

2.12 Problem

- Location - Willen Road / Marsh End Road junction
- Summary - Visibility to crossing point restricted - potential pedestrian / cycle and vehicle conflicts

It is proposed to provide new sections of Redway at the Willen Road / Marsh End Road junction. This includes an uncontrolled crossing of the short link on the northern side of the junction in the fork of the 2 roads. The proposed crossing point is obscured by vegetation which is growing along the Tongwell Brook. A pedestrian or cyclist crossing the carriageway may be unsighted and struck by a vehicle turning left from Marsh End Road.

Recommendation

Vegetation should be removed to improve visibility at this location.

Design Team Response

As part of the detailed design of this scheme, visibility requirements will be reviewed at this existing crossing point, and any vegetation which restricts visibility will be removed as required.

2.13 Problem

- Location - Marsh End Road / Tongwell Lane junction
- Summary - Unclear / disjointed cycle facilities - potential pedestrian / cycle and vehicle conflicts

At the junction of Willen Road and Marsh End Road, the proposed Redway will have a crossing point of Marsh End Road, connecting with Tongwell Lane (Tongwell Lane having a prohibition of motor vehicle sign and bollards to prevent vehicular access). The existing road layout includes a junction bellmouth for Tongwell lane, which is redundant, but its appearance “invites” drivers to turn in potentially leading to vehicular conflict with pedestrians and cyclists.

Recommendation

Clearly define the route at the entrance of Tongwell Lane for cyclists reducing the redundant bellmouth junction potentially providing a vehicle crossover for access.

Design Team Response

Liaison will be undertaken with MKC in order to determine the status of Tongwell Lane and whether or not this access is to remain as currently provided in order to facilitate emergency access along Tongwell Lane. We can then look to resolve the road safety issue highlighted above within this context.

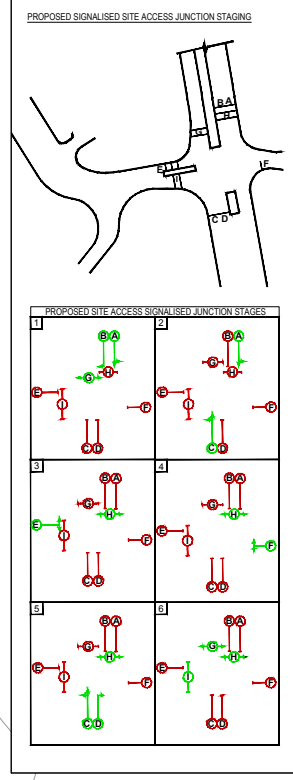
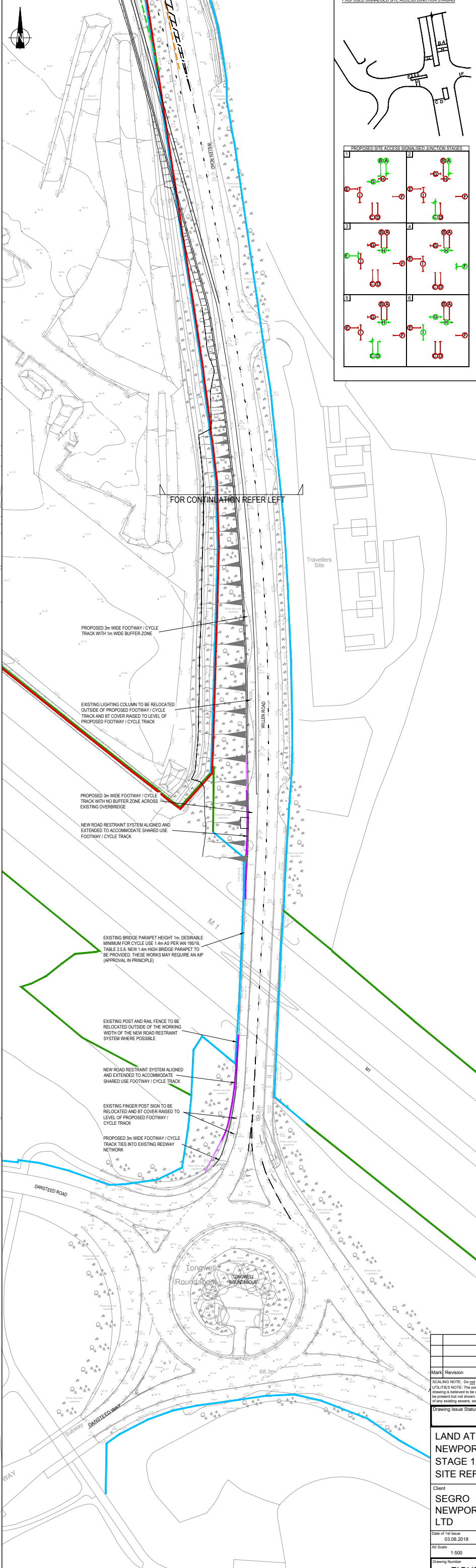
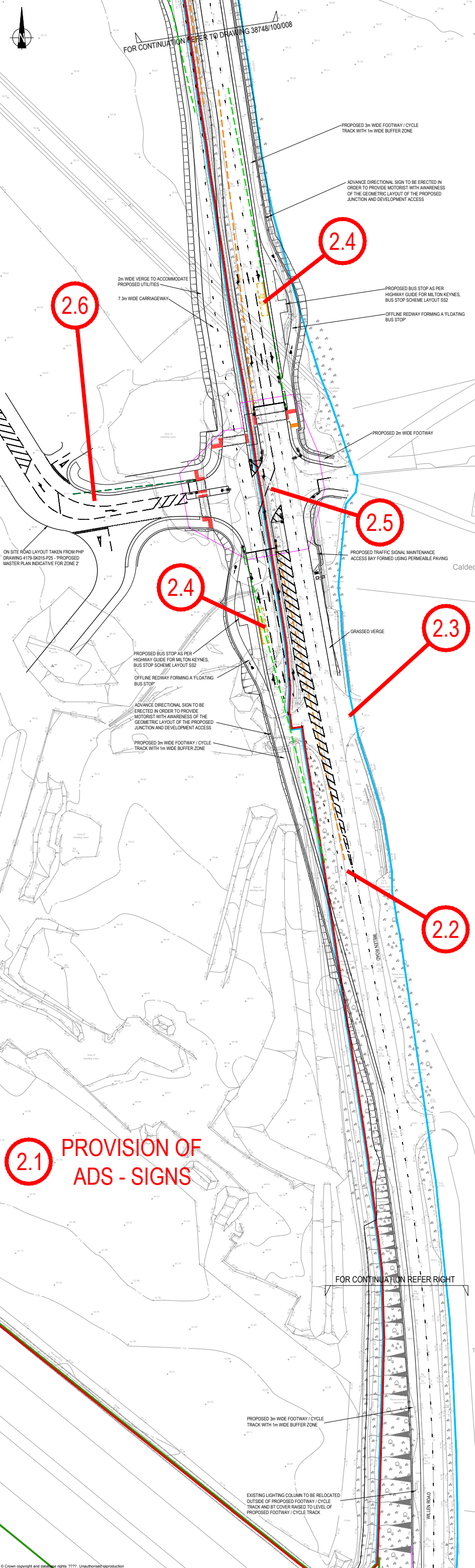
3 Summary

- 3.1 This RSA Response Report has been prepared to address the issues raised in the Stage 1 RSA. For issues where the RSA Team's recommendations are not proposed to be fully implemented substantiating reasons have been provided.

Appendix A

Appendix A

Site Reference Plans;

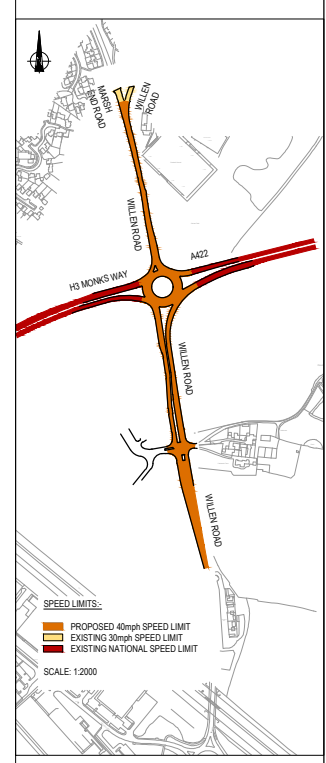


- KEY:**
- PLANNING BOUNDARY
 - HIGHWAYS ENGLAND HIGHWAY BOUNDARY
 - MILTON KEYNES COUNCIL HIGHWAY BOUNDARY
 - PROPOSED FULL HEIGHT SAFETY BARRIER
 - PROPOSED ROAD RESTRAINT TERMINAL
 - PROPOSED TRAFFIC SIGNALS
 - SIGNAL CONTROL BOX
 - JUNCTION INTERVISIBILITY ZONE
 - FORWARD VISIBILITY TO PRIMARY SIGNAL (NEAR SIDE) 120m SSD - DESIGN SPEED 70kph
 - FORWARD VISIBILITY TO PRIMARY SIGNAL (OFFSIDE) 120m SSD - DESIGN SPEED 70kph
 - FORWARD VISIBILITY TO PRIMARY SIGNAL (NEAR SIDE) 45m SSD - DESIGN SPEED 40kph
- NOTES:**
- ALIGNMENT OF MILTON KEYNES COUNCIL HIGHWAY BOUNDARY BASED ON HIGHWAY BOUNDARY INFORMATION PROVIDED BY MILTON KEYNES COUNCIL INTERPOLATED AND ALIGNED TO PHYSICAL FEATURES ON THE TOPOGRAPHICAL SURVEY HIGHWAYS ENGLAND HIGHWAY BOUNDARY BASED ON HIGHWAYS ENGLAND GIS OPEN DATA DATED 28.10.2016.
 - MKCS DRAFT A HIGHWAY GUIDE FOR MILTON KEYNES DOCUMENT, FIG 1 - HIGHWAY NETWORK PLAN AND TABLE 3.12 - TABLE OF LAYOUT STANDARDS INDICATE THAT THE DESIGN STANDARDS FOR WILLEN ROAD SHOULD BE BASED ON THE DESIGN MANUAL FOR ROADS AND BRIDGES DESIGN STANDARDS.
 - EXISTING POSTED SPEED LIMIT OF WILLEN ROAD IS NATIONAL SPEED LIMIT (60mph). MKC HAVE CONFIRMED THAT A TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT TO 40mph THEREFORE, THE DESIGN SPEED FOR THIS JUNCTION WILL BE 70kph.
 - THE DESIGN OF THE SIGNALISED JUNCTION HAS BEEN BASED ON AEC INFRASTRUCTURE LINGUIST MODEL - 180213 PROPOSED ACCESS AND MITIGATION 10kph.
 - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH:
 - PBA TECHNICAL NOTE TN2023/001 - WILLEN ROAD, SIGNALISED JUNCTION DEVELOPMENT ACCESS.

DESIGN RISK

TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT OF WILLEN ROAD AND REINFORCE THE 70kph DESIGN SPEED. A TRO MAY NOT BE GRANTED, AND THIS PROCESS IS SEPARATE TO THE PLANNING PROCESS.

THE SITE ACCESS SIGNALISED JUNCTION WOULD REQUIRE INDUCTIVE LOOPS ON THE NORTHERN, SOUTHERN AND WESTERN ARMS. MICROWAVE VEHICLE DETECTORS (MVD) COULD BE USED ON THE EASTERN ARM. PLEASE NOTE THAT DUE TO THE PROPOSED LAYOUT OF THE WESTERN DEVELOPMENT ARM I.E. CURVED ACCESS ROAD, WITH T-JUNCTIONS AND ASSOCIATED RIGHT TURN LANES IN CLOSE PROXIMITY TO THE SIGNALISED JUNCTION, IT WOULD NOT BE APPROPRIATE FOR MVD TO BE USED. INDUCTIVE LOOPS, EXTENDING NO MORE THAN 80m INTO THE DEVELOPMENT ACCESS, WOULD NEED TO BE USED. LAMSON HAS BEEN UNDERTAKEN WITH MKC WHO HAVE AGREED THAT THESE LOOPS CAN BE LOCATED BEYOND THE EXTENT OF THE PROPOSED HIGHWAY BOUNDARY.



SPEED LIMITS:

- PROPOSED 40mph SPEED LIMIT
- EXISTING 30mph SPEED LIMIT
- EXISTING NATIONAL SPEED LIMIT

SCALE: 1:2000

Mark	Revision	Date	Drawn	Chkd	Appd

ROAD SAFETY AUDIT

LAND AT CALDECOTE FARM
NEWPORT PAGNELL
STAGE 1 SAFETY AUDIT
SITE REFERENCE PLAN

Client
SEGRO
NEWPORT PAGNELL
LTD

Date of this issue: 03.08.2018
AD Scale: 1:500

Designed	Drawn
Checked	Approved
PE	PE

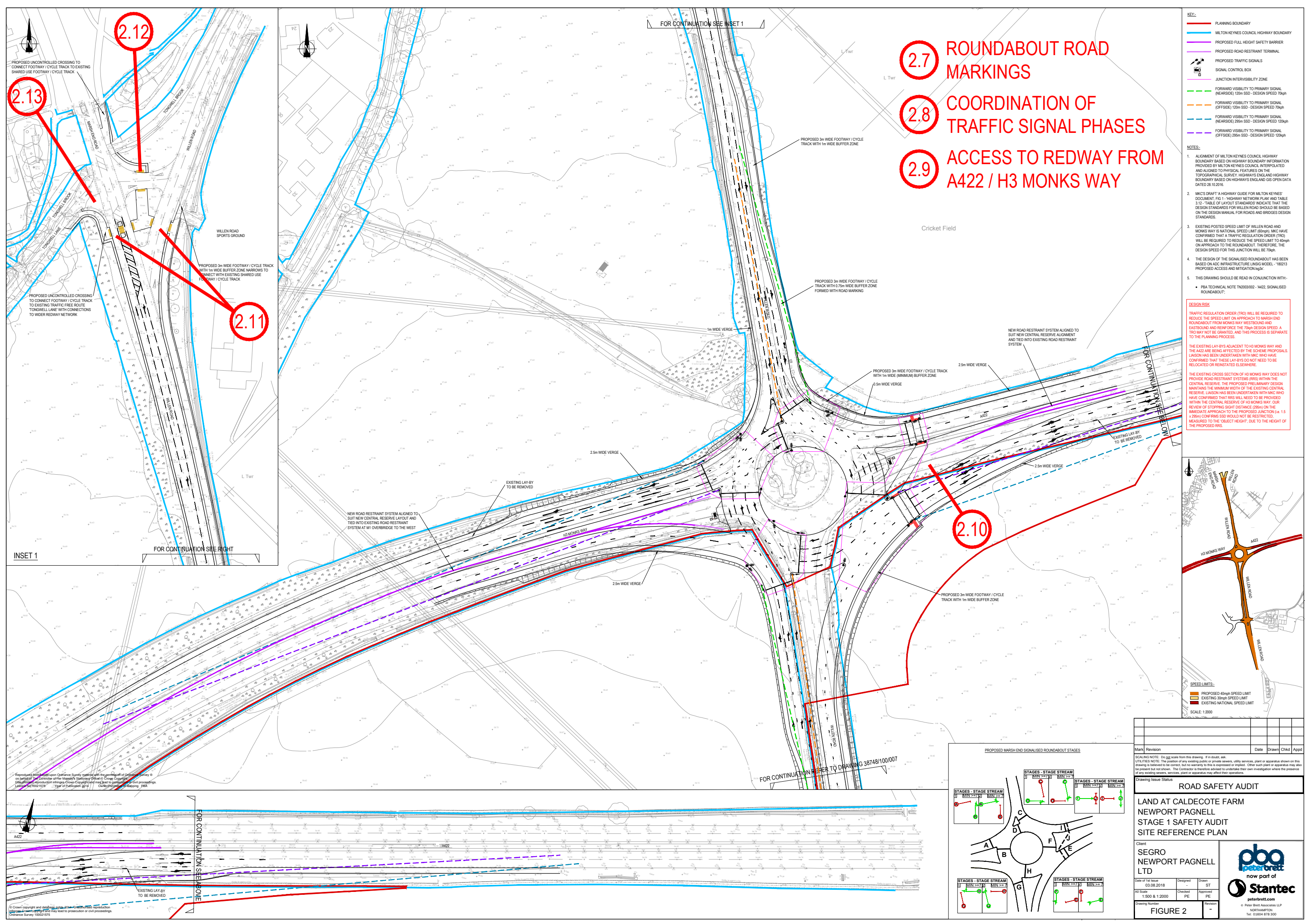
Drawing Number: Revision: Date: By:

