

# Western Expansion Area Stakeholder Group

## Notes of Meeting 20<sup>th</sup> December 2007

<b>Attendees for Areas 10 &amp; 11</b>	
Jennie Cook	MKP
Lindsey Richards	MKP
Paul Tobin	MKP
Darren Farmer	Gallaghers
Stephen Jay	Gallaghers
Dai Evans	Calverton Residents Association
David Lawson	MKC
Brian Matthews	MKC
Lesley Arkin	Stony Stratford Business Association
Robert Gifford	Stony Stratford Town Council
Cllr Phil Wharton	Stony Stratford Ward
Cllr Brin Carstens	Stony Stratford Ward
John Hawthorn	Bradwell Abbey Parish Council
David Simpson	Bradwell Abbey Parish Council
Stuart Turner	MK Forum
Dawn Ash-Kashani	Shenley Church End Parish Council
Martin Small	MKC
Jeremy Williams	Bucks Fire and Rescue Service
Graham Stewart	Whaddon Parish Council
Apologies	
Brian Rodger	Thames Valley Police
David Livingstone	Shenley Brook End & Tattenhoe Parish Council
<b>Attendees for Kingsmead South item</b>	
Jennie Cook	MKP
Lindsey Richards	MKP
Paul Tobin	MKP
Jeremy Williams	Bucks Fire and Rescue Service
Graham Stewart	Whaddon Parish Council
Amer Alkahil	Paul Newman New Homes
John Sullivan	Paul Newman New Homes
Andy Bartlett	Paul Newman New Homes
David Frost	Paul Newman New Homes

### 1) Introductions

LR expressed apologies for the unscheduled meeting and explained that some of the documents for the Road Code were A4 and single sided. Proper copies were made available at the meeting.

### 2) Notes of meeting on 31/10/2007.

Nothing arising and the notes were therefore agreed.

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### 3) Presentation on V4 Modelling

SJ – Explained background to computer modelling which is VISIIM Model. SJ confirmed that this is the Industry standard used by Highways Authority and all developers. The model predicts flows and traffic behaviour and generates different 'speeds'. The model produced uses flows from the MK Multi-Modal model for flows up to 2016, including all new development in the City. The model was going to show 2 examples of traffic flows, firstly retaining the roundabouts and secondly showing the signalised junctions.

SJ confirmed that AM peak is the critical case so the demonstrated model would run for this time period showing the 2 scenarios - roundabout and traffic signal options. Also 3D video displayed.

SJ – Confirmed that the model was speeded up, was display purpose.

DL explained that computer uses points – visual representations look odd on model but are realistic representations.

Comments	Response
Why to 2016?	SJ - Historically agreed design year. Original expectation that development will be complete, but now to 2020 but includes all traffic in V4 corridor.
Has it taken account of widening of other roads or just the V4?	SJ – MK Standard roundabout arrangements. Not allowed for any additional widening e.g. Monks Way. In the signalised version of the model the V4 is made into 4 lanes wide
Does model take account of other developments than WEA?	BM – MK multi-model takes account of other improvements e.g. to A5
Any intention of widening H3 from Abbey Hill junction & V4?	BM – Network improvements includes Abbey Hill but not widening of H3
H4 is clogged every morning, so should not be considered for widening?	BM – Has been considered. Issue is not link capacity but junction capacity. Dualling would result in 2 lanes queuing at junction
Concern about small numbers coming out of WEA.	SJ – Have used national standards for quantity of vehicles generated by development. DF – Takes into account pedestrians and cyclist numbers. Had to provide school numbers for model
H4 and V4 blocked every morning.	SJ – Existing problems will be resolved by new junctions.
If traffic is not going fast then not hitting junctions fast. Roundabouts – cars hit at oblique angles. Any consideration to accident rates of roundabouts versus signalised junctions?	SJ – Designed with visibility and appropriate speeds in mind
Car to car impacts much more dangerous at signalised junctions.	SJ – With congested networks you get shunts.
With signals which will improve flow, will this raise speeds and severity of impact?	No intention to reduce speeds but cars will settle down at 40mph when travelling through

