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Project:	<b>Highways England Spatial Planning Arrangement 2016-2020</b>	Job No:	<b>60600479 DM014.009</b>
Subject:	<b>South Caldecotte Revised Transport Assessment Information Review</b>		
Prepared by:	<b>Liz Judson</b>	Date:	<b>6<sup>th</sup> March 2020</b>
Checked by:	<b>John Alderman</b>	Date:	<b>18<sup>th</sup> March 2020</b>
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Approved by:	<b>John Alderman</b>	Date:	<b>20<sup>th</sup> March 2020</b>

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### Executive Summary

Following the review of the revised Transport Assessment information associated with an employment led development proposal in South Caldecotte in Milton Keynes, AECOM make the following recommendations:

Recommendations regarded as critical to the acceptability of this planning application:

None

Recommendations regarded as important but not critical to the acceptability of this planning application:

None

A separate review of the revised VISSIM modelling of the A5/A4146 junction is taking place within TN09, which will provide more commentary of the impact of the development on this junction, therefore reference should be made to TN09 with regards to the impact of the proposed development upon the operation of this junction.

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## 1. Introduction

- 1.1. This Technical Note (TN08) has been prepared by AECOM on behalf of Highways England (HE) to document a review of additional information prepared by BWB Consulting Ltd (BWB) in relation to the transport impact of a proposed development site. The site is associated with an outline planning application for a proposed employment development in South Caldecotte, Milton Keynes (planning reference: 19/01818/OUT).
- 1.2. The outline planning application proposes that the site will encompass up to 241,540 sqm (2,600,000sqft) of B1(c), B2, and B8 land uses. This includes storage, warehouses, distribution and light industrial and ancillary offices.
- 1.3. The development site is located in South Caldecotte in Milton Keynes and is proposed to be allocated under policy SD14 of MKC's 'Adopted local plan: Plan MK' (March 2019) for a mixed employment development of B2/B8 uses.
- 1.4. AECOM have previously reviewed an original Transport Assessment prepared by BWB for the same site (TN02\_Review of South Caldecotte TA V7), which will be referred to in this note as TN02. A number of recommendations by AECOM were made in TN02, and a revised TA (dated June 2019) was prepared by BWB and reviewed by AECOM (TN06\_Review of South Caldecotte TA\_v7) in January 2020.
- 1.5. HE are responsible for the monitoring, management and maintenance of the Strategic Road Network (SRN). The nearest access point for this development to the existing SRN is the A5/A4146/Brickhill Street roundabout, also known as Kelly's Kitchen roundabout, which is located on the southern edge of the proposed development, approximately 300m from the site access junction on Brickhill Street. The A5 Redmoor roundabout is located approximately 3km from the site. The purpose of this technical note is to determine whether the concerns raised in AECOM's TN06 have been addressed sufficiently and whether there are any other issues outstanding from the review of the TA that still need to be addressed. This review primarily considers the impact of the development at the A5 Redmoor roundabout, as well as other outstanding issues related to the TA.
- 1.6. This technical note should be read alongside 'TN09 South Caldecotte Revised Forecast VISSIM review\_v14' (TN09), which is a review of the latest A5/A4146 roundabout VISSIM models prepared to support the development proposals and considers the impact of the development on that junction.
- 1.7. For ease of reference, AECOM's main comments and recommendations are presented in bold and underlined text throughout the note. Recommendations that are considered critical to the acceptability of the planning application are coloured **red**. Recommendations that should be addressed but are not critical to the acceptability of the planning application are highlighted in **amber**. Recommendations that were previously identified, which have now been satisfactorily resolved are coloured **green**.

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**2. Recommendations previously regarded as critical to the acceptability of this planning application:**

**AECOM Recommendation 1.**

*A capacity assessment should be undertaken at the A5 Redmoor junction.*

- 2.1. A capacity assessment of the A5 Redmoor junction has not been provided by BWB. Justification for this has been provided by BWB, which AECOM will review within this section.
- 2.2. BWB initially present outputs from the Milton Keynes Multi Modal Model (MKMMM), detailing congestion hotspots in Milton Keynes in the 2016 AM base scenario. BWB states that this indicates that the A5 Redmoor roundabout operates within reserve capacity (below 85% of the capacity). It is unclear why the 2016 outputs have not also been presented for the PM peak and it is therefore unknown whether the PM peak also has reserve capacity in the base scenario.
- 2.3. BWB then present outputs from the 2031 AM peak model which also indicates that the A5 Redmoor junction has reserve capacity in the future assessment year. Again, PM peak results have not been presented.
- 2.4. AECOM has two concerns with the use of this data to justify not undertaking a capacity assessment at the A5 Redmoor junction in order to support the development proposals at South Caldecotte. It is unclear whether the junction is predicted to have reserve capacity in the 2031 PM peak. If this is not the case, then the impact of the proposed South Caldecotte development could result in a severe impact that could require mitigation. An examination of online traffic delay information suggests that the junction may suffer some delay in the PM peak, this does however primarily appear to be on the local road network approaches rather than the A5 Offslips. It is also noted that the junction is fully signalised which suggests there may be some potential to manage queue lengths on the slip roads (to the potential detriment of other approaches).
- 2.5. It is unclear from the BWB note whether the South Caldecotte development is included within the MKMMM. If not, then the model may be underestimating the traffic flows on the network, albeit not to a significant degree.
- 2.6. BWB subsequently present details of the proposed number of South Caldecotte trips that are expected to route via the Redmoor junction. This equates to 66 and 48 trips in the AM and PM peaks respectively. BWB consider that, due to the outputs from the MKMMM and the predicted impact of the proposed development, junction capacity assessments are not required at this junction to support the proposed South Caldecotte development.
- 2.7. AECOM consider that, due to the concerns raised above regarding the analysis of the MKMMM outputs and the predicted impact of South Caldecotte trips at the junction, which could be regarded as material, HE could consider recommending that a junction capacity assessment is undertaken at the A5 Redmoor junction to fully understand the operation of the junction in the future following South Caldecotte development and whether any measures are required to mitigate the impact of development.