FIGURE 1

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- KEY:**
- PLANNING BOUNDARY
 - MILTON KEYNES COUNCIL HIGHWAY BOUNDARY
 - PROPOSED FULL HEIGHT SAFETY BARRIER
 - PROPOSED ROAD RESTRAINT TERMINAL
 - PROPOSED TRAFFIC SIGNALS
 - SIGNAL CONTROL BOX
 - JUNCTION INTERVISIBILITY ZONE
 - FORWARD VISIBILITY TO PRIMARY SIGNAL (NEARSIDE) 120m SSD - DESIGN SPEED 70kph
 - FORWARD VISIBILITY TO PRIMARY SIGNAL (OFFSIDE) 120m SSD - DESIGN SPEED 70kph
 - FORWARD VISIBILITY TO PRIMARY SIGNAL (NEARSIDE) 295m SSD - DESIGN SPEED 120kph
 - FORWARD VISIBILITY TO PRIMARY SIGNAL (OFFSIDE) 295m SSD - DESIGN SPEED 120kph

- NOTES:**
1. ALIGNMENT OF MILTON KEYNES COUNCIL HIGHWAY BOUNDARY BASED ON HIGHWAY BOUNDARY INFORMATION PROVIDED BY MILTON KEYNES COUNCIL, INTERPOLATED AND ALIGNED TO PHYSICAL FEATURES ON THE TOPOGRAPHICAL SURVEY HIGHWAYS ENGLAND HIGHWAY BOUNDARY BASED ON HIGHWAYS ENGLAND GIS OPEN DATA DATED 28.10.2016.
 2. MKC'S DRAFT A HIGHWAY GUIDE FOR MILTON KEYNES' DOCUMENT, FIG 1 - HIGHWAY NETWORK PLAN AND TABLE 3.12 - TABLE OF LAYOUT STANDARDS INDICATE THAT THE DESIGN STANDARDS FOR WILLEN ROAD SHOULD BE BASED ON THE DESIGN MANUAL FOR ROADS AND BRIDGES DESIGN STANDARDS.
 3. EXISTING POSTED SPEED LIMIT OF WILLEN ROAD AND MONKS WAY IS NATIONAL SPEED LIMIT (50kph). MKC HAVE CONFIRMED THAT A TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT TO 40kph ON APPROACH TO THE ROUNDABOUT. THEREFORE, THE DESIGN SPEED FOR THIS JUNCTION WILL BE 70kph.
 4. THE DESIGN OF THE SIGNALISED ROUNDABOUT HAS BEEN BASED ON ADC INFRASTRUCTURE LINSIG MODEL - 180213 PROPOSED ACCESS AND MITIGATION (log3r).
 5. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH:
 - PBA TECHNICAL NOTE TN2003/002 - A422 SIGNALISED ROUNDABOUT;

DESIGN RISK:

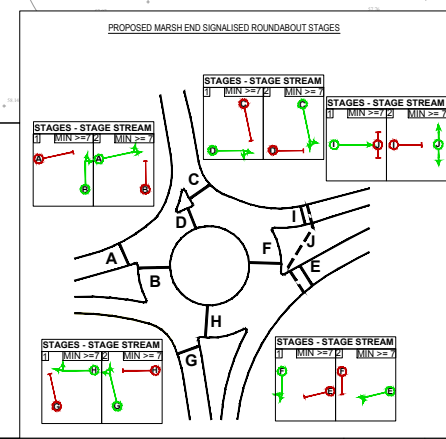
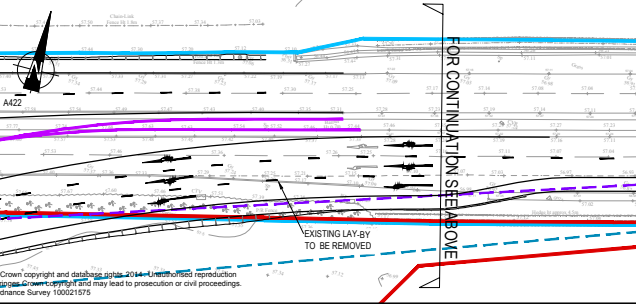
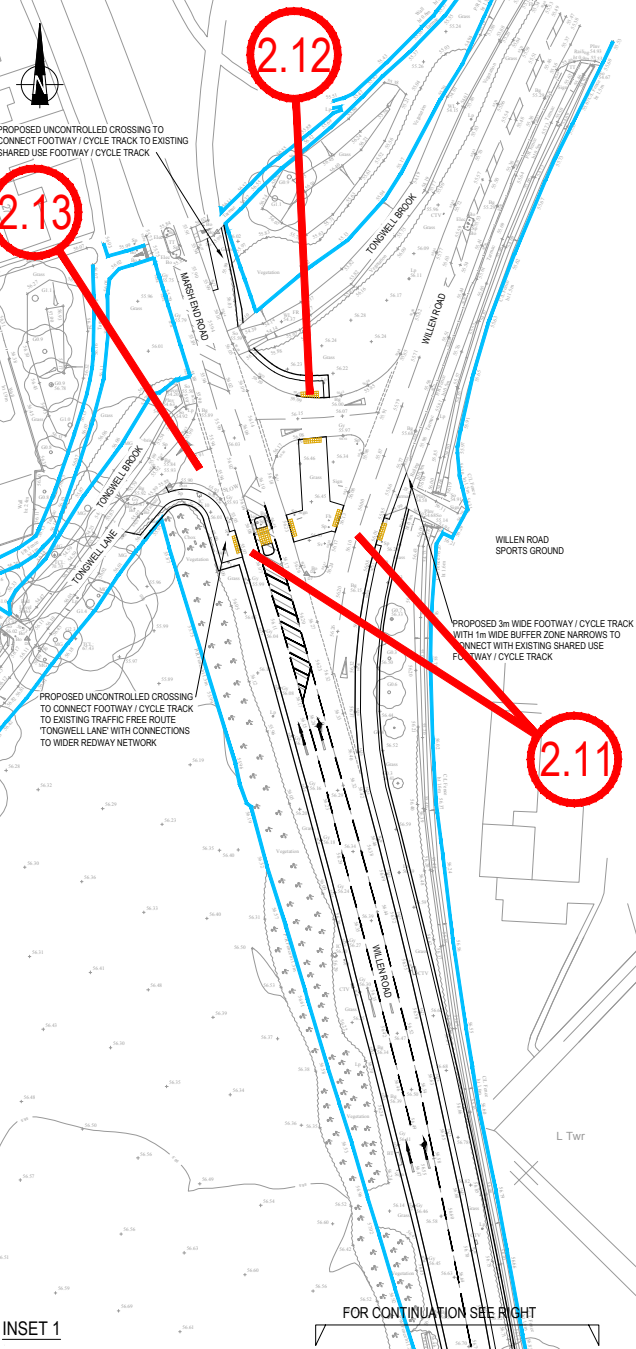
TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT ON APPROACH TO MARSH END ROUNDABOUT FROM MONKS WAY WESTWARDS AND EASTWARDS AND REINFORCE THE 70kph DESIGN SPEED. A TRO MAY NOT BE GRANTED, AND THIS PROCESS IS SEPARATE TO THE PLANNING PROCESS.

THE EXISTING LAY-BYS ADJACENT TO H3 MONKS WAY AND THE A422 ARE BEING AFFECTED BY THE SCHEME PROPOSALS. LIAISON HAS BEEN UNDERTAKEN WITH MKC WHO HAVE CONFIRMED THAT THESE LAY-BYS DO NOT NEED TO BE RELOCATED OR REINSTATED ELSEWHERE.

THE EXISTING CROSS SECTION OF H3 MONKS WAY DOES NOT PROVIDE ROAD RESTRAINT SYSTEMS (RRS) WITHIN THE CENTRAL RESERVE. THE PROPOSED PRELIMINARY DESIGN MAINTAINS THE MINIMUM WIDTH OF THE EXISTING CENTRAL RESERVE. LIAISON HAS BEEN UNDERTAKEN WITH MKC WHO HAVE CONFIRMED THAT RRS WILL NEED TO BE PROVIDED WITHIN THE CENTRAL RESERVE OF H3 MONKS WAY. OUR REVIEW OF STOPPING SIGHT DISTANCE (295m) ON THE IMMEDIATE APPROACH TO THE PROPOSED JUNCTION (i.e. 1.5 x 295m) CONFIRMS SSD WOULD NOT BE RESTRICTED, MEASURED TO THE 'OBJECT HEIGHT', DUE TO THE HEIGHT OF THE PROPOSED RRS.



- 2.7 ROUNDABOUT ROAD MARKINGS
- 2.8 COORDINATION OF TRAFFIC SIGNAL PHASES
- 2.9 ACCESS TO REDWAY FROM A422 / H3 MONKS WAY



Mark	Revision	Date	Drawn	Chkd	Appd

Drawing Issue Status

ROAD SAFETY AUDIT

LAND AT CALDECOTE FARM
NEWPORT PAGNELL
STAGE 1 SAFETY AUDIT
SITE REFERENCE PLAN

Client
SEGRO
NEWPORT PAGNELL
LTD

Date of 1st Issue: 03.08.2018
Designed: ST
Checked: PE
Approved: PE

Scale: 1:500 & 1:2000

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Caldecote Farm, Newport Pagnell

Walking, Cycling & Horse-Riding Assessment Report

On behalf of **Newlands Developments**

Project Ref: 38748/2003 | Rev: B | Date: 5th July 2018

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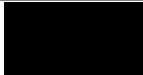

Project Name: Caldecote Farm, Newport Pagnell


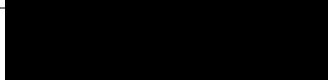
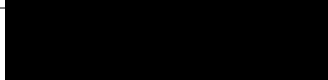

Project Ref: 38748

Report Title: Walking, Cycling & Horse-Riding Assessment Report

Doc Ref: 001 Rev B

Date: 5th July 2018

	Name	Position	Signature	Date
Prepared by:	Douglas Pielage	Graduate Engineer		5 th July 2018
Reviewed and Approved by:	James Horne	Principal Engineer		5 th July 2018
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
A	21 st May 2019	Report updated in response to alterations to development proposals	Jordan Balzer		
B	28 th July 2021	Report update to reflect revised Standard (GG 142)	Jordan Balzer		

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Appendices

- Appendix A - 38748/100/007 Rev B – ‘Proposed Site Access Signalised Junction – General Arrangement’;
38748/100/008 Rev B – ‘Proposed Marsh End Signalised Roundabout – General Arrangement’;
- Appendix B - Collision Data
- Appendix C - Liaison with MKC’s Public Transport and subsequently Road Safety Team
- Appendix D - Liaison with MKC’s Senior Transport Planner – Cycling and Events Management

1 Introduction

- 1.1 Stantec UK Ltd have been commissioned by Newlands Developments to prepare proposals to provide new and improved highway infrastructure required to serve and support a proposed new commercial development in Newport Pagnell.
- 1.2 The development proposals to be submitted as part of an outline planning application comprising of the erection of two storage and distribution units (Class B8) with associated access, car parking, servicing, landscaping, earthworks and drainage.
- 1.3 The highway improvement scheme proposals are indicated on the following drawings which have been provided within Appendix A:-
 - 38748/100/007 Rev B – ‘Proposed Site Access Signalised Junction – General Arrangement’;
 - 38748/100/008 Rev B – ‘Proposed Marsh End Signalised Roundabout – General Arrangement’;
- 1.4 Willen Road is a rural, single carriageway, bound on both sides by grassed verges. It is subject to the national speed limit (60mph) and illuminated by a system of street lighting. There are 2No. existing on-carriageway bus stops along Willen Road, located to the south of the proposed development signalised junction.
- 1.5 H3 Monks Way and A422 are rural, dual carriageways, bound on both sides by grassed verges. They are subject to the national speed limit (70mph) and only illuminated by a system of street lighting at the Marsh End Road Roundabout.

2 Scheme Description and Background

2.1 Background

- 2.1.1 The scheme is a highway improvement scheme that will have a permanent impact on Milton Keynes Council's (MKC) road network. In order to ensure the needs for Non-Motorised Users (NMUs) are fully considered as part of the scheme's development, MKC have confirmed that a 'Walking, Cycling & Horse-Riding Assessment', as detailed by GG 142 Rev 0 – 'Walking, Cycling and Horse-Riding Assessment and Review', needs to be undertaken.
- 2.1.2 In accordance with Table 2.2.1 of GG 142, the scale of the scheme has been assessed by the Lead Assessor, and is considered to qualify as a 'small' scheme (for the purposes of this assessment). This has also been confirmed by MKC.
- 2.1.3 Therefore, the scheme will be subject to a 'Walking, Cycling and Horse-Riding Assessment' during the planning stage of the proposed highway scheme. The need for a subsequent 'Walking, Cycling and Horse-Riding Review' at the detailed design stage will be determined by MKC.
- 2.1.4 As-built records indicated that the original H3 Monks Way / A422 bypass was constructed in the 1976. The A422 was upgraded to a dual carriageway in 1990. Willen Road is a historic route that was present on 1945 aerial photos.