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	<p>junctions.</p> <p>No proposals for speed limit apart from National Speed limit. Queue going through Stony Stratford is a result of traffic coming into MK.</p>
As many people want to go north and south.	SJ – 50/50 split north and south leaving site via 6 junctions
Have you made assumptions about places of employment?	SJ – Have used census data from similar areas and made assumptions of work patterns. Interaction of 2 flows along Watling Street causes delay.
Has preferred bus route been determined?	SJ – Bus service enters site at north and leaves at south. Also service in southern portion. Built into model.
Is it possible to calculate emergency response times?	SJ - Crude measure – in peak hours tried vehicle times down Watling Street. Response with signals in 2016 is only slightly worse than at present. Can provide info on routes. Can work out time of car travelling through model.
If bulk of traffic is generated outside WEA then need to speak to neighbouring authorities about tackling problem at source. Problem for MKC to solve.	SJ – Current day movements built into model. Can clear a queue with signals in one light phase, means everyone can get onto network without queuing. Loops set in signals – work together at certain speeds. Bulk of traffic at 40mph will go through string of signals, except at Monks Way where long queues.
Going west on Monks Way, most cars ever seen are 5 but now appears to be a queue going towards WEA.	SJ – Cars leaving MK to go elsewhere travelling through WEA.
Will filters be like on the V6 at moment as its easy to end up in wrong lane? If you are in the wrong lane on a roundabout you go round and come back but cars can't do this on signal junctions which causes safety issue.	SJ – Decisions for merging lanes are built into model. Can build in aggressive driving into model. People are keener to take gaps in MK and this has been included into model, but traffic should be cleared in one traffic signal.
Is there difference between AM and PM rush hours?	SJ – Signals work well at both. Roundabouts queue in am. Still long queue time in pm along Monks Way and bit on Watling Street. Propensity to spread rush hours
Will cycle paths go under road?	SJ – Cycle paths will be at grade. Sensor to sense cyclists.
People in MK do use underpasses.	JC – Issues with personal safety.
Is there priority for buses?	SJ – On model, bus lane off WEA and bus gate where City Street merges with Watling Street.
So no bus priority on Watling Street?	Not along Watling Street.
Has WEA planning consent been given on basis of signal junctions?	LR – Outline consent granted on basis of information within Traffic Assessment which is for signal junctions. Presenting information to Group to help understand and appreciate MKC has to give technical approval because involves works within existing highway.
	DF – Signalised junctions approved as part of

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	WEA approvals.
	SJ – The TA confirmed that there will be better flows in future with signalised junctions.
Most people utilise V4 because of the A5 junction.	BM – A5 junction is the responsibility of Highways Agency – they have no plans to upgrade this junction. Acts as valve to prevent more people accessing MK.
People avoiding A5 because roundabout is not well controlled. Would be easy to co-ordinate a solution.	BM – Agreed to look at this issue.

### 4) Strategic Infrastructure – Areas 10 & 11

LR – Road Code informs strategic infrastructure. Has been through Place Making Group (PMG) and is in process of being amended / edited. Once corrected and amended will go back to PMG members.

LR advised that planning applications for strategic infrastructure will be submitted by Gallaghers next month.

SJ explained the proposals – City Street runs through WEA with separate bus lanes. Designed to encourage 30mph speed. City Street is road with bus lane either side, with central verge in some locations. This is highest status road which will link roads to the new junctions and existing network. The hierarchy of residential roads will depend on number of dwellings served and traffic flows. Gallaghers will be putting in network of streets before parcels are delivered.

LR – Explained Policy context relating to City Street and confirmed that Planning permission not required for links to V4. Principle already established in outline planning consent. S278 under Highway Act will cover works to existing junctions.

DF – Signal junctions will be in place before start on site. Technical approval nearly complete. Can start on infrastructure on site without S278 but raises concerns about how people will get on site. Work will be phased. MKP will give reserved matters agreement for internal roads. MKC will approve S278 with no consultation as this is approved as a technical exercise.

Comments	Response
Previously raised issue of pedestrian movement across V4 to adjacent built areas at PMG. Wide spacing of crossing points needs to be addressed.	DF – Every junction has a pedestrian phase. Have looked at secondary school pedestrian draw.
Does not reflect pedestrian network that would expect to see. There are 6 crossing points over V4.	
Concerns that children crossing the V4 at inappropriate places.	DF - Will be thick barrier of vegetation with further planting to existing to prevent pedestrians crossing where they shouldn't. This is detailed in Design Brief and application therefore pedestrian access will be via junctions
Will there be enough space to dual V4 in future?	DF – Yes. SJ – Already proposed to be 4 lanes wide, for about 60% of road where junctions are.

