

SALDEN CHASE
OUTLINE PLANNING APPLICATION

Chapter 10: Traffic, Movement and Access

10.0 TRAFFIC, MOVEMENT AND ACCESS

Introduction

10.01 This section of the Environmental Statement describes the likely impact of the proposal on the local and surrounding transport network, and the relevant impact likely on any affected groups. It addresses the transport related impacts of the proposals for those elements not specifically addressed separately (e.g. acoustics and air quality).

Scope and Method of Assessment

10.02 As outlined in Chapter 1, this assessment reviews the existing situation as the baseline, and then assesses the impact of Salden Chase in the context of the future baseline. Information is provided on the relevant transportation policies at national, regional and local levels, and the methodology used is described. The assessment has been undertaken within the context of prevailing transportation policies and strategies. The proposed mitigation measures are described to reduce car dependency and reduce traffic impact, as well as any off-site highway improvements.

10.03 As part of the master planning work at Salden Chase, and in support of the planning applications for Salden Chase, a Transport Assessment (TA) and a Travel Plan have been prepared by Peter Brett Associates. This provides the context for, and background against which the Environmental Statement Transport Chapter has been undertaken. (The TA and Travel Plan are submitted as separate planning application documents.)

10.04 This Transport Chapter of the Environment Statement has also been prepared by Peter Brett Associates.

Statutory Framework, Standards and Guidance Documents

10.05 This section summarises national, regional and local policies of relevance to transport and access issues.

10.06 Current national, regional and local land use and transport planning is focused on maximising the sustainability and integration of development.

National Policy

10.07 The relevant adopted and draft policy at the national level is set out in PPS1, PPS3, PPG4, and PPG13.

10.08 Planning Policy Statement 1: Delivering Sustainable Development (2005) establishes the overarching objectives of land use planning in facilitating and promoting sustainable patterns of urban and rural development through the planning system. It emphasises the importance of planning in creating sustainable communities, of reducing the need to travel, and encouraging public transport provision to secure new sustainable patterns of transport development. A key objective of the guidance is actively to manage patterns of urban growth to promote mixed use developments that make more efficient use of land. It states that planning authorities should seek to:

“Provide improved access for all.....by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car.”

10.09 Planning Policy Statement 3: Housing (2006) sets out the broad policy objectives for planning housing, with the overall objective of providing housing in the most sustainable manner. It states that the Government's policy is to ensure that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. At both the Regional and Local levels, the location of new housing should reflect the contribution to be made to cutting carbon emissions from focussing new development in locations with good public transport accessibility and/or by means other than the private car. In addition, the location of housing should facilitate the creation of communities of sufficient size and mix to justify the development of, and sustain, community facilities, infrastructure and services.

10.10 Planning Policy Guidance 4: Industrial and Commercial Development and Small Firms (1992) provides guidance on a range of issues relating to industrial and commercial development and small firms, and states that:

'The locational demands of businesses are therefore a key input to the preparation of development plans'.

It advises local planning authorities in their development plans to encourage new development in locations which minimise the length and number of trips taken and where the new development can be served by more energy efficient modes of transport.

10.11 The Consultation Paper of Planning Policy Statement 4 : Planning for Prosperous Economies was issued in 2009. As well as summarising existing relevant planning policy, this Consultation Paper identifies one of the Government's key objectives for creating prosperous economies as being to:

'improve accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport including reducing the need to travel and providing alternatives to car use'

10.12 The Draft PPS4 considers the individual role transport should play within the various stages of plan-making and decision-making processes at the regional and local level, focussing on fulfilling the key objective set out above.

10.13 Planning Policy Guidance 13: Transport (2001) sets out the overall strategy for a sustainable transport system, with the objectives of integrating planning and transport at the national, regional, strategic and local level to:

- i) promote more sustainable transport choices for both people and for moving freight;
- ii) promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- iii) reducing the need to travel, especially by car.

10.14 PPG13 also states that a key planning objective is to ensure that employment, retail, leisure facilities and services are accessible by public transport, walking and cycling. Other relevant elements are:

- ensuring that interchange points are well related to travel generating uses, and that the design, layout and access arrangements of surrounding development and interchanges are safe and convenient so as to maximise the walking and cycling catchment population for public transport services;
- Park and Ride schemes should be developed as an integral part of the planning and transport strategy for the area;

- local authorities should ensure that traffic management measures do not impede the effectiveness of public transport services;
- local authorities should identify the potential for improved interchange between transport services and between public transport and walking and cycling; and
- greater priority should be given to walking, and reduce the actual walking distance between land uses, and to public transport.

