into the site with **safeguarding for delivery of MRT** together with provision of passenger infrastructure including high quality bus stops and interchanges;

- Opportunities to **provide mobility hubs through the site to promote and enable shared mobility and sustainable transport mode interchange** including provision of **hire bikes and e-scooter schemes**; and

- **Retention and improvement of existing Public Right of Way routes** within the site and connectivity to the wider network, maximising access to and from the site.

Site Layout and Connectivity

The site will be designed to promote sustainable transport through delivery of a hierarchy of **connections that enable safe and convient movement** primarily for pedestrians and cyclists.

A **primary movement corridor will be provided** between the proposed site accesses from A509 and North Crawley Road with **additional land safeguard along this route for delivery of MRT infrastructure**. This is the same approach taken as the consented Milton Keynes East site to the south.

Further, a **network of primary, secondary and tertiary residential streets will be provided** across the site with dedi**cated cycle and pedestrian infrastructure delivered along key desire lines**.

Safe and Suitable Access

The access strategy for the site includes:

- **Primary vehicular access from the A509** via the construction of a new roundabout;

- **Secondary access from North Crawley Road** via the construction of a new roundabout;

-**Pedestrian access via Public Right of Way Footpath Chicheley FP1** which will be retained and enhanced as part of the proposed access roundabout from A509, a **new pedestrian and cycle route on North Crawley Road** and the wider Public Right of Way network to the south; and

- **Cycle Access via an extension to the Redway network** including a new route on North Crawley Road.

Traffic Assessment

The Milton Keynes Infrastructure Delivery Plan 2025 states that the need for **capacity improvements should be balanced against encouraging sustainable travel modes - a *vision-led* approach will therefore be taken** when assessing the need for infrastructure to accomodate the development.

Once published, the Milton Keynes **Strategic Transport Assessment to support the draft City Plan will assess the traffic impacts of the draft allocated sites**. Gallagher Developments will engage with Milton Keynes Council to agree the work needed to assess the impacts of the development to support the City Plan process and to support future planning applications.

FIGURES

i-Transport

Milton Keynes East

Figure 1: Site Location

ITB200412

Key

- Promotional Land
- Retained Land
- Consented Development
- Eastern Strategic City Extension

i-Transport

Milton Keynes East

Figure 2: Access and Movement Opportunity | ITB200412

Key

- Promotional Land
- Retained Land
- Eastern Strategic City Extension
- Consented Development
- Redway Super Route
- Redway
- Bridleway
- Public Right of Way
- Bridleway
- Redway Improvement delivered by Milton Keynes East and Tickford Fields developments

Data for Public Rights of Way and MRT via Milton Keynes Council

Connection via PROW to Tickford Fields and Newport Pagnell

Possible additional Redway connection to North Crawley Road

Redway Extension into site via North Crawley Road

Possible additional Redway connection to Milton Keynes East development

0 0.95 1.9 km

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Milton Keynes East

Figure 3: Bus Routes

ITB200412

Opportunity for enhanced bus route/services

Opportunity for continuation of MRT Route

Opportunity for enhanced bus route/services

Key

- Promotional Land
- Retained Land
- Consented Development
- Eastern Strategic City Extension

Key Bus Routes

- Uno C1
- Uno C1
- Arriva 2
- Arriva 3
- Arriva 5
- Arriva 7
- Arriva 8
- Grant Palmer 34
- Grant Palmer 134
- Stagecoach X5
- Red Rose Travel 21
- Planned MRT Routes
- Proposed Extension to MRT Route
- Indicative MRT Stop within Site

0 2 4 km

DRAWINGS

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

i-Transport
Centurion House, 129 Deansgate
Manchester, M3 3WR
Tel: 0161 830 2172
www.i-transport.co.uk

TITLE:
POTENTIAL SITE ACCESS FROM THE A509 LOCATED NORTH OF EXISTING PUBLIC FOOTPATH

PROJECT: MILTON KEYNES EAST

CLIENT: GALLAGHER DEVELOPMENTS

DRAWN:	CHECKED:	APPROVED:
MC	MC	BH
PROJECT No:	**SCALE @ A1:**	**DATE:**
ITB200412	1:1000	02.10.24
DRAWING No:		**REV:**
ITB200412-GA-005		-

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Tel: 0161 830 2172

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SCALE BAR @ 1:1000

0 10 25 50 100

REV	DATE	BY	DESCRIPTION	CHK	APP

STATUS: FOR INFORMATION

TITLE: POTENTIAL SITE ACCESS FROM NORTH CRAWLEY ROAD

PROJECT: MILTON KEYNES EAST

CLIENT: GALLAGHER DEVELOPMENTS

DRAWN:	CHECKED:	APPROVED:
MC	MC	BH
PROJECT No:	**SCALE @ A1:**	**DATE:**
ITB200412	1:1000	02.10.24

DRAWING No: ITB200412-GA-006 REV: -

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