2.2 Proposed Highway Scheme

- 2.2.1 A new 3-arm signalised junction is to be provided on Willen Road to serve the commercial development (western arm) and maintain access to the farm and residential buildings (eastern arm) known as 'Caldecote Farm' and / or 'Glenfield'. Also, the existing H3 Monks Way / A422 / Willen Road 4-arm roundabout is to be increased in size and signalised in order to accommodate the likely increase in traffic flows generated by a proposed commercial development.
- 2.2.2 The scheme objectives include improving conditions for walking and cycling as the current route has limited facilities and connections for NMUs. This is likely to include:-
- Off carriageway shared use footway / cycle tracks, referred to as a 'Redways' in Milton Keynes;
 - Toucan style controlled crossings at the 2No new signalised junctions;
 - 2No. new bus stops required to serve the development;

2.3 Study Area

Figure 1 indicates the approximate study area for this Assessment Report. The assessment area has been set by the Lead Assessor and covers:-

- H3 Monks Way – Dual carriageway;
- A422 – Dual carriageway;
- Willen Road (North) – Northern Arm of the existing Marsh End Road roundabout up to its junction with Marsh End Road;
- Willen Road (South) – Southern Arm of the existing Marsh End Road roundabout down to its junction with the Tongwell Roundabout;
- Surrounding area within a 1km radius of the site;



Figure 1 – Extents of Study Area

3 Walking, Cycling and Horse-Riding Assessment

3.1 Review of Walking, Cycling and Horse-Riding Policies and Strategies

3.1.1 The following listed documents have been reviewed as part of this Assessment:-

- Local Transport Plan 3 for Milton Keynes;
- Draft Mobility Strategy 2018 - 2036 for Milton Keynes;
- Transport Vision and Strategy for Milton Keynes;
- LTP3 Review – Addendum 1 (adopted 13th June 2012);
- MKC's Cycling Interactive Mapping Service;
- Bus Strategy for Milton Keynes;
- Bus Information Strategy for Milton Keynes;

3.2 Collision Data

3.2.1 Recorded Injury Collision (RIC) data has been obtained from the CrashMap for 6½ years (2014 to 2020 up to June) – Refer to Appendix B.

3.2.2 Marsh End Road Roundabout

Within the past 6½ years, 9 RICs (2 serious, 7 slight) have been recorded at this existing roundabout:-

- A422 Approach:-
 - 6No collisions, 2 occurred in the wet, 1 occurred during the hours of darkness;
 - 3No. RICs involved Cyclists being struck by vehicles failing to Give Way;
 - 1No. Shunt type collision involved 2No. 50cc motorbikes at the junction;
 - 2No. Shunt type collision on the immediate approach;
- H3 Monks Way Approach:-
 - 1No. Shunt type collision, occurred in the wet at the junction;
- Willen Road (Southern Arm) Approach:-
 - 1No. Single vehicle collision (colliding with a tree);
 - 1No. Failed to Give Way type collision;

3.2.3 Willen Road (North)

Within the past 6½ years, 1 RIC has been recorded along Willen Road (North). A review of this RIC has indicated that the collision (slight) occurred at midnight in October 2014, when the road surface was wet. The RIC was potentially a head-on type collision.

3.2.4 Willen Road (South)

Within the past 6½ years, 3No. RICs (all slight) have been recorded along Willen Road (South). A review of these RICs has indicated:-

- A collision (slight) occurred during the early evening in January 2014, when the road surface was dry and the weather fine. The RIC appears to be a shunt type collision (potentially during queuing traffic) when a bus drove into the back of a car, with the knock on effect involving 2 more vehicles;
- 2No. collisions involved HGVs at the existing access associated with the Sand and Gravel extraction site;
 - 1No. shunt type collision when the carriageway was wet;
 - 1No. occurred when the HGV was turning right during the hours of darkness;

3.2.5 It is considered that 13 RICs in 6½ years does not constitute a significant collision problem at these locations with the current national speed limits in place. However, it is noted that 3No. of these collisions involved Cyclists on the circulatory carriageway being struck by motorists entering the roundabout. The proposed design would look to provide facilities to reduce the likelihood of these collisions occurring.

3.3 Public Transport Services and Interchange Information

3.3.1 Public Transport Mode – Bus Service

3.3.2 Milton Keynes Council's (MKC's) Urban Bus Route Map (November 2017), indicates that there are currently 2No. bus routes operating along Willen Road, referred to as:-

- Bus Route 1; and
- Bus Route C10;

3.3.3 The Route 1 service runs past the site in the evenings (between 8pm and midnight) and on Sundays (between 9am and midnight), at an hourly frequency. Bus Route C10 provides an hourly service between 0630 and 1900 hours. There are 2No. existing on-carriageway bus stops along Willen Road, located to the south of the proposed junction (No supporting footways or Bus shelters). These existing bus stops are indicated on the Urban Bus Route Map as not having real-time information facilities.



Figure 2 – Bus routes with a service frequency of 1 hour or less, within the local area of the Site (Urban Bus Route Map)

3.4 Trip Generators

3.4.1 Key Trip Generators and Local Amenities

The following listed places of interest have been identified as existing trip generators within the area local to the Site:-

- 'Caldecote Farm / Glenfield' (Residential / Employment);
- Existing Sand and Gravel Quarry;
- Traveller Site;
- Newport Pagnell Football Club and Sports Field;
- Kingfisher Park, Kingfisher Surgery and The Kingfisher Pub;
- Ousedale School Only Campus, Green Park School, Tickford Park Primary School, Willen Primary School;
- Tongwell Business Park;
- Willen Hospice;
- Willen Lake and Tongwell Lake;

3.4.2 Future Trip Generators

The following listed places of interest have been identified as potential future trip generators within the area local to the Site:-

- The Newlands commercial development proposed for the Site;
- Linear Park Extension (Figure 3);
- New community facilities (indicated by the light pink areas on Figure 3 below), adjacent to the proposed Linear Park Extension;

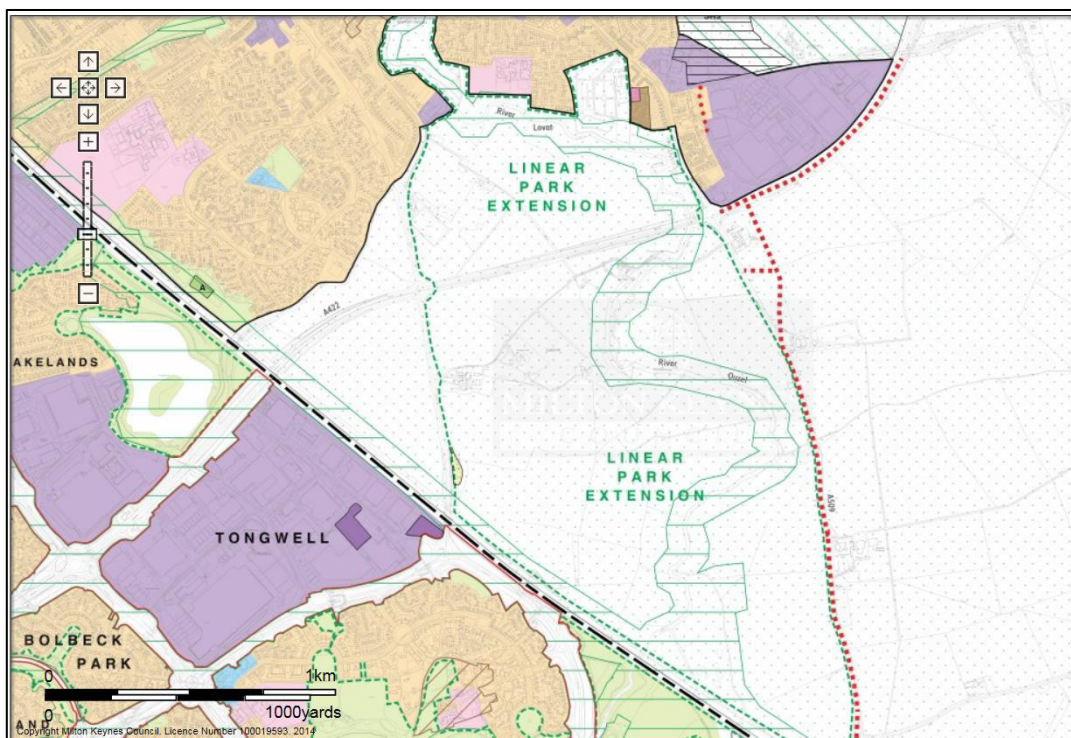


Figure 3 – Extract from MKC Local Development Plan

3.5 Site Visit

3.5.1 The site visit was undertaken by James Horne (Lead Assessor) and Douglas Pielage (Assessor) on Thursday 1st December 2017 between 10:30 and 14:00. The site visit took the form of a walking survey along:-

- Tongwell Lane – Existing footpath / cycle track;
- Alexandra Drive – Redway link to Tongwell Lane;
- Willen Road (adjacent to Sports Field – East of Marsh End Road) – Existing footway / cycle track;
- H3 Monks Way – Highway grassed verges;
- The A422 – Highway grassed verges;
- Willen Road (northern and southern lengths) – Highway grassed verges;
- Tongwell Roundabout – Existing Redway Super Route and ‘Jug Handle’ uncontrolled crossing point on the Willen Road arm of this existing roundabout;

3.5.2 The level of use and condition / suitability of each route during the site visit were recorded and potential improvements, repairs and connections were noted. The weather during the site visit was dry and overcast with the temperature 5°C (approx.). The road and path surfaces were all noted to be dry. The primary findings of the site visit were:-

A. Several Pedestrians and Equestrians were observed using Tongwell Lane;



B. Within the parcel of land bound by the M1, H3 Monks Way, Willen Road (North) and Tongwell Lane, horses are being kept;



- A. Several Cyclists were observed using Willen Road, as well as the Marsh End Road Roundabout;



- B. No evidence of NMU movements were observed along H3 Monks Way and the A422 dual carriageways;
- C. No evidence of Pedestrians using the grassed verges adjacent to Willen Road were observed;

3.6 Consultation with Key Stakeholders

- 3.6.1 As part of the WCHRA process, we have undertaken liaison with representatives from MKC's Public Transport (Stuart Simmonds – Public Transport Technical Lead), and subsequently MKC's Road Safety Team (Kevan Paradine – Senior Road Safety Engineer), regarding the proposed bus stop provisions. A copy of our correspondence has been provided in Appendix C. This liaison has informed the proposed preliminary design.
- 3.6.1 We have also undertaken liaison with representatives from MKC's Senior Transport Planner – Cycling and Events Management (Sara Randle) regarding the proposed cycle facilities. A copy of our correspondence has been provided in Appendix D. This liaison has also informed the proposed preliminary design.

3.7 Existing Pedestrian, Cyclist and Equestrian Facilities within the Local Area

The following Pedestrian, Cyclist and Equestrian facilities within the scheme extents have been identified.

3.7.1 Pedestrian Facilities

- A. Willen Road (South and North) – No footway facilities. 2No. existing bus stops are located opposite the entrance to the Traveller’s Site. However, no areas of hardstanding or bus shelters have been provided;



- B. H3 Monks Way, A422, Marsh End Road, Tongwell Lane and Alexandra Drive do not have any formal Pedestrian only facilities;
- C. There is an existing public footpath that crosses the A422 through a gap in the Road Restraint System approximately 300m east of the Marsh End Roundabout (refer to Para 3.8.1 ‘A’ and Figure 4);

3.7.2 Cyclist Facilities

- A. Willen Road (South) – No Redways have been provided, however, a ‘Jug Handle’, with an uncontrolled crossing point, allows Cyclists travelling southbound to cross Willen Road (South) and access the existing 3m wide (approx.) Redway Super Route adjacent to the Tongwell Roundabout;
- B. Willen Road (North) – No Redways have been provided. Traffic Sign Diag 950 – ‘Cycle route’ has been erected to warn northbound traffic that Cyclists may be joining Willen Road / Marsh End Road from Tongwell Lane;



- C. Marsh End Road, Willen Road (adjacent to Sports Field – East of Marsh End Road), Tongwell Lane and Alexandra Drive all have Redways or are signed shared use facilities adjacent to the carriageways;
- D. H3 Monks Way and A422 do not have any formal cycle only facilities;

3.7.3 Equestrian Facilities

- A. There are no dedicated Equestrian facilities within the scheme extents. However, Equestrians have been observed to be using Tongwell Lane – Existing footpath / cycle track;

3.8 Existing Pedestrian, Cyclist and Equestrian Facilities beyond Scheme Extents and Links to County / Strategic Networks

The following Pedestrian, Cyclist and Equestrian facilities have been identified. These facilities are outside the immediate scheme extents, but are within the study area:-

3.8.1 Pedestrian and Cyclist Facilities

A. As previously referenced, there is an existing public footpath that crosses the A422 through a gap in the Road Restraint System approximately 300m east of the Marsh End Roundabout;

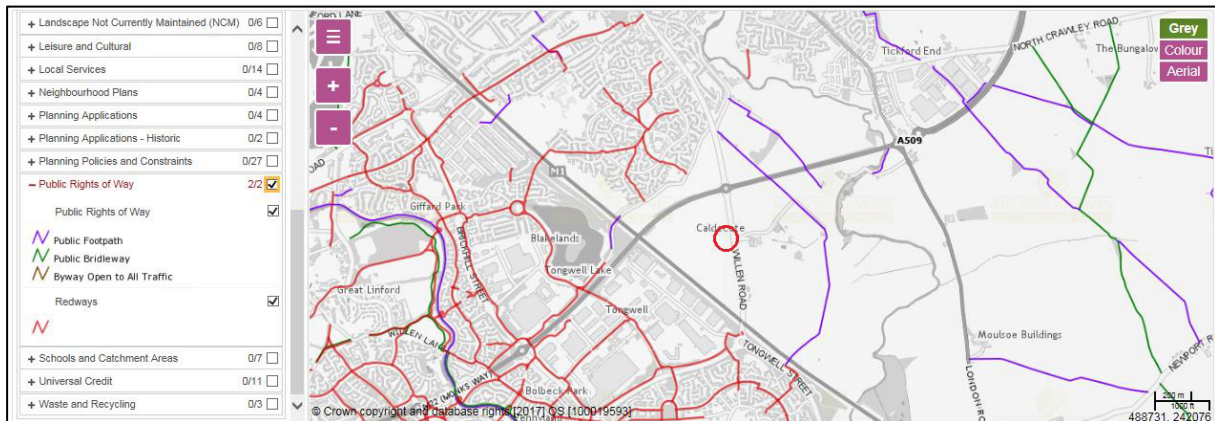


Figure 4 – Public Rights of Way Map (derived from MKC’s Definitive Map)

B. The Redway network in the nearby vicinity of the site can also be seen on Figure 4;

C. There are 2No. National Cycle Routes that pass through Milton Keynes and are within the nearby vicinity of the Site. The routes are referenced National Cycle Route 6 and 51;