10.15 The Highways Agency's Circular 02/2007: Planning and the Strategic Road Network (2007) reflects national guidance, stressing the obligation placed on every developer to 'manage down' traffic generation from the new development, and to provide evidence that proposals for measures to reduce traffic generation from the site have been considered. This document also reflects key elements of Government transport policy, stating in paragraph 8 that:

"It is Government Transport Policy, wherever possible, to look for alternatives to building new roads ...",

and

"Any strategic road capacity constraint on sustainable economic development should be identified at the RSS stage. Where appropriate, measures to overcome such constraints should be promoted through the Regional Transport Strategy (RTS) although the presumption should be to give preference, where possible, to solutions other than the provision of new road capacity".

10.16 This policy focus is further emphasised in Paragraphs 27 and 29, which states:

“In general terms, Government policy is no longer to attempt to cater for unrestrained road traffic growth. (the) Agency will expect to see proposals that include ways to reduce the traffic impact of the development. Developers can no longer expect that all the traffic they might produce will be allowed without restraint. This would lead to ever-increasing congestion, which poses a threat to economic growth and the environment. While the Agency will work with the relevant stakeholders and developers in order to promote development, it will need to take into account the impact that such growth will have on the ability of the strategic road network to function effectively. “

10.17 The Department for Transport also published ‘Guidance on Transport Assessment’ in March 2007 to provide guidance on determining when a Transport Assessment or Statement is required, its content and the stages in the preparation of this assessment. The document places an emphasis on four key elements as part of the derivation of a transport strategy:

- i) ensuring at the outset that thought is given to reducing the need to travel to and from the development (paragraph 4.3);
- ii) demonstrating that other opportunities have been fully explored before considering the provision of additional road space (paragraph 1.19);
- iii) best use should be made of existing transport infrastructure, through improvements to existing infrastructure e.g. bus lanes, advanced signal control systems (paragraph 1.19); and
- iv) mitigation measures should focus on

'maximising sustainable accessibility to the development, considering measures such as improvements of site layout, walking and cycling networks and the local public transport network' (paragraph 4.90).

Regional Transport Policy Context

- 10.18 Regional Spatial Strategy is set out in the South East Plan (2009). This identifies a network of 22 regional hubs, including Milton Keynes, which will be, inter-alia,

"a focus for investment in multi-modal transport infrastructure both within and between hubs, supported by initiatives to rebalance travel patterns through behavioural change".

- 10.19 The Plan specifically identifies seven strategic development areas for major mixed-use development schemes, and these include North East Aylesbury Vale / South West Milton Keynes, the area which is the subject of this Environmental Statement.

- 10.20 The South East Plan includes a Regional Transport Strategy which contains policies and proposals to help deliver the overall spatial strategy for the south-east and other regional / sub-regional priorities. The Plan recognises the need to rebalance the transport system in the South East towards sustainable modes. Regional objectives for transport include:

- rebalancing the structure and use of the transport system by bringing forward measures that *"..... encourage modal shift to more sustainable modes and significantly improve the attractiveness of local public transport services, walking and cycling";*
- to reduce the *"..... wider environmental, health and community impact associated with the transport system, by bringing forward*

management measures that reduce our reliance on single occupancy car use'

- *“to take forward transport management and infrastructure proposals required to support development in the Growth Areas of Milton Keynes and Aylesbury Vale ...”*

10.21 Key policies that underpin the Regional Transport Strategy include:

- achieving a re-balancing of the transport system in favour of sustainable modes as a means of access to services and facilities (Policy T1);
- foster and promote an improved and integrated network of public transport services in and between both urban and rural areas (Policy T1);
- encouraging development that is located and designed to reduce average journey lengths (Policy T1);
- influencing the pattern of activities and specifically new development, so that more people have the opportunity to work and shop closer to their home location (Paragraph 8.9);
- seeking greater utilisation of capacity on the existing transport system e.g. more active management of the road network and intelligent transport systems, and route capacity utilisation (Paragraph 8.9);
- managing demand on the transport system, particularly on the road network, e.g. re-allocating capacity, promoting sustainable modes, parking policy, travel planning and possibly fiscal measures (Paragraph 8.9);

