

Core Strategy

Adopted version

July 2013



Extract

11 . A Well-Connected Milton Keynes

11.13 Milton Keynes is in competition with other cities across Europe, so it needs good access to international and national locations in order to raise the local skills base and attract suitable businesses and activities. It also requires high quality public transport and good signing and amenities for walking and cycling with accessible information on travel choices within the city. During the plan period the city will promote its aspiration for a direct European rail link.

11.14 The Milton Keynes and South Midlands (MKSM) Transport Strategy identified the need for better transport links with nearby towns including Aylesbury, Bedford, Northampton, Luton and Dunstable, to support the local economy, improve access to airports and major hospitals and support the growth in Milton Keynes' population. In particular, we need to improve east-west transport links, including the A421 and the western section of the East - West rail link to match our north-south connections (West Coast Main Line, M1 and A5). The impact of the new high speed rail proposal (HS2) will need to be addressed. Junction improvements have been made at J13 and J14 of the M1. Improvements have also been made to junctions on the A5 in MK to mitigate the effects of growth on the highway network.

11.15 The Chancellor announced in November 2011 that East-West Rail funding of £270m would be made available providing that the East-West Rail Consortium met two conditions. Firstly, a strong business case for the route was required and secondly a commitment by local authorities along the route to contribute £50 million to the cost. Further Government announcements in July 2012 have again confirmed support for East-West Rail. Both pre-conditions have been met and the western section of East-West Rail will form part of the government's strategy for rail transport, with the project likely to proceed in the period 2014-2017. Milton Keynes Council accepts that East-West Rail will contribute to the growth and development of Milton Keynes and provide an excellent opportunity for the Borough in both the local and regional context which will provide significant economic, environmental and social benefits. Milton Keynes Council is a member of the Joint Delivery Board set up by the East-West Rail Consortium as a means of engagement for the eight authorities East-West Rail will run through.

11.16 The Council will seek to engage with Network Rail and relevant stakeholders along the route of the East-West Rail line through the Borough to establish whether any operational benefits or improvements to more sustainable forms of non-car borne journeys can be realised with the implementation of this project.

Policy CS11

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The Council will work with neighbouring local authorities and transport providers to meet the demand for: increased movement of people and goods, improved accessibility across the Borough, improved safety and quality of life and a reduction in the Borough's carbon footprint. Over the Core Strategy period, the measures used will include:

1. A step change in improvements to public transport including a core public transport network, with Central Milton Keynes at its hub, serving key trip generators and to cater for specific areas and types of public transport need. New bus services will be provided to major new areas of development when sufficient buildings are occupied.
2. More sustainable transport choices for car owners and information and measures to encourage them to use non-car modes for more journeys.
3. Encouraging greater movement within the Borough by cycling and walking through improvements to the existing Redway network and other paths including more direct routes, enhanced facilities and signage, better integration with transport interchange hubs, and improved surveillance; and by extending the Redways network throughout major new development areas (including the creation of routes that are shorter than the equivalent road journey).
4. Planning the development of large housing and employment areas, health, education, leisure, sports, emergency services and other key facilities so that it is well served by public transport and easily accessible

by walking and cycling. This applies particularly to Central Milton Keynes, town and district centres elsewhere in the Borough, the Eastern and Western Expansion Areas, the Strategic Land Allocation, and Key Settlements in the rural area.

5. Demand management in order to help achieve a shift from journeys by car to more sustainable transport.
6. Maintaining and future-proofing the city's grid road network and extending it into new development areas whilst safeguarding the corridors for possible mass transit schemes. Road networks in new development areas in neighbouring authorities will be dependent on the strategies and preferences of those neighbouring authorities and partnership working.
7. Maximising the capacity of the Borough's highway network through phased improvements in step with housing and employment growth (for example the dualling of the A421 and improvements to key roundabouts on the grid network).
8. The highway network will be served by high quality transport interchanges well located to transport nodes and the strategic highway network, and by Park and Ride sites on the edge of the city and in close proximity to the strategic highway network
9. To engage with Network Rail and relevant stakeholders along the East-West Rail line to identify operational benefits which thereby provides additional support for a more sustainable transport strategy and/or economic growth of the city.

Delivery

11.17 A list of transport schemes, including the western section of East - West rail link, is set out in Local Transport Plan 3 (LTP3) and the Local Investment Plan. This list contains details of the arrangements in place to ensure the delivery of this infrastructure. See also Chapter 16 'Delivering Infrastructure'.