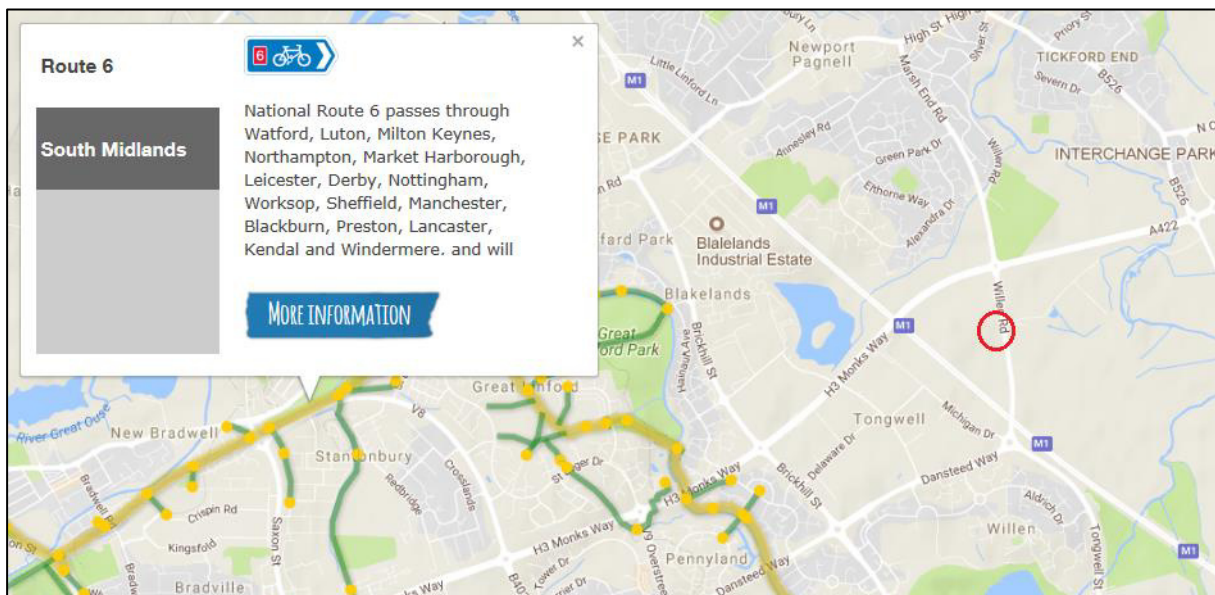


Figure 5 – National Cycle Route 51 (Sustrans Map)

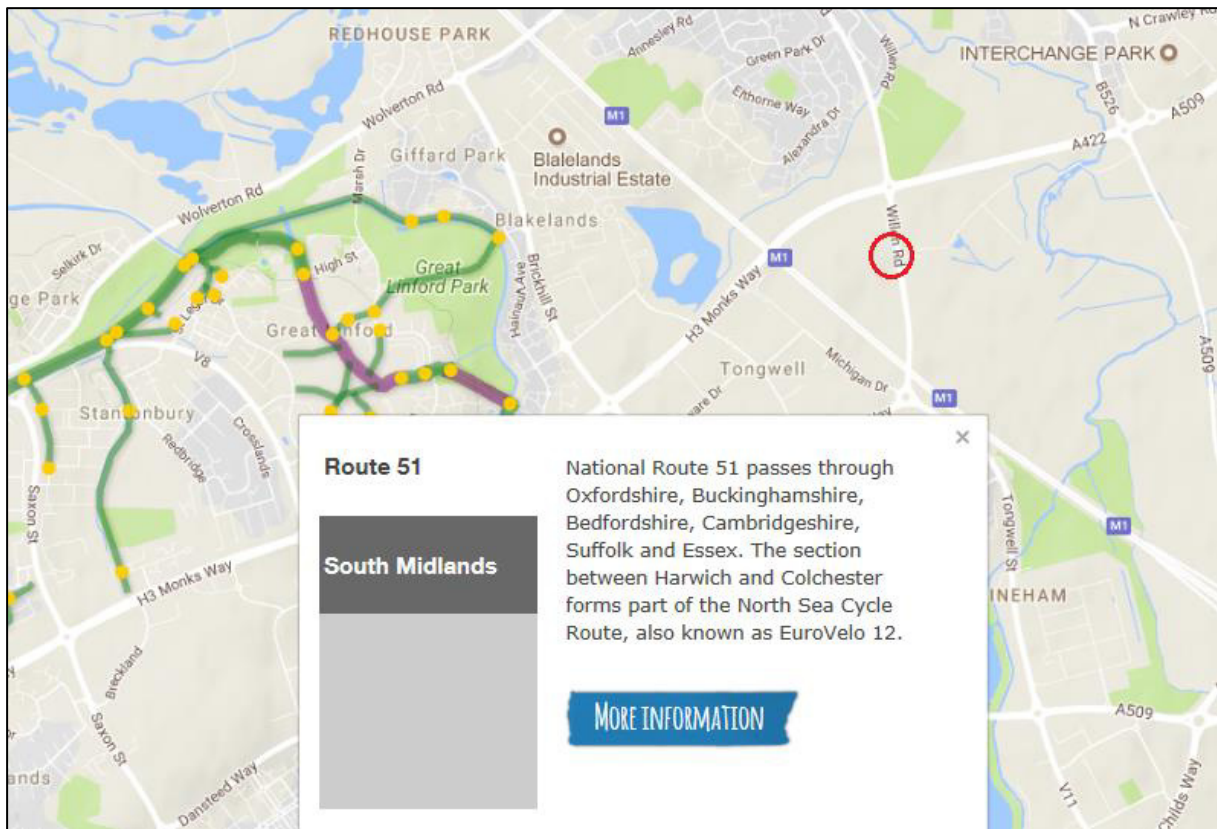


Figure 6 – National Cycle Route 6 (Sustrans Map)

3.8.2 Equestrian Facilities

- A. There are no Equestrian Facilities within the nearby vicinity of the scheme extents;

4 User Opportunities

4.1 The opportunities highlighted below are considered to be relevant to the highway scheme and should be considered by the wider Design Team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phase(s).

4.2 Pedestrian and Cyclist Specific Opportunities

4.2.1 Opportunity 1

MKC have indicated that in order to promote the signalised junction serving the development, the speed limit on Willen Road would need to be reduced from national speed limit (60mph) to 40mph. A reduced speed limit would generally present a safer environment for NMUs. This reduced speed limit will be taken across the existing Marsh End Road Roundabout (located on a high speed dual carriageway), and onto Willen Road (North).

4.2.2 Opportunity 2

Provide off carriageway provisions for Pedestrians and Cyclists to travel to and from the proposed development along Willen Road. These facilities will also connect:-

- The existing Redway Super Route at the Tongwell Roundabout (southern end of Willen Road);
- To the existing Redway adjacent to Marsh End Road (northern end of Willen Road);

This will take the form of a 3m wide shared use footway / cycle track along the total of its length.

4.2.3 Opportunity 3

A 1m buffer zone (grassed verge) has been provided between the proposed shared use footway / cycle track and the carriageway (where possible). CD 143 – 'Designing for walking, cycling and horse-riding' requires a minimum of 0.5m for a 40mph road. This provision is to improve user safety.

There should be no street furniture or vegetation (except grass) within the separation distance.

4.2.4 Opportunity 4

Toucan style controlled crossing points will be provided at the proposed Willen Road Signalised Junction and Marsh End Road Signalised Roundabout. The layout of these junctions should be informed by the specific needs of Pedestrians and Cyclists. Appropriate tactile paving, widths, crossing widths, left / right staggers (were required), etc. will be considered and provided as appropriate. It is considered that these proposals will reduce the likelihood of the 3No. injury collisions recorded where Cyclists on the circulatory carriageway of the existing roundabout have been struck by motorists entering from the A422 approach (Para 3.2.2).

Following further liaison with MKC's Senior Transport Planner – Cycling and Events Management, the scheme proposals have been amended to:-

- Provide a Toucan crossing across the development access arm without a stagger. The phasing and staging of this proposed signalised junction has also been amended to indicate that this crossing will be undertaken in 1 movement rather than 2;
- Provide an additional Toucan crossing across the southern arm;

These measures have been undertaken in order to reduce the journey time for cyclists traveling along the Willen Road route from Milton Keynes to Newport Pagnell and vice versa.

4.2.5 Opportunity 5

Originally, on-carriageway bus stops, including bus shelters, were to be provided as per 'Bus Stop Scheme Layout SS2' of MKC's Draft 'A Highway Guide for Milton Keynes'. This proposal was discussed further with MKC's Public Transport, and subsequently Road Safety Team (refer to Appendix C). However, since the January 2018 email correspondence with MKC, the scheme proposals have been updated in order to provide lay-by style bus stops.

4.2.6 Opportunity 6

Following liaison with MKC's Senior Transport Planner - Cycling and Events Management (refer to Appendix D), the scheme proposals have been updated to indicate the alignment of the Redways being taken around the back of the Bus Shelters, in order to reduce the potential for conflict between Cyclists, and Pedestrians entering / exiting buses.

Furthermore, and following further liaison with MKC's Senior Transport Planner – Cycling and Events Management, all proposed Redways have been provided with a minimum width of 3m. **NB** the physical width of the Redway across the existing M1 overbridge will be 3m (without a buffer zone) as per the width of the current paved area. MKC have confirmed no additional works are required across the overbridge to increase the width of the paved area.

4.2.7 Opportunity 7

Cyclists who wish to remain within the carriageway of Willen Road may also benefit from the option to exit the carriageway prior to the 2No. signalised junctions. Therefore, short lengths of dropped kerbs, with appropriate road markings, will permit Cyclists to exit the carriageway and enter the shared use facilities in order to access the Toucan crossings.

A similar cycle exit accessing the proposed Redway on the westbound A422 approach (prior to the Toucan crossing) to the proposed H3 Monks Way / A422 / Willen Road Signalised Roundabout.

4.2.8 Opportunity 8

The proposed shared used footway / cycle track adjacent to Willen Road will cross the existing bridge over the M1. The height of the existing western bridge parapet over the M1 is 1m. However, the minimum for cycle use is 1.5m as per Para 4.21 of CD 377 – 'Requirements for road restraint systems'. Therefore, we would look to increase the height of this bridge parapet.

4.2.9 Opportunity 9

Any new or existing traffic signs associated with the proposed junctions (directional, warning, regulatory, etc.) will be located so Pedestrians and Cyclists are not obstructed. MKC's Senior Transport Planner – Cycling and Events Management, has requested a minimum offset of 0.5m. Mounting heights for these signs will be specified to reflect Pedestrians and Cyclists requirements as per Chapter 1 of the Traffic Signs Manuals.

4.2.10 Opportunity 10

Following receipt of additional topographical survey, the scheme proposals have now been updated to indicate how the proposed Redway on the eastern side of Willen Road (North) connects with the existing facilities at this location, notably:-

- Tongwell Lane;
- The existing uncontrolled crossing point north of Tongwell Lane; and
- The existing signed shared use footway / cycle track on the eastern side of Willen Road (existing 30mph length) adjacent to the Sports Ground;

Please note that the above provides a response to comments received from MKC's Senior Transport Planner – Cycling and Events Management (refer to Appendix D).

4.2.11 Opportunity 11

The scheme proposals do not introduce any potential hazards to Pedestrians and Cyclists who use H3 Monks Way and the A422.

4.3 Equestrian Specific Opportunities

4.3.1 Opportunity 1

The proposed works to install a foul water rising main across Tongwell Lane on to Alexandra Drive (via the existing Redway link) does not introduce any potential hazards for Equestrians who use Tongwell Lane.

5 Walking, Cycling and Horse-Riding Assessment Team Statement

As Lead Assessor, I confirm that this Walking, Cycling and Horse-Riding Assessment Report has been compiled in accordance with GG 142 and thus contains the appropriate information for the wider Design Team. The Walking, Cycling and Horse-Riding Assessment was undertaken by the following Assessment Team:-

Walking, Cycling & Horse-Riding Lead Assessor


James Horne
EngTech MICE
Principal Engineer

Signed: 

Date: 5th July 2018

Walking, Cycling & Horse-Riding Assessor

Douglas Pielage
BEng (Hons)
Graduate Engineer

Signed: pp 

Date: 5th July 2018

As Design Team Leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider Design Team has been involved in the process.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Design Team Leader

James Horne
EngTech MICE
Principal Engineer

Signed: 

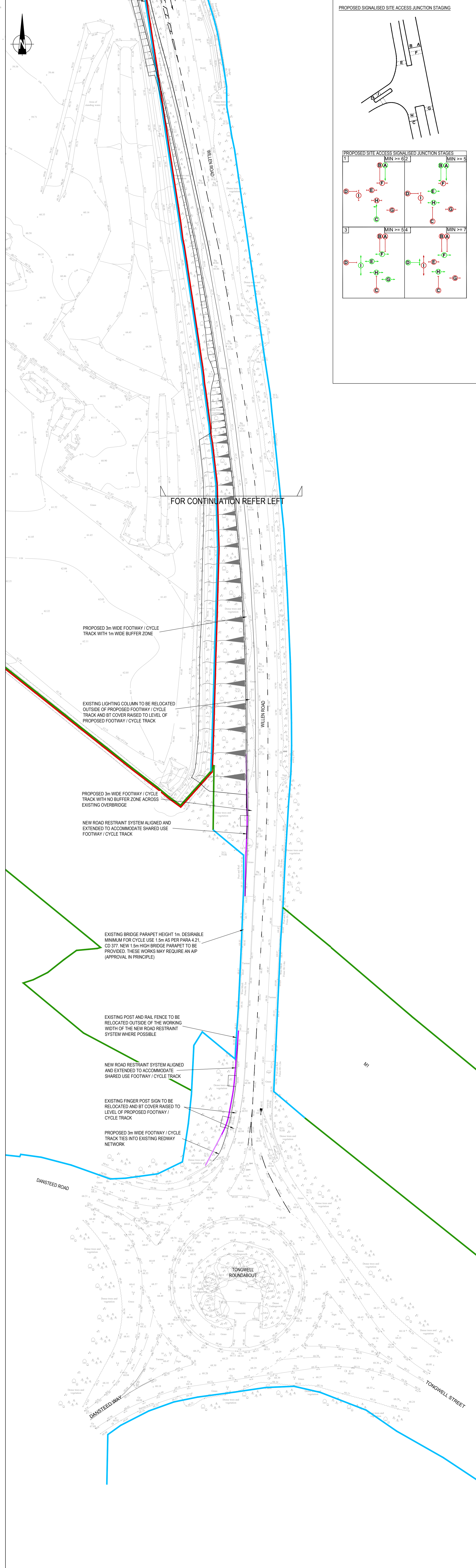
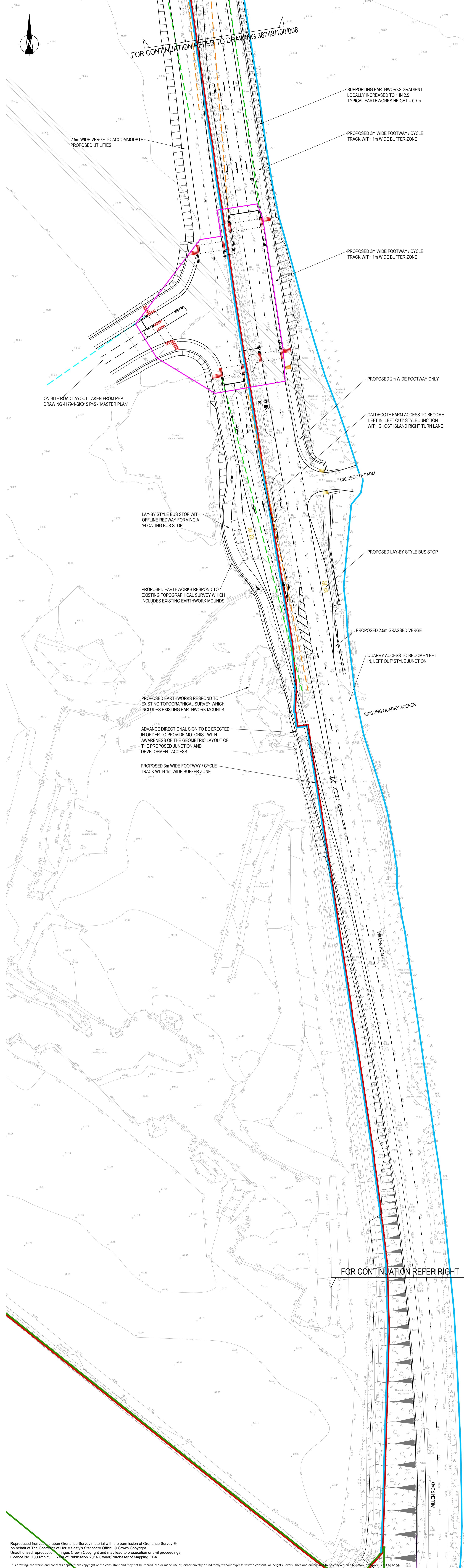
Date: 5th July 2018