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Who are Redlawn Land Ltd?	DF – Subsidiaries of Gallaghers – landowner.
Quality of public realm high in road code but who will maintain this? Has test been applied of 10 minutes walk to buy pint of milk, as recommended in Manual for Streets?	DF – Section included in road code about most housing being within 400m catchment of bus stop. 3 x local centres in WEA and if draw 400m around, most housing is within catchment. Maintenance sum covered in Tariff for public realm. Not yet confirmed whether Parks Trust or MKC to maintain.
How soon will local shops be provided?	DF - Phasing of High Street in phase 1 and schools phasing stipulated in Section 106 Agreement.

### 5) Kingsmead South – Sites 2 & 4

AA introduced Paul Newman Homes - established in 2004, based in Milton Keynes. 4 main local developments – 1 in Northampton and 3 in Milton Keynes. All through English Partnerships. Upton in Northampton is a development of 200 homes. Milton Keynes developments are contemporary design mixed use developments. Another 4 sites for next year - growing company.

Proposals:

- 13 x 1 bed apartments including 12 x affordable
- 55 x 2 bed apartments/houses including 36 x affordable
- 81 x 3 bed houses including 9 x affordable
- 39 x 4 bed houses including 3 x affordable
- 11 x 5 bed houses

All affordable housing pepper potted.

Storey heights – mix of 2.5 , 3 & 4. Apartments above commercial units. Majority 2 of development 2 & 2.5 storey high.

Parking standards – in accordance with EP standards and MKC standards

- 1 bed unit – 1 space
- 2 bed unit – 1.5 spaces
- 3+ bed unit – 2.5 spaces

Paul Newman Homes are a unique, not volume house builder and lean towards modern, contemporary style. Local centre will be 480m<sup>2</sup> floorspace- 1 x food retail unit of 240m<sup>2</sup> e.g. small M&S and 3 x further units of 80m<sup>2</sup> or 2 units of 120m<sup>2</sup>. Mix of A1, A2 & A3 uses.

Design Standards - will achieve Code for Sustainable Home Levels 3 & 4. All houses Code Level 3. Some of apartments Code Level 4. Combined heat and power source on apartments. BREEAM very good standard for commercial. Building for Life 'Silver' and Building for Life 25% Modern Methods of Construction. Steel Frame System. Part of Considerate Contractors Scheme.

What is the expected construction timescale?	AA – Will submit planning application by 21 <sup>st</sup> January for consideration at a March committee. Start on site in late spring 2008. Part of infrastructure is already on site. 1 <sup>st</sup> occupations Spring 2009. Will be 1 x
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	planning application for both sites 2 and 4.
Who using for water scheme? Self lay?	AA – Likely to use Anglian Water
Can be problems with no hydrants being put in. Any news on sprinklers? Would not want blanket coverage in all units. Single unit accommodation intolerable. Facilities for people with mobility problems? Appropriate therefore in apartments.	All houses will meet Lifetime Homes Standards.
How will sell these standards to the end user? Experience in US is provides added value to the development.	
North Bucks Way – currently share Whaddon Road. Needs to be linked up properly. No segregated continuation of North Bucks Way from development.	PNH – Are looking to segregate by a soft division – landscaping or rail.
Any commitment to improve traffic calming on Whaddon Road?	PNH – Have to work with Highway Authority to do this. Will improve temporary measures. Money set aside to upgrade. Will be putting in chicanes opposite Goodridge Green.
Whaddon has experienced rat running for years which can't control. Kingsmead North contractors vehicles have ignored routes. Will be difficult to control construction vehicles coming within city. If not followed, local residents will bombard MKC with complaints therefore advise to make sure construction traffic routes are adhered to.	PNH – Compound and deliveries will be via H7.
Will Thames Valley Police be consulted as there may be an issue with parking courtyards?	Yes.

**Next Meeting will be held: 11<sup>th</sup> March 2008**