- the policies and proposals set out in local development documents and local transport plans to rebalance the transport system in favour of sustainable modes should be based on an integrated package of measures including, inter alia:
 - the scope and management of public transport services;
 - an integrated and comprehensive travel planning advice service;
 - improvements in the extent and quality of pedestrian and cycle routes;
 - intelligent transport systems including the use of systems to convey information to transport users;
 - incentives for car sharing and the encouragement of car clubs;
 - local services and e-services to reduce the need to travel; and
 - measures that increase accessibility to rail stations;
- applying guidance set out in PPS3: Housing for residential parking, reflecting local circumstances (Policy T4); and
- ensuring that local development documents and local transport plans identify categories of major travel generating developments for which travel plans should be developed (Policy T5).

10.22 Policy MKAV1 of the Plan states that within the Aylesbury Vale District, 5,390 dwellings are to be provided as an urban extension to the south-west of Milton Keynes. Policy MKAV2 identifies this as a strategic development area, stating that these urban extensions should be programmed to complement and not undermine the contribution of development within the urban area. Policy MKAV2 also states that:

“Local transport infrastructure and water services infrastructure will require early development and continued enhancement and upgrades to facilitate the delivery of sustainable growth throughout the period 2006 – 2026 and beyond. Key elements are:

- i) core bus network upgrade across the whole of Milton Keynes*
- ii) high quality public transport serving East-West and North-South Corridors*
- iii) park and ride accompanied by appropriate traffic management measures*
- iv) measures to resolve east-west traffic problems across the southern half of Milton Keynes*
- v) water services infrastructure to be planned in accordance with a strategic approach to ensure timely, phased delivery of sustainable solutions that minimise disturbance to existing communities.”*

10.23 New and upgraded strategic transport links will be vital in underpinning the growth of Milton Keynes, including enhanced east-west public transport and possible new parkway stations.

10.24 Measures are needed to address traffic problems on the existing A421, to improve access to the M1 and to make space available for enhanced public transport.

10.25 The Plan also refers to the Milton Keynes “tariff” as providing an effective way to secure funding for the strategic infrastructure projects associated with development. “This approach will be rolled forward with partners in future evidence-based LDDs and operated by development control authorities on the basis of development plan policy.”

Buckinghamshire Structure Plan

10.26 Whilst Milton Keynes has been a Unitary Authority since 1997, the adopted Buckinghamshire Structure Plan remained part of the ‘Development Plan’ for Milton Keynes.

10.27 The adopted Buckinghamshire County Structure Plan, covered the period of 1991 to 2011 was published in March 1996, and replaced the previous Structure Plan. However, the Planning and Compulsory Purchase Act 2004 brought about a reform of the planning system and heralded the abolition of Structure Plans. Notwithstanding the change in the planning system to permit a period of transition the Government Office for the South East permitted the saving of several of its policies until the Regional Spatial Strategy. Of the policies temporarily saved but have recently been abandoned, TRA1A, TR3, TR7, TR8B, TR11, TR15, TR21 and TR22 were relevant to the development of the Salden Chase proposal.

10.28 The thrust of these policies included:-

- a) to support the continuing regional growth functions of Milton Keynes City until the early years of the new century;
- b) to provide for not less than the number of homes that would be required for the county to meet the equivalent of its own “natural increase” in households during the plan period;
- c) to maintain and improve those parts of the Strategic Highway Network for which the County Council is responsible;
- d) to manage and minimise the impact of traffic on the urban and rural environment; and
- e) to improve accessibility and safety for pedestrians, cyclists and those with mobility problems.

10.29 The previously approved Structure Plan also contained specific objectives/policies relating to transport including:-

- promoting more environmentally sustainable travel;
- seeking to restrain future levels of traffic growth in the county;
- seeking to reduce growth in the length and number of motorised journeys;
- promoting the use of bus services; and
- use parking controls to influence car use in towns and manage the demand for travel by car.