Appendix A

Appendix A

38748/100/007 Rev B – ‘Proposed Site Access Signalised Junction – General Arrangement’;

38748/100/008 Rev B – ‘Proposed Marsh End Signalised Roundabout – General Arrangement’;



PROPOSED SIGNALISED SITE ACCESS JUNCTION STAGING

KEY:

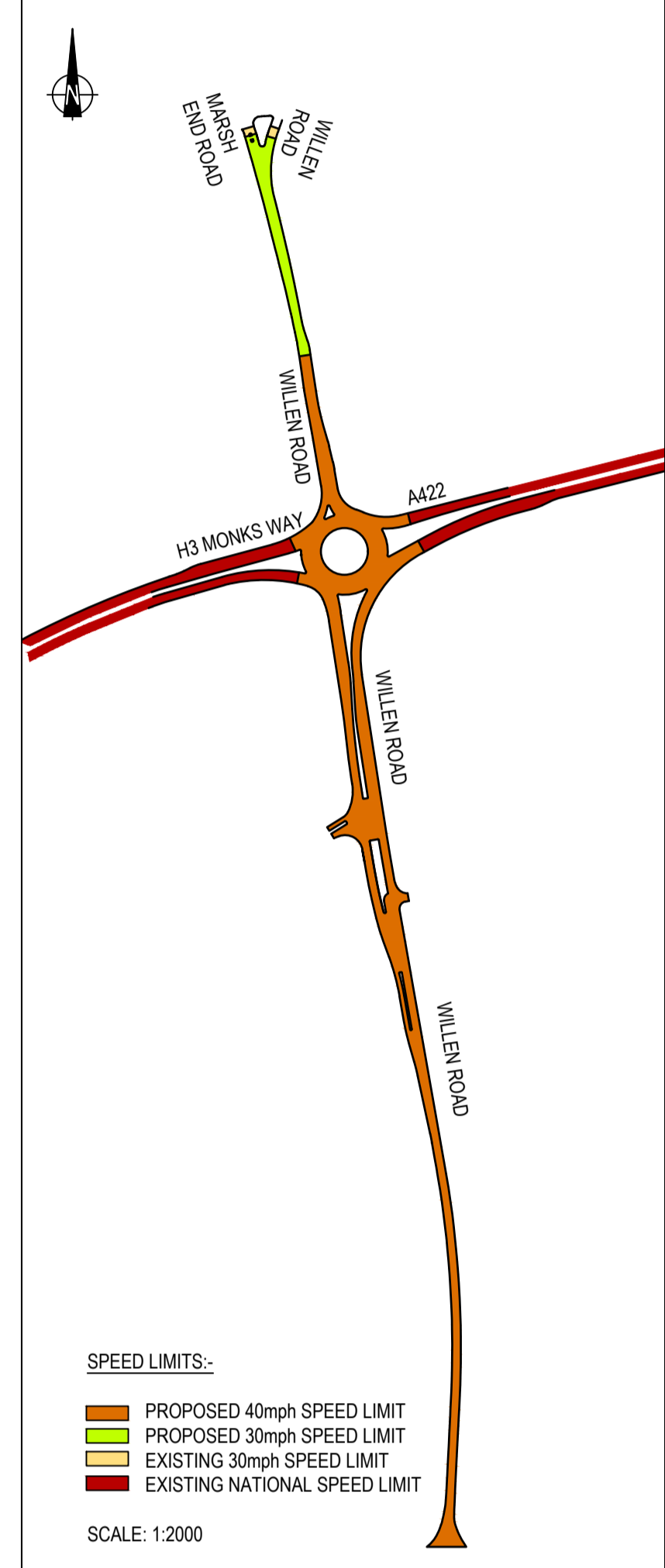
- HIGHWAYS ENGLAND HIGHWAY BOUNDARY
- MILTON KEYNES COUNCIL HIGHWAY BOUNDARY
- PROPOSED FULL HEIGHT SAFETY BARRIER
- PROPOSED ROAD RESTRAINT TERMINAL
- PROPOSED TRAFFIC SIGNALS
- PROPOSED TRAFFIC SIGNAL CONTROL BOX WITH MAINTENANCE ACCESS BAY FORMED USING PERMEABLE PAVING
- JUNCTION INTERVISIBILITY ZONE
- FORWARD VISIBILITY TO PRIMARY SIGNAL (NEAR SIDE) 120m SSD - DESIGN SPEED 70kph
- FORWARD VISIBILITY TO PRIMARY SIGNAL (OFFSIDE) 120m SSD - DESIGN SPEED 70kph
- FORWARD VISIBILITY TO PRIMARY SIGNAL (NEAR SIDE) 45m SSD - DESIGN SPEED 40kph

NOTES:

- ALIGNMENT OF MILTON KEYNES COUNCIL HIGHWAY BOUNDARY BASED ON HIGHWAY BOUNDARY INFORMATION PROVIDED BY MILTON KEYNES COUNCIL INTERPOLATED AND ALIGNED TO PHYSICAL FEATURES ON THE TOPOGRAPHICAL SURVEY. HIGHWAYS ENGLAND HIGHWAY BOUNDARY BASED ON HIGHWAYS ENGLAND GIS OPEN DATA DATED 28.10.2016.
- MKCS DRAFT 'A' HIGHWAY GUIDE FOR MILTON KEYNES DOCUMENT (DATED SEPTEMBER 2018), FIG 1 - HIGHWAY NETWORK PLAN AND TABLE 3.12 - TABLE OF LAYOUT STANDARDS INDICATE THAT THE DESIGN STANDARDS FOR WILLEN ROAD SHOULD BE BASED ON THE DESIGN MANUAL FOR ROADS AND BRIDGES DESIGN STANDARDS.
- EXISTING POSTED SPEED LIMIT OF WILLEN ROAD IS NATIONAL SPEED LIMIT (60kph). MKCS HAVE CONFIRMED THAT A TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT TO 40kph. THEREFORE, THE DESIGN SPEED FOR THIS JUNCTION WILL BE 70kph.
- THE DESIGN OF THE SIGNALISED JUNCTION HAS BEEN BASED ON ADIC INFRASTRUCTURE LINSIG MODEL - 'App XX - PROPOSED ACCESS AND MARSH END MITIGATION v5.03kx'.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH:
 - STANTEC TECHNICAL NOTE TN000001 - DESIGN STATEMENT - WILLEN ROAD / DEVELOPMENT ACCESS SIGNALISED JUNCTION.

DESIGN RISK

TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT OF WILLEN ROAD AND REINFORCE THE 70kph DESIGN SPEED. A TRO MAY NOT BE GRANTED, AND THIS PROCESS IS SEPARATE TO THE PLANNING PROCESS.



Rev	Description	Drawn	Date	Chkd
0	MASTERPLAN UPDATED TO REV FINE	JR	28.07.21	JSH
1	REVISED TO REFLECT CLIENT COMMENTS & STAGE 1 RFA	DL	21.05.19	JSH

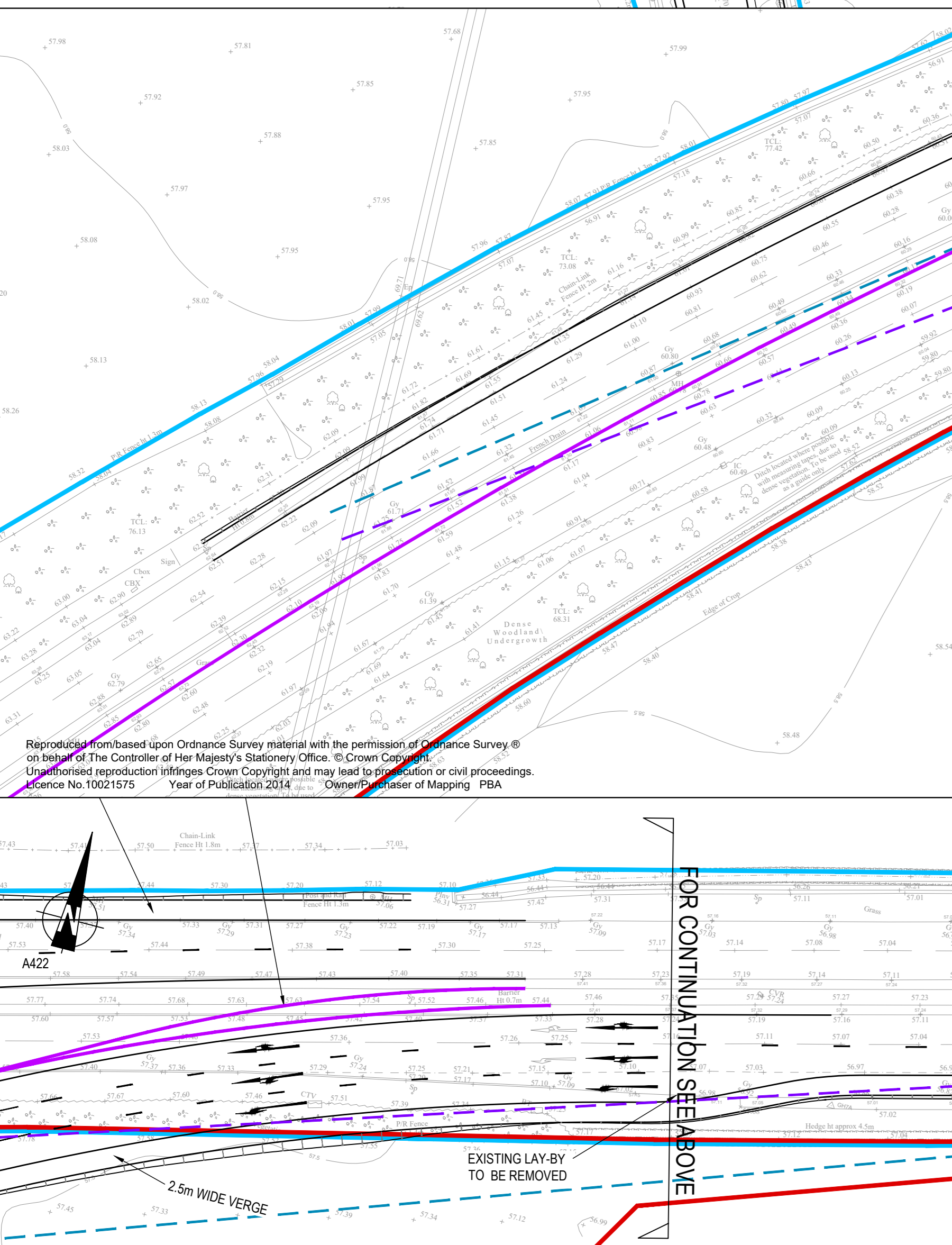
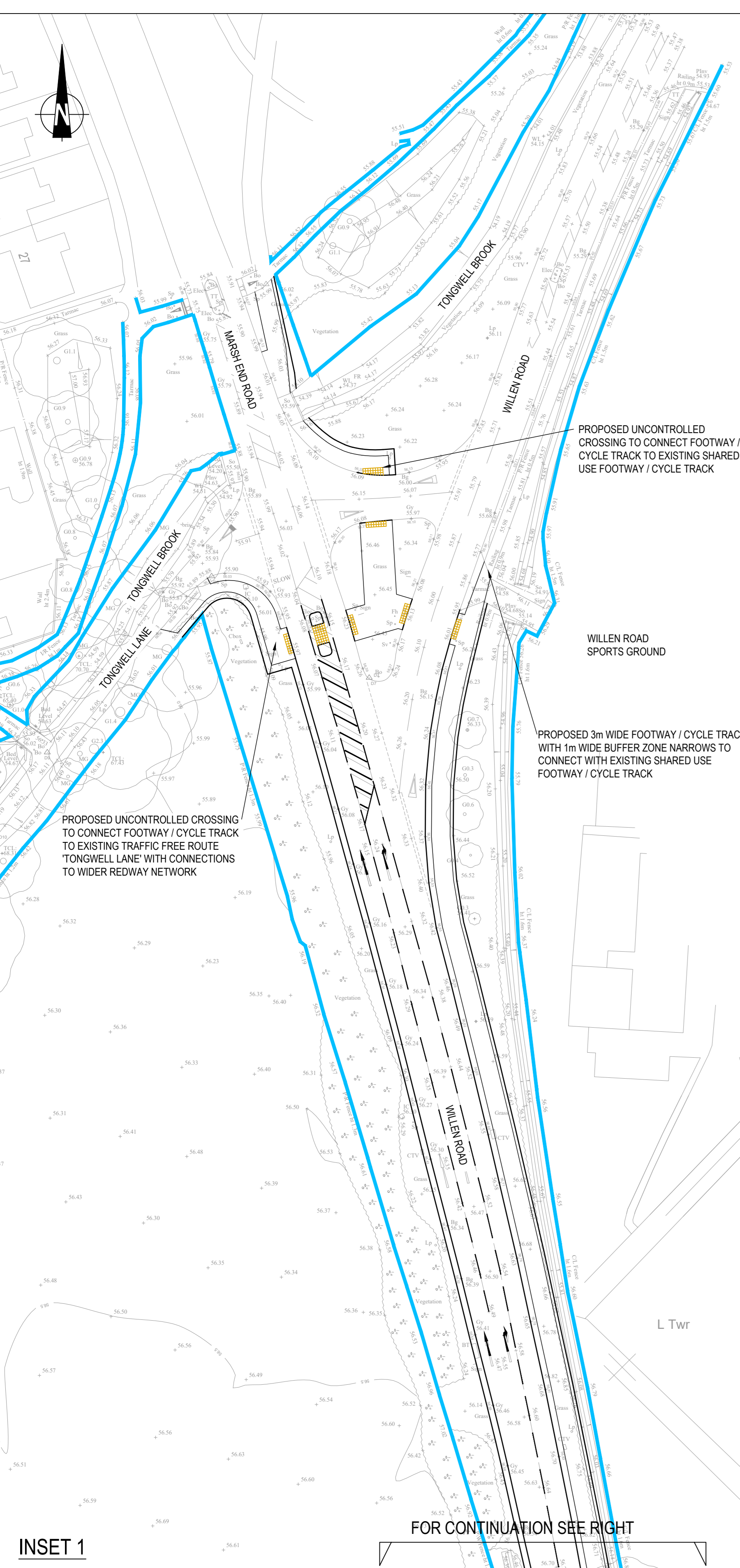
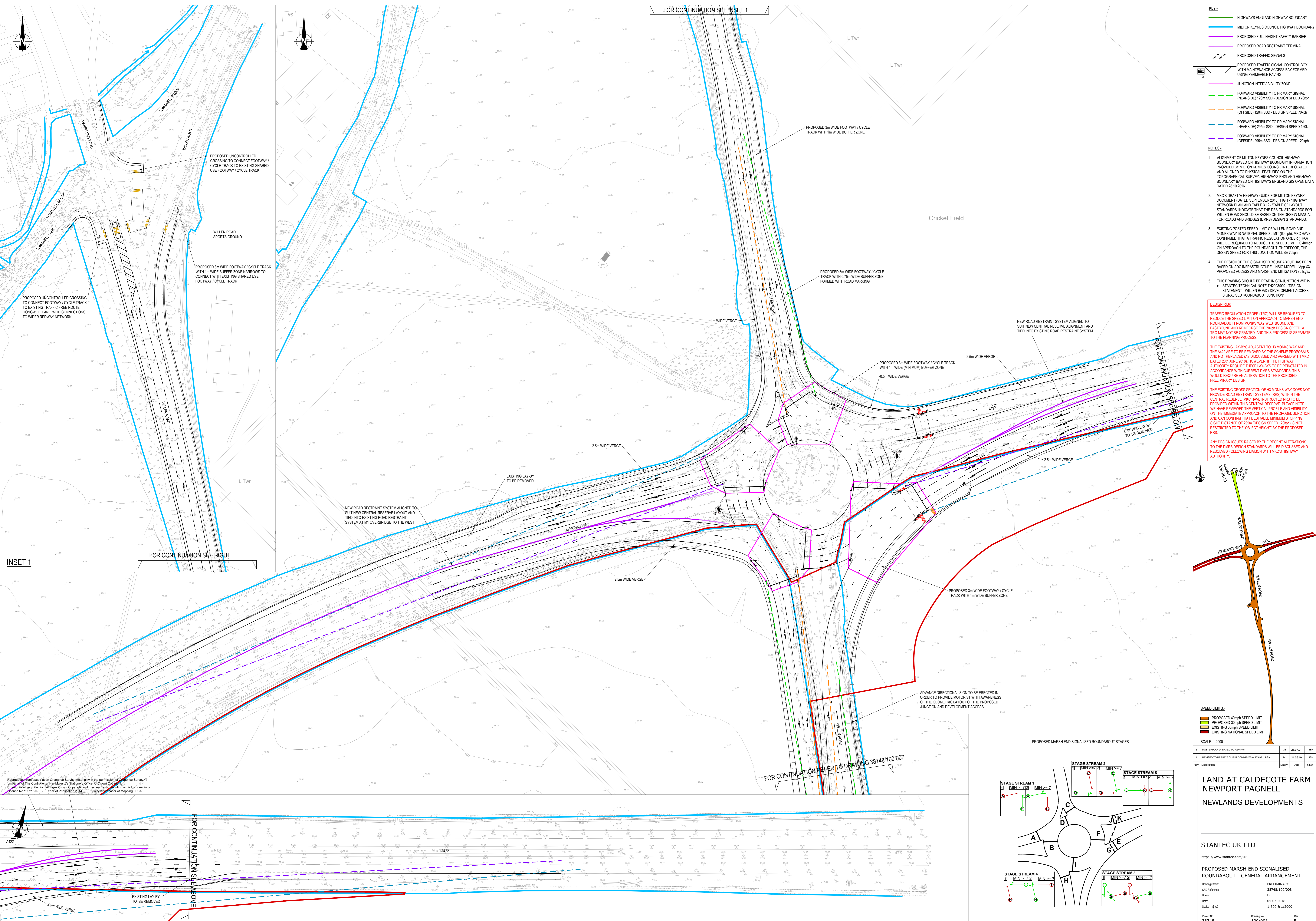
LAND AT CALDECOTE FARM NEWPORT PAGNELL NEWLANDS DEVELOPMENTS