11.18 Milton Keynes Council considers the A421 in two ways:

- That part of the A421 in Milton Keynes as the 'local' and 'regional' part of the traffic network
- That part of the A421 in Central Bedfordshire as part of the 'regional' part of the traffic network.

11.19 Milton Keynes Council expects the dualling of that part of the A421 in Milton Keynes that is made necessary by the development to be funded proportionately by developer contributions. Milton Keynes Council expects the dualling of that part of the A421 in Central Bedfordshire to be funded fully as part of a regional/sub-regional project promoted jointly by Milton Keynes and Central Bedfordshire or promoted by SEMLEP⁽⁷⁷⁾.

11.20 The priority schemes set out in LTP3 and the Local Investment Plan are:

1. Public Transport
 1. MK Star Bus Network
 2. Semi-flexible urban feeder services
 3. Increase peak frequency rural services
 4. Improved interchanges
2. Cycling and Walking
 1. Promotion, education and training
 2. Improved signage
 3. journey planning
 4. Expansion of redway network into CMK, new developments, regeneration areas and where possible the older towns
3. Smarter Choices
 1. Travel planning

77 If there is a shortfall in funding for the 'local' Milton Keynes part of the A421 dualling, it would be included in the regional/sub-regional project

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2. Car sharing
 3. Car pooling
 4. Broadband enhancements
4. Highways and Traffic Management, Road Safety and Infrastructure Management
 1. Network management plan
 2. Peak spreading of traffic (spread school and business work hours)
 3. Refresh of Lorry Management Strategy
 4. Improved freight partnership working
 5. Development Planning
 1. Extension of grid roads into and through future Expansion Areas
 2. Develop Highway Design Guide
 3. Appropriate parking standards for new developments and in regeneration areas
 4. Improved integration of spatial and transport policies and improved partnership working.

11.21 LTP3 sets out the Borough's policies and programme for delivering local, sub-national and national policy objectives; including the Borough's Sustainable Community Strategy (SCS) and the spatial planning policies of the Core Strategy. It also enables the Borough to plan strategically for transport, helping achieve broader goals for safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all.

11.22 A key aspect of the LTP is the Council's role as a partner, working with residents, businesses, transport operators, central government, and other local partners to achieve a range of improvements to the transport network and transform the way that people travel. Some of the measures and proposals in LTP3 can be implemented by the Borough, using its statutory planning, highways and network management, and parking powers. Other interventions, particularly larger projects, will be delivered in partnership with the Homes and Communities Agency, the Highways Agency and transport operators, local businesses and

organisations, and the wider community. LTP3 also draws on the Milton Keynes and South Midlands (MKSM) sub-regional work.

11.23 Bus service standards will be governed by the Bus Strategy (adopted December 2008).

11.24 The Council will continue to work with the Highways Agency to model the effects of growth, as the basis for updated infrastructure plans.

11.25 The delivery of improvements to the transport interchange at Central Milton Keynes station is being managed by Milton Keynes Council. The improved Coachway Park and Ride at Junction 14 of the M1 was completed in 2010. Additional Park and Ride facilities will be planned as part of the work on Development Frameworks as suitable locations come forward.

11.26 The Plan:MK will include guidance on demand management measures in new development. This will include travel planning, car parking and car pooling⁽⁷⁸⁾.

11.27 Policy CS12 'Developing Successful Neighbourhoods' and Policy CS13 'Ensuring High Quality, Well Designed Places' and future Site Allocations Plan and Plan:MK policies will encourage the delivery of neighbourhoods where walking, cycling and public transport are a viable alternative to the car. Improved access for walking in the Borough will be promoted with the relevant Local Access Forum.

11.28 Place checks will identify local transport needs in priority regeneration areas.

11.29 LTP3 and other Council transport strategies will develop an appropriate case-by-case response.

11.30 The Council will work with voluntary organisations, adjoining planning delivery and transport authorities and other service providers on the co-location of services, new ideas to increase the use of home delivery services and improved services especially in the rural areas.

11.31 The Council will also work with communities to ensure improved information on public transport is available to residents and visitors to increase its

accessibility. The introduction of Real Time Passenger Information across the city is an example of this in action. The Bus Strategy provides more detail for this form of public transport.

11.32 The relationship between growth and sustainable transport is a complex one and key to the successful development of Milton Keynes. The Council will work with its partners, stakeholders and residents to develop this strategy to meet future needs of successful sustainable communities.