Aylesbury Vale District Council Local Plan

10.30 From September 2007, policies in the Aylesbury Vale District Local Plan (adopted in 2004) ceased to have effect unless 'saved' by a Direction from the Secretary of State. Relevant saved policies include the following:-

- GP24 - Car parking guidelines – “New development will be required to provide vehicular parking in accordance with the Council’s guidelines published as Supplementary Planning Guidance”;
- GP25 - “The Council will resist development that might prejudice the use of the rail route running through the District between Bicester and Bletchley, and the northward link from Aylesbury, by passenger and freight services. In considering proposals for any associated rail development the Council will protect the amenities of occupiers close to the route.”
- RA35 - “The Council will protect the safeguarded corridor, Newton Longville Brickworks, for a road between the proposed development in Milton Keynes and the A4146 Fenny Stratford bypass. The Council will also seek to ensure that the opportunity for construction of a link between the proposed development in Milton Keynes and the Buckingham Road (A421) is not prejudiced by development.”
- RA36 - “In considering proposals for development in the Rural Areas the Council will have regard to the desirability of protecting the characteristics of the countryside from excessive traffic generation, including the need to avoid traffic increases and routing unsuited to rural roads.”
- RA37 - “New accesses to inter-urban A-class or Trunk Roads will not be permitted, unless they are required as part of any other proposal in this Plan or for specific agricultural or forestry operations. Any new access will be considered with respect to safety and to the strategic status of the road.”

Aylesbury Vale District Council Local Development Framework

- 10.31 The Aylesbury Vale Local Development Framework document is currently under development, and consultation on the preferred options for the Core Strategy took place in July and August 2007. The Core Strategy was approved by the Council on 6th March 2009 for publication between 10th June and 22nd July 2009, prior to submission to the Secretary of State on 30 October 2009.
- 10.32 The basic approach to transport planning in the Rest of District is set out in the second Buckinghamshire Local Transport Plan, supplemented by evolving LDF strategy in the form of the Aylesbury Vale Rest of District Transport Strategy (March 2009). This also sets out the infrastructure either required or desired by the District Council or County Council, which includes:
- Policy CS4 – North East Aylesbury Vale SDA - states that provision is made for a strategic allocation for 5,390 dwellings and necessary services, infrastructure and facilities, as indicated on the Key Diagram / Proposals Map, to the north west of Newton Longville and south-west of Milton Keynes.

The SDA should be developed in accordance with a master plan and delivery SPD produced by the Council.

“The Master Plan and Delivery SPD for the site will need to address the issues set out in paragraph 2.7.4 and 2.7.5, by considering:

- a) how the rural settlements of Newton Longville, Mursley, and Whaddon will be protected;*
- b) how this development within Aylesbury Vale will relate to neighbouring Milton Keynes;*
- c) how the transport challenges for the site can be addressed (including the need to not preclude a future A421 and A4146 link road);*
- d) the necessary infrastructure; and*

- e) *a detailed consideration as to further master planning requirements.”*

10.33 The Core Strategy also states that development to the North East of Aylesbury Vale should contain the following transport infrastructure:

- local highway infrastructure, and public transport infrastructure linking the development with nearby centres (Buckingham / Bletchley) and to Central Milton Keynes;
- park and ride site;
- reserve site for station and financial contribution to East West rail should this scheme go ahead; and
- the form of the development on the site should not preclude a future A421 to A4146 link road being constructed.

Buckinghamshire Local Transport Plan

10.34 The Buckinghamshire Local Transport Plan 2 sets out the Council's strategies and plans for action for the period 2006 to 2011, as well as the 20-year long-term vision for transport. The twenty year transport vision aims to:

“Secure the strategic and local transport infrastructure and services to sustainably develop the economy; to facilitate growth; and improve accessibility; whilst balancing free, safe and efficient movement of people and goods with protection of the environment”.