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PROPOSED SITE ACCESS SIGNALISED JUNCTION - GENERAL ARRANGEMENT

Drawing Status: PRELIMINARY
 CAD Reference: 38748/100/007
 Drawn: DL
 Date: 05.07.2018
 Scale: 1 @ A0
 Project No: 38748
 Drawing No: 100/007
 Rev: B

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- KEY:**
- HIGHWAYS ENGLAND HIGHWAY BOUNDARY
 - MILTON KEYNES COUNCIL HIGHWAY BOUNDARY
 - PROPOSED FULL HEIGHT SAFETY BARRIER
 - PROPOSED ROAD RESTRAINT TERMINAL
 - PROPOSED TRAFFIC SIGNALS
 - PROPOSED TRAFFIC SIGNAL CONTROL BOX WITH MAINTENANCE ACCESS BAY FORMED USING PERMEABLE PAVING
 - JUNCTION INTERVISIBILITY ZONE
 - - - FORWARD VISIBILITY TO PRIMARY SIGNAL (NEARSIDE) 120m SSD - DESIGN SPEED 70kph
 - - - FORWARD VISIBILITY TO PRIMARY SIGNAL (OFFSIDE) 120m SSD - DESIGN SPEED 70kph
 - - - FORWARD VISIBILITY TO PRIMARY SIGNAL (NEARSIDE) 25m SSD - DESIGN SPEED 120kph
 - - - FORWARD VISIBILITY TO PRIMARY SIGNAL (OFFSIDE) 25m SSD - DESIGN SPEED 120kph

- NOTES:**
- ALIGNMENT OF MILTON KEYNES COUNCIL HIGHWAY BOUNDARY BASED ON HIGHWAY BOUNDARY INFORMATION PROVIDED BY MILTON KEYNES COUNCIL INTERPOLATED AND ALIGNED TO PHYSICAL FEATURES ON THE TOPOGRAPHICAL SURVEY. HIGHWAYS ENGLAND HIGHWAY BOUNDARY BASED ON HIGHWAYS ENGLAND GIS OPEN DATA DATED 28.10.2016.
 - MK's DRAFT A HIGHWAY GUIDE FOR MILTON KEYNES' DOCUMENT (DATED SEPTEMBER 2018), FIG 1 - HIGHWAY NETWORK PLAN AND TABLE 1.12 - TABLE LAYOUT STANDARDS INDICATE THAT THE DESIGN STANDARDS FOR WILLEN ROAD SHOULD BE BASED ON THE DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB) DESIGN STANDARDS.
 - EXISTING POSTED SPEED LIMIT OF WILLEN ROAD AND MONKS WAY IS NATIONAL SPEED LIMIT (80kph). MK HAVE CONFIRMED THAT A TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT TO 40kph ON APPROACH TO THE ROUNDABOUT. THEREFORE, THE DESIGN SPEED FOR THIS JUNCTION WILL BE 70kph.
 - THE DESIGN OF THE SIGNALISED ROUNDABOUT HAS BEEN BASED ON ADD INFRASTRUCTURE LINSIG MODEL - "App XX - PROPOSED ACCESS AND MARSH END MITIGATION v5.1gkty".
 - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH:
 - STATEMENT TECHNICAL NOTE 1000002 - DESIGN STATEMENT - WILLEN ROAD / DEVELOPMENT ACCESS SIGNALISED ROUNDABOUT JUNCTION;

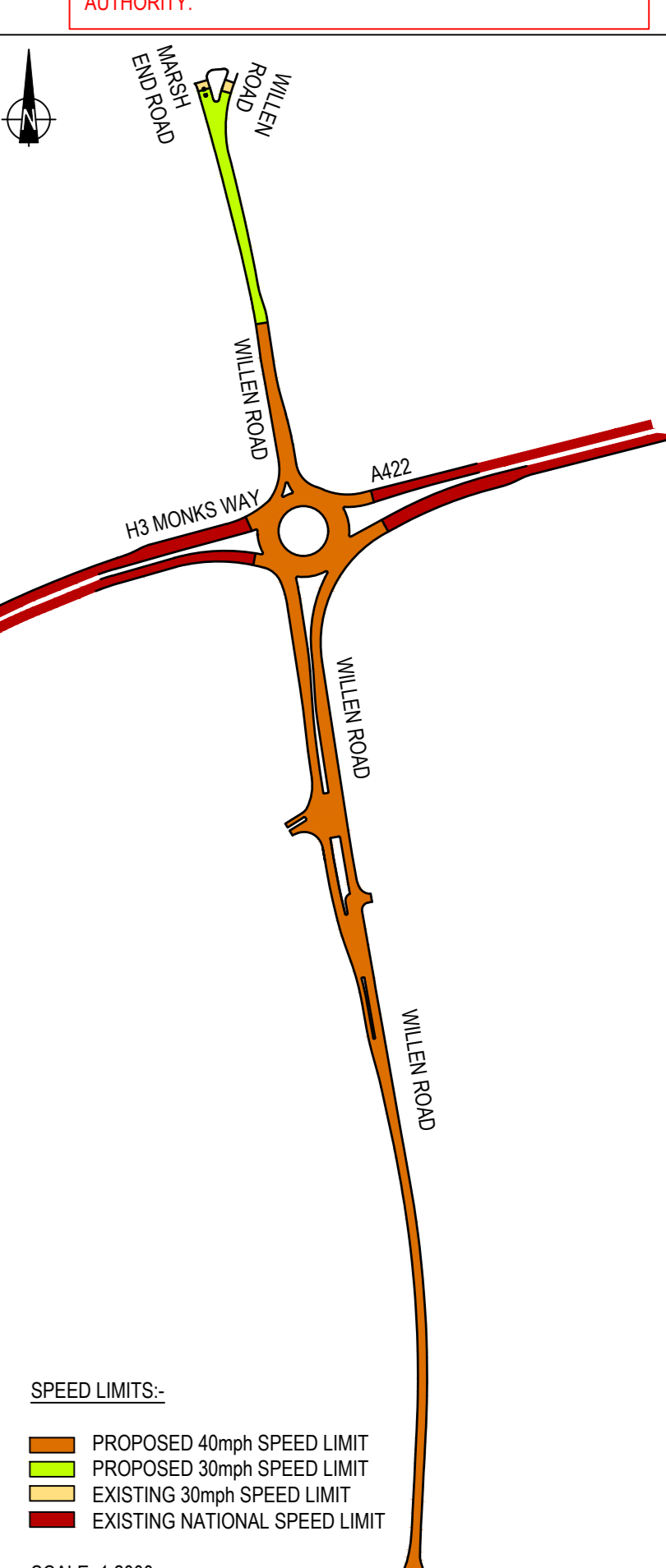
DESIGN RISK

TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT ON APPROACH TO MARSH END ROUNDABOUT FROM MONKS WAY WESTBOUND AND EASTBOUND AND REINFORCE THE 70kph DESIGN SPEED. A TRO MAY NOT BE GRANTED, AND THIS PROCESS IS SEPARATE TO THE PLANNING PROCESS.

THE EXISTING LAY-BYS ADJACENT TO H3 MONKS WAY AND THE A422 ARE TO BE REMOVED BY THE SCHEME PROPOSALS AND NOT REPLACED (AS DISCUSSED AND AGREED WITH MKC DATED 20th JUNE 2018). HOWEVER, IF THE HIGHWAY AUTHORITY REQUIRE THESE LAY-BYS TO BE REINSTATED IN ACCORDANCE WITH CURRENT DMRB STANDARDS, THIS WOULD REQUIRE AN ALTERATION TO THE PROPOSED PRELIMINARY DESIGN.

THE EXISTING CROSS SECTION OF H3 MONKS WAY DOES NOT PROVIDE ROAD RESTRAINT SYSTEMS (RRS) WITHIN THE CENTRAL RESERVE. MKC HAVE INSTRUCTED RRS TO BE PROVIDED WITHIN THIS CENTRAL RESERVE. PLEASE NOTE, WE HAVE REVIEWED THE VERTICAL PROFILE AND VISIBILITY ON THE IMMEDIATE APPROACH TO THE PROPOSED JUNCTION AND CAN CONFIRM THAT DESIRABLE MINIMUM STOPPING SIGHT DISTANCE OF 205m (DESIGN SPEED 70kph) IS NOT RESTRICTED TO THE OBJECT HEIGHT BY THE PROPOSED RRS.

ANY DESIGN ISSUES RAISED BY THE RECENT ALTERATIONS TO THE DMRB DESIGN STANDARDS WILL BE DISCUSSED AND RESOLVED FOLLOWING LIAISON WITH MKC'S HIGHWAY AUTHORITY.