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- 2.8. However, it should be noted that the proposed development is over 3km from the A5 Redmoor roundabout and there would be a variety of alternative routes available between the site and areas served by the Redmoor roundabout that would not involve passing through the junction itself, potentially the impact from the proposed development could vary from that estimated. Therefore HE could consider whether it would be unreasonable to ask for a detailed assessment of the junction based on the relatively limited number of development trips predicted to route via the junction and the availability of alternative routes.
- 2.9. On that basis, **AECOM do not consider there to be a conclusive need to require further assessment to be undertaken of the impact of this development on the A5 Redmoor roundabout.**

**AECOM Recommendation 2.**

*Once VISSIM modelling issues (associated with A5/A4146 junction) are resolved (see TN07), revised model outputs should be provided within the TA for review by AECOM.*

- 2.10. A separate review of the revised VISSIM modelling is taking place within TN09, which will provide more commentary of the impact of the development on the A5/A4146 junction, therefore reference should be made to TN09 with regards to this recommendation.

**3. Recommendations previously regarded as important but not critical to the acceptability of this planning application:**

**AECOM Recommendation 3.**

*As there is predicted to be a material increase in trip numbers as a result of the proposed development at the Redmoor roundabout, PIC analysis should be undertaken at the junction.*

- 3.1. BWB have undertaken a PIC analysis at the Redmoor roundabout and indicate that between 2014 and 2018 (the latest data available), the junction experienced 15 collisions, all of which were considered slight.
- 3.2. AECOM have reviewed the data provided and consider that because of the number of collisions per year across a relatively large junction, and the spread of the collisions, suggests that there are no apparent significant current clusters. Based on this and the number of additional development trips that are likely to route via the junction, AECOM consider that the proposed development is unlikely to have a significant impact on collisions at the Redmoor junction and therefore that measures are not required to mitigate the impact of the development in safety terms at this junction. **This issue is therefore resolved.**

**AECOM Recommendation 4.**

*Further details on the bus provision proposals are provided to enable AECOM to determine whether they are likely to result in a shift away from private car use.*

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- 3.3. BWB state that they are in discussions with Milton Keynes Council to develop the initial public transport strategy further to maximise usage and accessibility by this mode. They also note that the assessment of the SRN is a worst case and does not allow for any modal shift away from the private car and therefore this has no direct bearing on SRN impact modelled to date.
- 3.4. No further information has been provided at this stage regarding the proposed bus provision, but it is acknowledged that reductions to trip generation have not been applied within the VISSIM modelling to take into account sustainable travel use. It is still recommended that when further details are available regarding bus provision proposals, these are shared with HE for their information. **This issue is therefore resolved.**

## 4. Conclusion

- 4.1. This Technical Note has been produced by AECOM on behalf of Highways England. The note focuses on the review of a technical note prepared by BWB for the proposed employment development of B1c/B2/B8 land uses in an outline planning application in South Caldecotte, Milton Keynes.
- 4.2. AECOM previously undertook a review of two previous versions of Transport Assessments prepared for the site and provided some recommendations within those reviews. These recommendations were considered throughout the course of the review of the BWB technical note.
- 4.3. This review has raised some comments and recommendations, which AECOM considered should be taken forward and addressed. AECOM's recommendations regarding these concerns are highlighted by the use of bold underlined text throughout this document. Recommendations that are considered critical to the acceptability of the planning application are coloured **red**. Recommendations that should be addressed but are not critical to the acceptability of the planning application are highlighted in **amber**. Recommendations that were previously identified, which have now been satisfactorily resolved are coloured **green**.
- 4.4. Recommendations 3 and 4 have now been satisfactorily resolved. The additional information supplied with respect to Recommendation 1 is inconclusive due to the absence of PM peak strategic model results and specific junction capacity assessments. It is noted however that the impact from the development, whilst it could be considered material, is relatively modest and the proposed development site is some distance from the Redmoor Roundabout and alternative routes are available to traffic which could use it. Online traffic delay information suggests the junction does not currently suffer serious delay, and that typically the approaches with the longer queues are on the local road network rather than the A5 approaches. The Redmoor Roundabout is fully signalised which may provide the opportunity to manage queue lengths on some approaches potentially to the detriment of other approaches. On that basis, AECOM do not consider there to be a conclusive need to require further assessment to be undertaken of the impact of this development on the A5 Redmoor roundabout.
- 4.5. A separate review of the revised VISSIM modelling is taking place within TN09, which will provide more commentary of the impact of the development on the A5/A4146 junction, therefore reference

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should be made to TN09 with regards to the impact of the proposed development upon the operation of this junction.

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