10.35 Supporting this aim, four cross-cutting themes with 14 associated key policy objectives were identified for public service, economic, environmental and social development:

1. Transport, growth and the economy:

- a) deliver the strategic transport infrastructure to support sustainable growth, balance housing and employment growth, and minimise growth in commuting;
 - b) ease or prevent congestion to enable the efficient movement of people and goods and support economic development; and
 - c) reduce the need to travel and improve access to employment.
2. Transport, customer priorities and meeting personal access needs:
- a) address local priorities for transport improvements, including condition of roads and pavements, public transport, congestion and road safety;
 - b) address the travel needs of children and young people, including access to employment, education and leisure; and
 - c) address the travel needs of older people, with a focus on improving public transport access to healthcare, food shopping and other essential needs.
3. Transport and the environment:
- a) maintain and protect the rural environment whilst improving access and amenity, supporting tourism and the rural economy;
 - b) enhance urban areas by addressing the impacts of traffic and transport on the 'street scene' and the local environment; and
 - c) improve local air quality, especially in Air Quality Management Areas.
4. Transport and the development of safe, strong and healthy communities:
- a) reduce the number of deaths and serious injuries on the roads of the County;
 - b) promote 'healthy' travel choices (i.e. walking and cycling);
 - c) seek to improve access to healthcare facilities;
 - d) reduce crime and the fear of crime by enhancing community safety in the maintenance and management of the transport network; and

- e) work with local communities to develop transport services tailored to the needs of local people, supported by 'localised' delivery and decision making.

10.36 The key major schemes identified in the Local Transport Plan of specific relevance are East-West Rail and the A421 Tingewick Bypass to Milton Keynes improvement. For the latter, the LTP states that any improvement is needed over the whole length from the eastern end of the Tingewick Bypass to the Bottledump Roundabout at the Milton Keynes Council boundary. On-line dualling is considered the most appropriate solution.

Milton Keynes Transport Plan

10.37 The Milton Keynes Local Transport Plan 2 covers the period 2006 – 2011 and has been developed to address the following four issues relevant to Milton Keynes:

- making transport accessible;
- making significant improvements to public transport to encourage modal shift;
- tackling emerging congestion hotspots; and
- maintaining the quality of existing transport infrastructure to support growth.

10.38 Milton Keynes is expected to experience rapid growth up to 2031, with approximately a 90% increase in the number of dwellings in the Milton Keynes urban area. The Local Transport Plan (2006 – 2011) acknowledges the key challenges that this growth creates and sets out key shared priorities that will help realise the transport objectives contained within national transport planning policy documents and also considers the important role of local objectives in maintaining and improving quality of life for residents across Milton Keynes. Key objectives include:

- reducing congestion;
- improving accessibility to schools, jobs and healthcare;
- encouraging sustainable growth; and
- encouraging modal shift.

10.39 A number of key transport improvements are also identified in the Local Transport Plan to support this growth across the wider development area, including:

- Central Milton Keynes Public Transport Access Improvements (now complete);
- A421 Milton Keynes to M1 Junction 13;
- Bletchley Link 2; and
- A421 Buckingham to Milton Keynes Upgrade.

10.40 The Plan also places great emphasis on the key role that new developments have to play in achieving the vision and objectives of the Local Transport Plan. New developments should:

- provide a range of local services to reduce the need to travel;

- provide opportunities for travel to local facilities on foot, by bicycle and by public transport;
- be located near to existing or planned public transport provision so that travel by car can be minimised;
- give priority for access by bicycle, on foot and by public transport; and
- consider how the provision of parking on-site may influence travel behaviour, particularly journeys by car.

Assumptions and Technical Deficiencies

Consultation and Scope

10.41 Initial consultation with respect to the transport analysis and strategy to support the proposed development at Salden Chase has been undertaken with Aylesbury Vale District Council (AVDC - the planning authority), Buckinghamshire County Council (BCC - the highway authority), Milton Keynes Council (MKC - a materially-affected neighbouring unitary planning and highway authority) and the Highways Agency. A Transport Assessment Scoping Study was issued, and a series of meetings with the relevant parties have been held over the last two years to discuss matters prior to the submission of the Transport Assessment and Travel Plan, as well as the Environmental Statement. The Transport Assessment Scoping set out the basis for transport analysis undertaken and was used as the basis for preparation of the Transport Assessment which forms the technical background to this chapter.

10.42 The Environmental Statement Scoping Opinion for Transport, issued by Aylesbury Vale District Council, commented upon the work undertaken at that point in time, and set out the necessary analysis additional to the Transport Assessment required for this chapter.

Assessment Methodology

10.43 The methodology utilised in this chapter reflects that contained within the Town and Country Planning (Environmental Impact Assessment) Regulations 1999, and within:

- i) the Guidelines for the Environmental Assessment of Road Traffic published by the Institute of Environmental Assessment in 1993 (now the Institute of Environmental Management and Assessment (IEMA);
- ii) Volume 11 of the Design Manual for Roads and Bridges (Highways Agency et al) – Environmental Assessment;
- iii) the Guidance on Transport Assessment (Department for Transport / Communities and Local Government – 2007).