SPEED LIMITS:

- PROPOSED 40kph SPEED LIMIT
- PROPOSED 30kph SPEED LIMIT
- EXISTING 30kph SPEED LIMIT
- EXISTING NATIONAL SPEED LIMIT

SCALE: 1:2000

Rev	Description	Date	Drawn	Checked
B	MASTERPLAN UPDATED TO REV P45	28.07.21	JSH	
A	REVISED TO REFLECT CLIENT COMMENTS & STAGE 1 RFA	21.05.19	JSH	

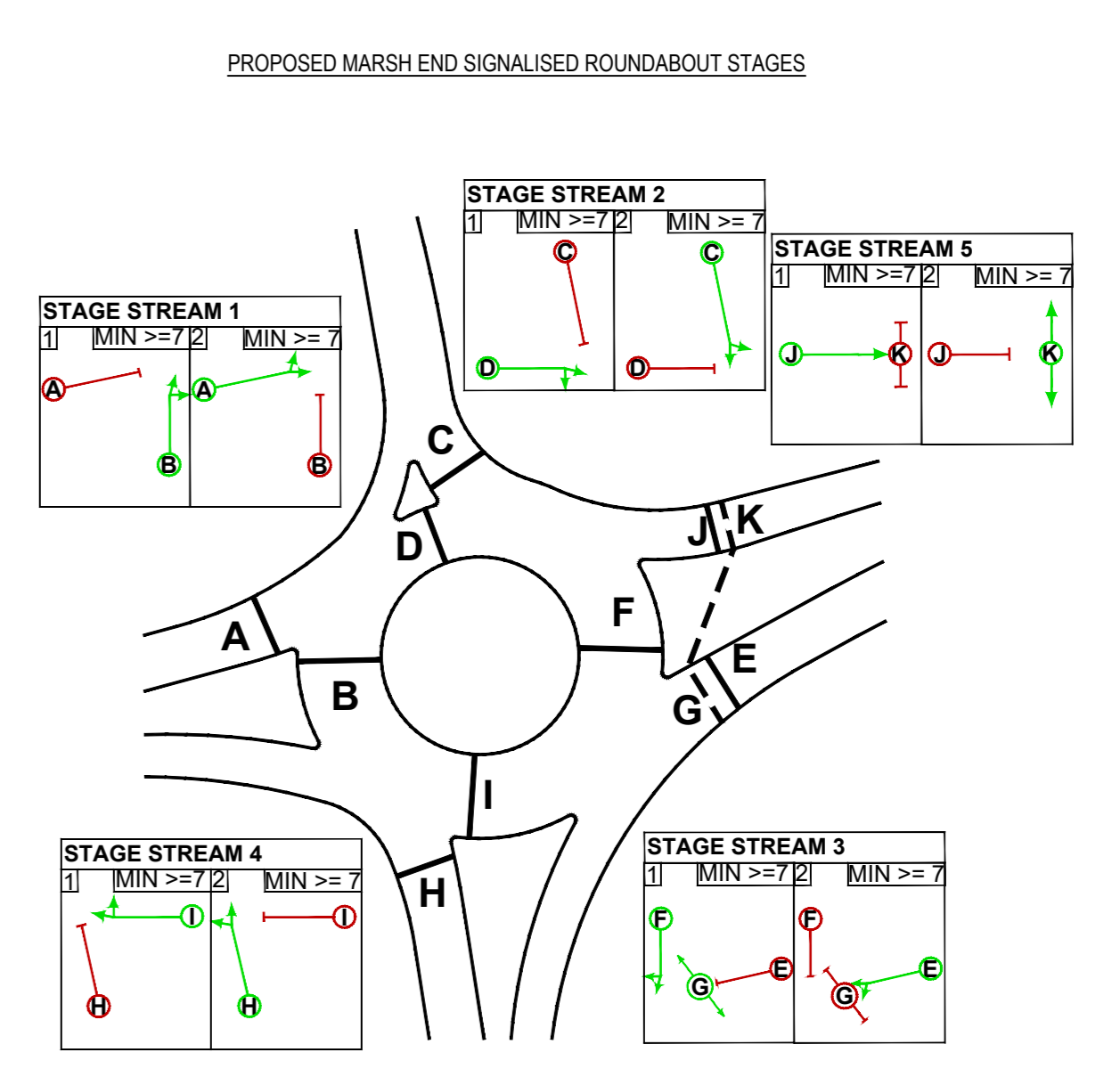
**LAND AT CALDECOTE FARM
NEWPORT PAGNELL
NEULANDS DEVELOPMENTS**

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PROPOSED MARSH END SIGNALISED ROUNDABOUT - GENERAL ARRANGEMENT

Drawing Status: PRELIMINARY
 CAD Reference: 38748/100/008
 Drawn: DL
 Date: 05.07.2018
 Scale: 1 @ A5
 1:500 & 1:2000

Project No: 38748
 Drawing No: 100/008
 Rev: B



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Appendix B

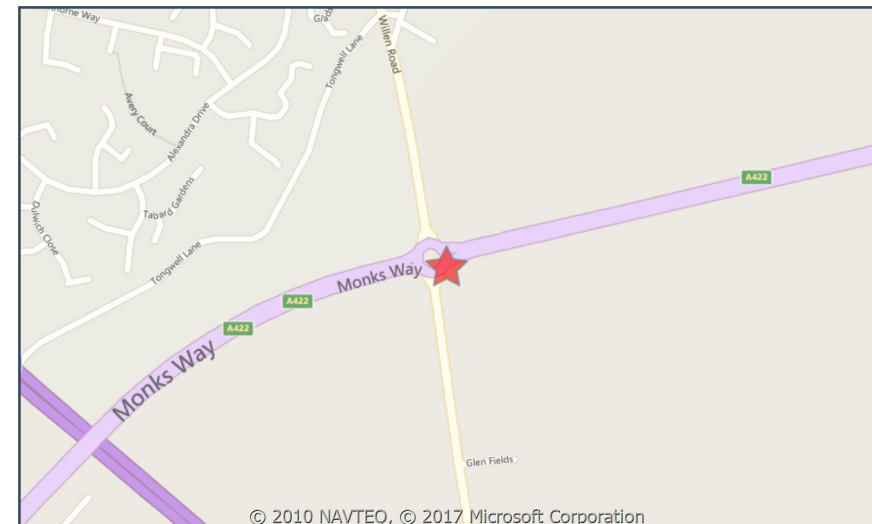
Appendix B

Collision Data



Crash Date: Wednesday, July 30, 2014 **Time of Crash:** 7:00:00 PM **Crash Reference:** 201443S139074

Highest Injury Severity:	Serious	Road Number:	A422	Number of Casualties:	1
Highway Authority:	Milton Keynes	Number of Vehicles:	2	OS Grid Reference:	487734 242602
Local Authority:	Milton Keynes				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		2 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Pedal cycle		-1 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

Accident Description:

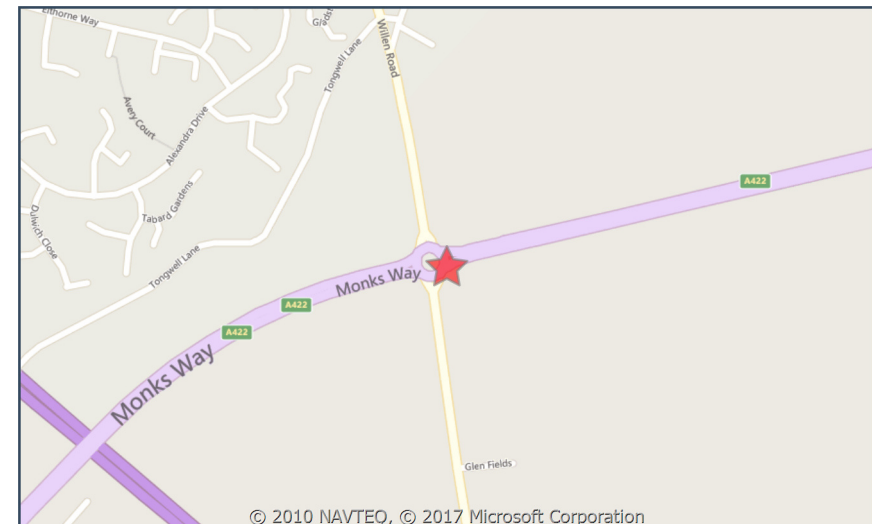
Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Crash Date: Thursday, September 03, 2015 **Time of Crash:** 6:11:00 AM **Crash Reference:** 201543S014095

Highest Injury Severity:	Slight	Road Number:	A422	Number of Casualties:	1
Highway Authority:	Milton Keynes	Number of Vehicles:	2	OS Grid Reference:	487737 242603
Local Authority:	Milton Keynes				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		2 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Pedal cycle		-1 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

Accident Description:

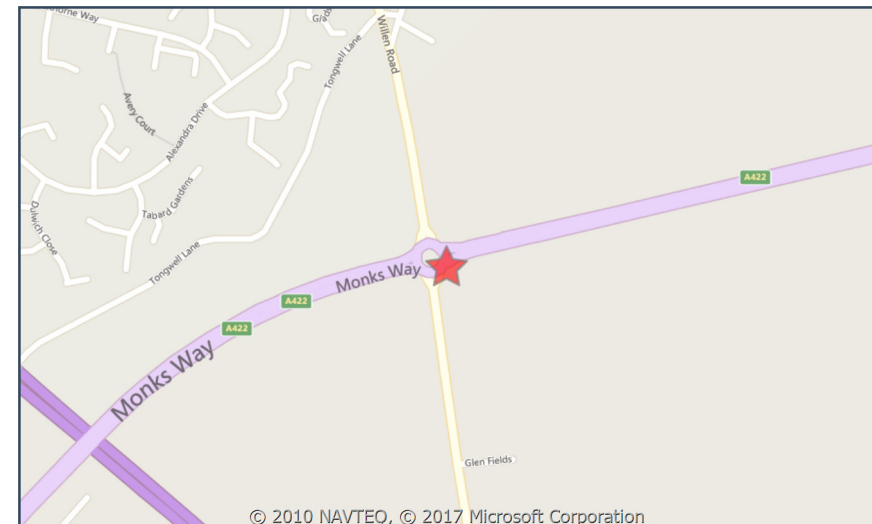
Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Crash Date: Tuesday, September 13, 2016 **Time of Crash:** 6:50:00 PM **Crash Reference:** 2016430298242

Highest Injury Severity:	Slight	Road Number:	A422	Number of Casualties:	1
Highway Authority:	Milton Keynes	Number of Vehicles:	2	OS Grid Reference:	487736 242599
Local Authority:	Milton Keynes				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Accident Description:

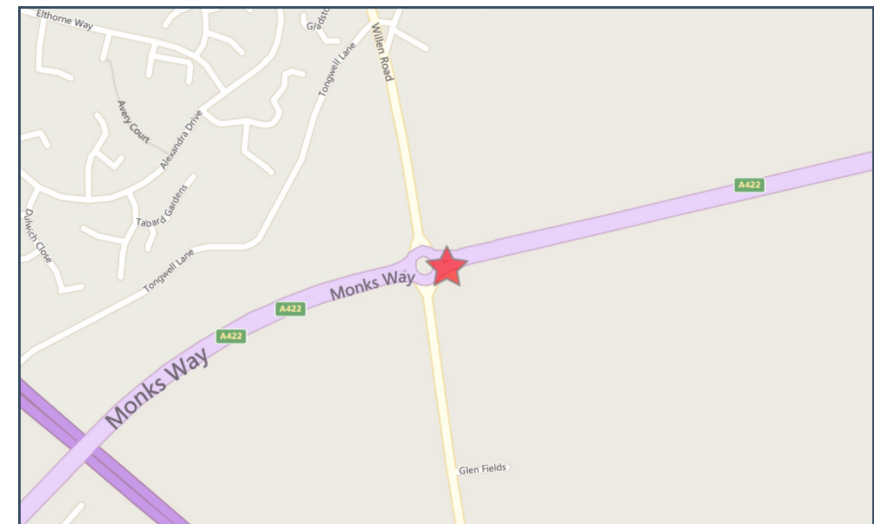
Not Available

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Crash Date: Monday, June 05, 2017 **Time of Crash:** 6:42:00 PM **Crash Reference:** 2017430170562

Highest Injury Severity:	Serious	Road Number:	A422	Number of Casualties:	2
Highway Authority:	Milton Keynes	Number of Vehicles:	2	OS Grid Reference:	487745 242607
Local Authority:	Milton Keynes				
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle 50cc and under		4 Male	16 - 20	Vehicle is slowing down or stopping	Did not impact	Other	None	None
1	Motorcycle 50cc and under		1 Male	16 - 20	Vehicle is slowing down or stopping	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

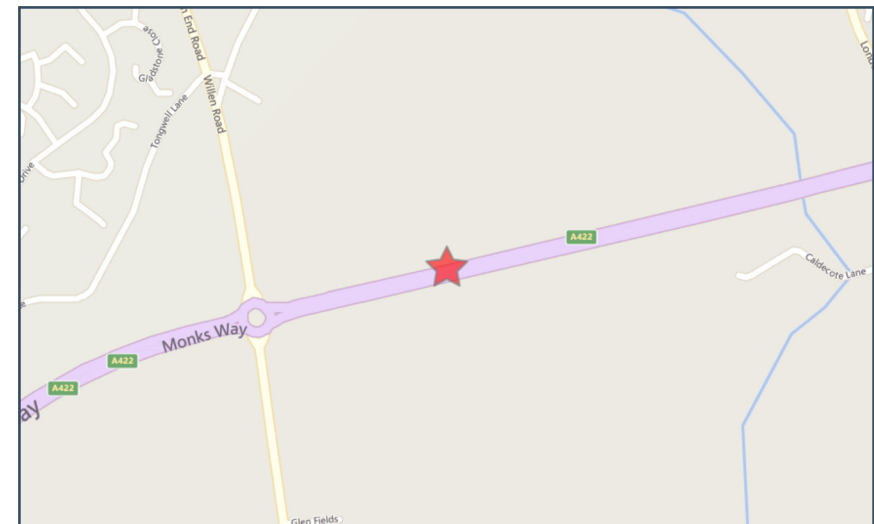
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Tuesday, September 19, 2017 **Time of Crash:** 11:37:00 AM **Crash Reference:** 2017430281181

Highest Injury Severity:	Slight	Road Number:	A422	Number of Casualties:	1
Highway Authority:	Milton Keynes	Number of Vehicles:	2	OS Grid Reference:	487997 242686
Local Authority:	Milton Keynes				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	Central crash barrier
1	Car (excluding private hire)	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

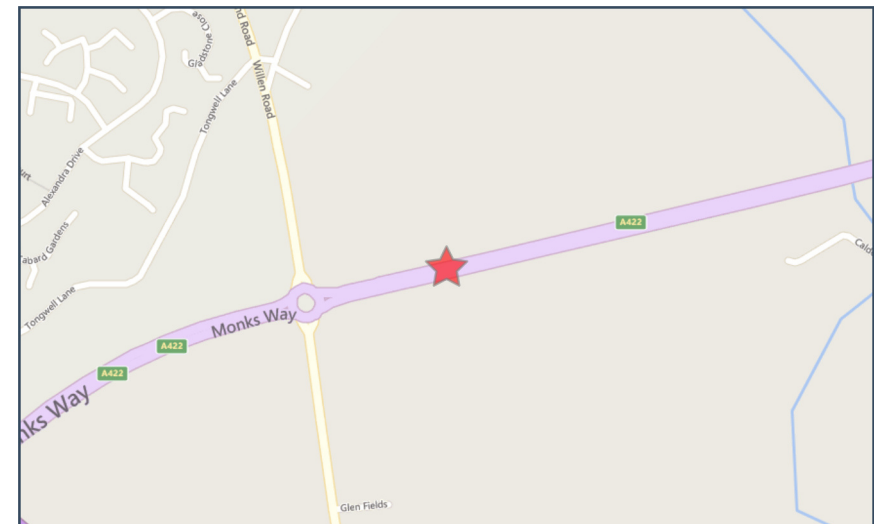
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Crash Date: Wednesday, March 28, 2018 **Time of Crash:** 5:40:00 PM **Crash Reference:** 2018430100693