10.44 The principal source of data used in the assessment of the environmental impact of transport for this application is the Milton Keynes Multi Modal Model, prepared by Stirling Maynard Transportation for Milton Keynes Council and Milton Keynes Partnerships. Details of this model, including methodology, data sources and validation are contained within the Local Model Validation Report prepared by Stirling Maynard Transportation in May 2005, with further updates following subsequent reviews of the model.

10.45 For the purposes of assessing the proposed Salden Chase Development, the results of the Milton Keynes Multi Modal Model have been supplemented with additional traffic count surveys across the local and strategic highway network - both automatic traffic count (ATC) data and manual count surveys at junctions. Data has been obtained from a series of sources including Buckinghamshire County Council, Milton Keynes Council, and from counts commissioned by the Salden Chase Consortium. Further details are contained in Section 4 of the Salden Chase Transport Assessment.

10.46 Whilst reference has been made to these traffic counts to confirm the validity of the SATURN modelling work, for the Baseline and Future scenario traffic conditions, the Milton Keynes Multi Modal Model was used to provide the Peak Hour Traffic Flows. These Peak Hour Flows were then used to calculate 18 hour and Daily flows, based on the observed ratios between peak and daily flows derived from the information given in Table 10.5.

10.47 This work has been further supplemented with reference to the 2001 Census data, and to local population data. This is also detailed in the accompanying Salden Chase Transport Assessment.

10.48 For the existing conditions, the Baseline traffic flows were determined by assessing existing traffic flows on the local highway network.

10.49 For the Future Year assessment, the committed development included in the base model scenario was detailed in the Forecasting Report for the Milton Keynes Multi Modal Model dated 2006, also prepared by Stirling Maynard Transportation for Milton Keynes Council / Milton Keynes Partnerships. The Future scenario has been assessed on the basis of a "Future Baseline" and "Future – with Development" comparison, both obtained from the Milton Keynes Multi Modal Model. The Salden Chase flows required for this chapter have been assessed assuming some mode shift away to non-car modes would be effected – in accordance with the national, regional and local; policy summarised above.

10.50 All the above methodology is detailed within the Transport Assessment.

Significance Criteria

10.51 The methodology and transport significance criteria utilised in this chapter reflect that contained within the Institute of Environmental Assessment's Guidelines for Environmental Assessment of Road Traffic (1993), plus for the assessment of Fear and Intimidation the thresholds summarised Table 10.1 below which are based upon the conclusions of the 1981 Pedestrian Delays, Annoyance and Risk study by Crompton and Gilbert titled "Pedestrian Delay Annoyance and Risk".

Table 10.1: Fear and Intimidation Thresholds

Degree of Hazard	Average traffic flows over 18 hrs day – Vehicles/hr	Total 18 hr HGV flow	Average Vehicle Speed over 18 hr day –mph
Extreme	1800	> 3000	> 20
Great	1200 – 1800	2000 – 3000	15 – 20
Moderate	600 – 1200	1000 – 2000	10 – 15

Please note that although no category is given in the guidance for flows less than the above thresholds, for the purposes of this assessment any flows below the thresholds have been categorised as 'small'

10.52 The threshold for assessing Severance is based on the following range of indicators for assessing changes in traffic flows:

Table 10.2: Severance Indicators

Indicator	Changes in Traffic Flows
Slight	30% - 60%
Moderate	60% - 90%
Substantial	> 90%

10.53 The significance of potential traffic and transport effects has been determined using a two-stage process, with criteria developed from best practice techniques. The effect of significance is derived from measures of the magnitude (or scale) of the change and the sensitivity (or importance) of the receptors affected. Categories of sensitivity and magnitude are defined and assessed to determine the significance of the effect.