Highest Injury Severity:	Slight	Road Number:	A422	Number of Casualties:	2
Highway Authority:	Milton Keynes			Number of Vehicles:	2
Local Authority:	Milton Keynes			OS Grid Reference:	487922 242666
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				

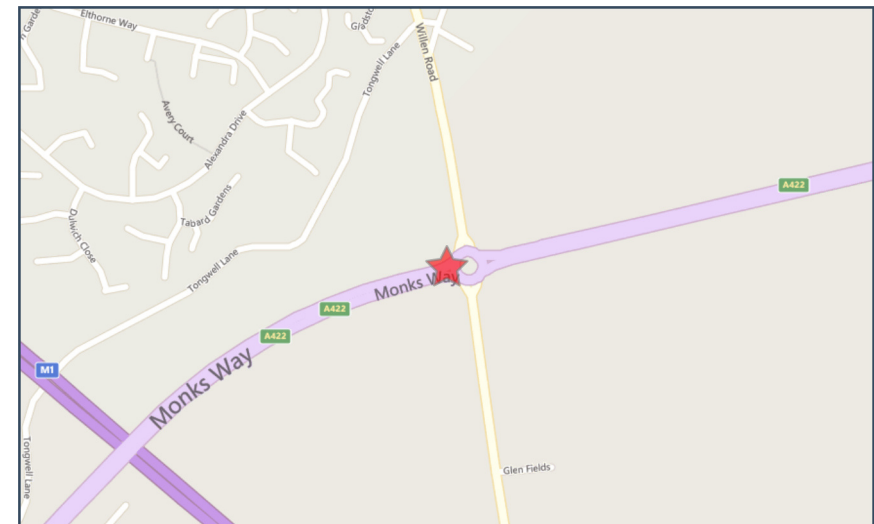


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Crash Date: Saturday, August 05, 2017 **Time of Crash:** 1:50:00 PM **Crash Reference:** 2017430241882

Highest Injury Severity:	Slight	Road Number:	A422	Number of Casualties:	2
Highway Authority:	Milton Keynes	Number of Vehicles:	2	OS Grid Reference:	487678 242609
Local Authority:	Milton Keynes				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		8 Male	26 - 35	Vehicle is slowing down or stopping	Back	Other	None	None
1	Car (excluding private hire)		19 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	5	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Car (excluding private hire)	13	Male	21 - 25	Vehicle is changing lane to the left	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

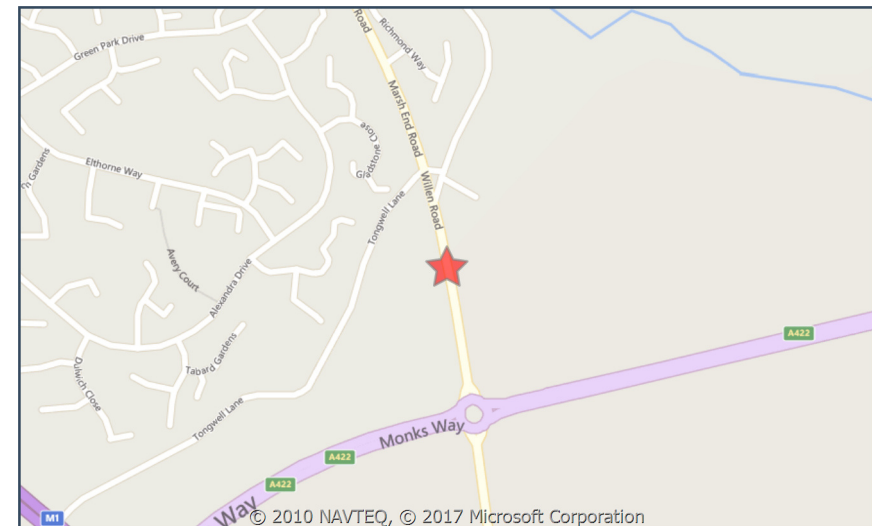
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Crash Date: Sunday, October 05, 2014 **Time of Crash:** 12:07:00 AM **Crash Reference:** 201443S026104

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Milton Keynes			Number of Vehicles:	2
Local Authority:	Milton Keynes			OS Grid Reference:	487667 242835
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		5 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		3 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

Accident Description:

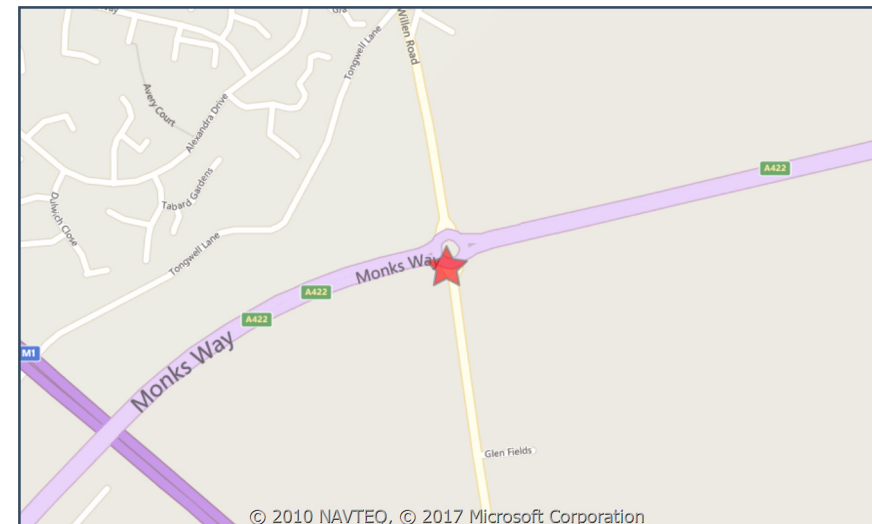
Accident description text currently unavailable for this highway authority / police force

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Crash Date: Sunday, April 13, 2014 **Time of Crash:** 4:38:00 PM **Crash Reference:** 201443S053044

Highest Injury Severity:	Slight	Road Number:	A422	Number of Casualties:	2
Highway Authority:	Milton Keynes	Number of Vehicles:	2	OS Grid Reference:	487706 242588
Local Authority:	Milton Keynes				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Female	16 - 20	Vehicle is in the act of turning left	Front	Other	None	None
2	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

Accident Description:

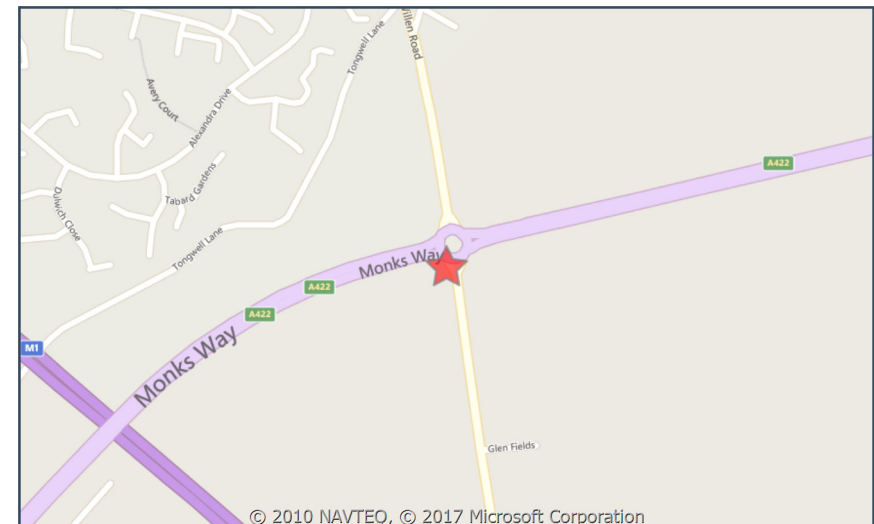
Accident description text currently unavailable for this highway authority / police force

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Crash Date: Tuesday, June 23, 2015 **Time of Crash:** 10:02:00 AM **Crash Reference:** 201543S107065

Highest Injury Severity:	Slight	Road Number:	A422	Number of Casualties:	1
Highway Authority:	Milton Keynes			Number of Vehicles:	1
Local Authority:	Milton Keynes			OS Grid Reference:	487702 242576
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				

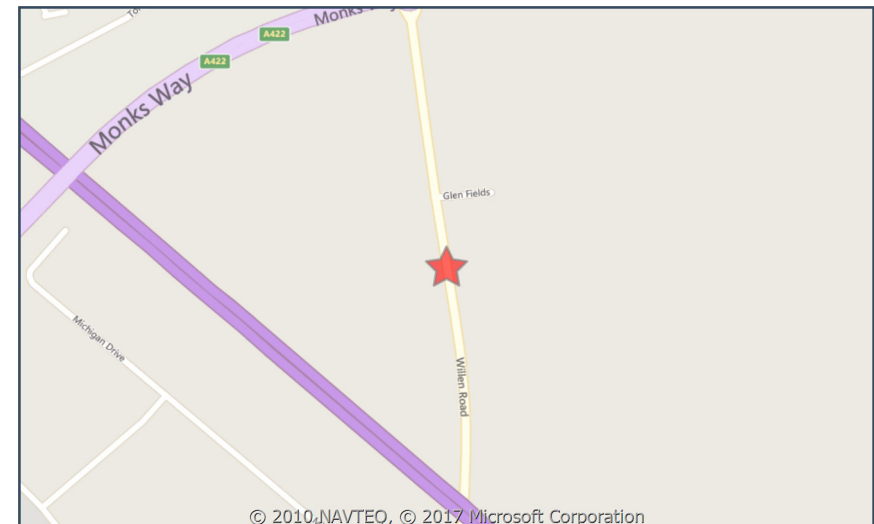


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Crash Date: Thursday, January 09, 2014 **Time of Crash:** 5:35:00 PM **Crash Reference:** 201443S053014

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	3
Highway Authority:	Milton Keynes			Number of Vehicles:	4
Local Authority:	Milton Keynes			OS Grid Reference:	487776 242200
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	15	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	9	Male	36 - 45	Vehicle is moving off	Back	Other	None	None
3	Car (excluding private hire)	13	Female	36 - 45	Vehicle is moving off	Back	Commuting to/from work	None	None
4	Car (excluding private hire)	10	Female	26 - 35	Vehicle is moving off	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
3	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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Accident Description:

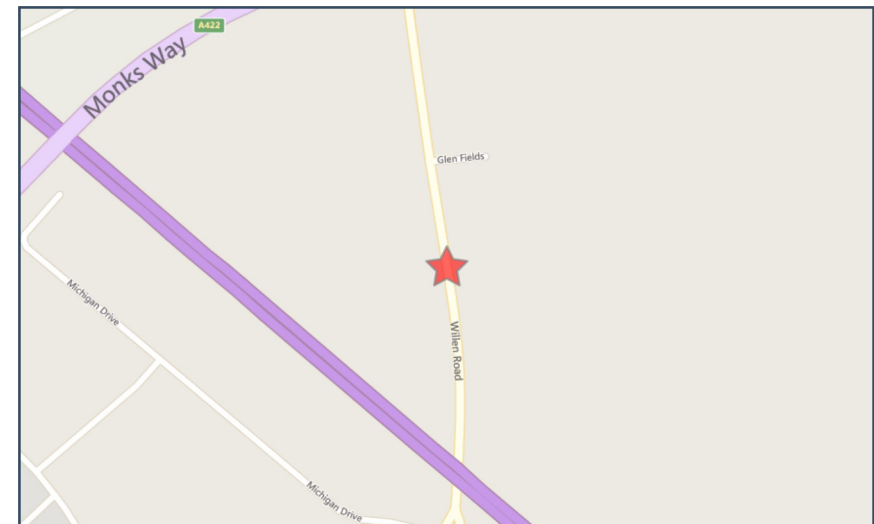
Accident description text currently unavailable for this highway authority / police force

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Crash Date: Monday, December 04, 2017 **Time of Crash:** 12:44:00 PM **Crash Reference:** 2017430369405

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Milton Keynes			Number of Vehicles:	2
Local Authority:	Milton Keynes			OS Grid Reference:	487786 242140
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw		3 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)		1 Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	1	1 Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
	2	2 Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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2019 data is provisional and is subject to change

Crash Date: Friday, February 22, 2019

Time of Crash: 9:00:00 PM

Crash Reference: 2019430069263

Highest Injury Severity: Slight

Road Number: U0

Number of Casualties: 2

Highway Authority: Milton Keynes

Number of Vehicles: 2

Local Authority: Milton Keynes

OS Grid Reference: 487800 242062

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Darkness: no street lighting

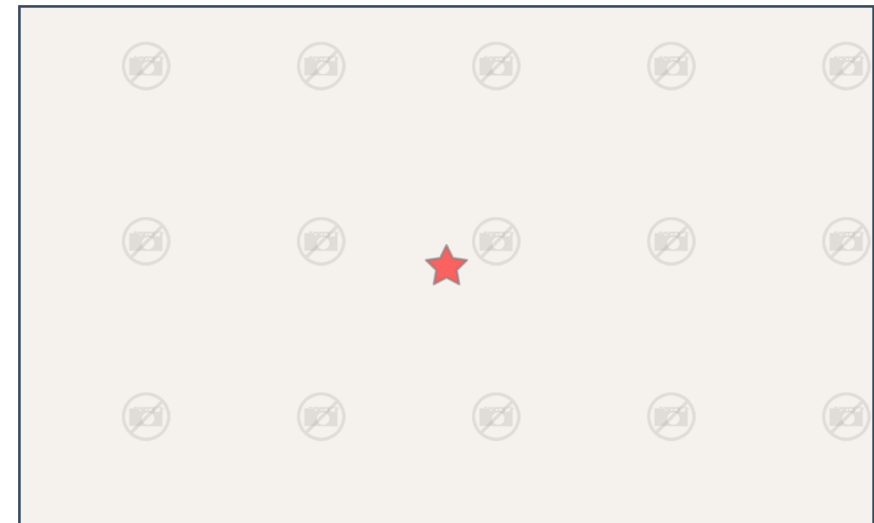
Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	25-34	Vehicle is in the act of turning right	Unknown	Other	None	None
1	Car (excluding private hire)	-1	Female	16-24	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Male	25-34	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	25-34	Unknown or other	Unknown or other

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

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Appendix C