10.54 As above for severance, the magnitude of change on road links is defined as follows:

Large/Major:	Change in total traffic, HGV or hazardous load flows of over 90%
Medium/Moderate:	Change in total traffic, HGV or hazardous load flows of 60% to 90%
Small/Minor:	Change in total traffic, HGV or hazardous load flows of 30% to 60%
Negligible:	Change in total traffic, HGV or hazardous load flows of less than 30%

10.55 In addition to the above, as the percentage impact is a function of the base flows, trigger levels in terms of absolute levels of increase have been introduced to prevent very minor changes on links with low baseline flows from being considered as more significant. An effect is only considered to occur if the baseline traffic flow is increased to any of the levels shown in Table 10.1.

10.56 Categories of receptor sensitivity have been defined from the principles set out in the Guidelines for the Environmental Assessment of Road Traffic, and including the following:

- the need to identify particularly groups or locations which may be sensitive to changes in traffic conditions;

- the list of affected groups and special interests set out in the guidance;
- the identification of links or locations where it is felt that specific environmental problems may occur;
- such locations "... would include accident blackspots, conservation areas, hospitals, links with high pedestrian flows etc."

10.57 These have been used to outline in broad terms the sensitivity of receptors to traffic for the categories of impact assessed in this chapter, although in detail, each receptor assessed will have a different sensitivity to each specific impact.

10.58 In addition although not specifically identified within the guidelines as being sensitive for these categories, it has been assumed that individual residential and employment areas have low sensitivity.

10.59 High sensitivity receptors include:

- a. Schools, colleges and other educational institutions;
- b. Retirement / care homes for the elderly or infirm;
- c. Roads used by pedestrians with no footways; and
- d. Accident blackspots.

Medium sensitivity/receptors include:

- a. Hospitals, surgeries and clinics;
- b. Parks and recreation areas;
- c. Shopping areas; and
- d. Road used by pedestrians with narrow footways.

Low sensitivity receptors include:

- a. Open space;

- b. Tourist / visitor attractions;
- c. Historical buildings; and
- d. Churches.

10.60 The magnitude of effect and receptor sensitivity are compared to estimate the significance of effects. These are no known published 'standard' criteria. As a result, reference has been made to a wide range of criteria relating to the nature of the receptors, expected duration of impact and the predicted change in relation to the baseline situation. The above criteria combine to produce the following definitions of potential effects, shown illustratively in Table 10.3:

Table 10.3: Significance of Effect Categories

		Sensitivity of Receptor				
		Very High	High	Medium	Low	Negligible
Magnitude of Impact (Degree of Change)	Major	Severe	Severe or Major	Major or Moderate	Moderate or Minor	Minor
	Moderate	Major or Severe	Major or Moderate	Moderate	Minor	Not Significant or Minor
	Minor	Moderate or Major	Moderate or Minor	Minor	Not Significant or Minor	Not Significant or Minor
	Negligible	Minor	Minor	Not Significant or Minor	Not Significant or Minor	Not Significant
	No Change	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant

Existing Baseline Conditions

Existing Pedestrian and Cycle Network

10.61 As shown on Figures 10.3 and 10.4, Sustrans National Cycle Route 51 runs south-west through the site along Weasel Lane from Buckingham Road, crossing Whaddon Road before rejoining the road network on a small farm track, east of Lower Salden Farm. Weasel Lane is a restricted byway, with the following public right of way classifications.

- i) NLO/25 at the eastern end (between Buckingham Road and footpath NLO/19 – around 250metres) with a metalled surface around 4m in width and with verges both sides;
- ii) NLO/20 between footpath NLO/19 and the parish boundary – around 1150m in length, generally metalled and with a similar width of around 4m and verges both sides; and
- iii) MUR/15 between the parish boundary and the track to Lower Salden Farm – around 550m, with width and surface generally as for NLO/20.

10.62 It is signed throughout as National Cycle Route 51, providing connections to Bicester and Oxford to the south-west and to Bedford and Huntingdon to the north-east. A plan of National Cycle Route 51 is contained in Appendix 3 of the Salden Chase Transport Assessment.

10.63 Bridleway WHA/16 runs south from the A421 (around 150m west of Bottledump Roundabout) to Whaddon Road (Mursley), and beyond Whaddon Road to the west as LHO/19. Bridleway WHA/15 runs north from WHA/16 to the A421 (and beyond towards Whaddon as WHA/13). These are also shown on Figure 10.3.

10.64 Footpath NLO/19 runs from Weasel Lane (250m west of Buckingham Road) south to Whaddon Road, Newton Longville, opposite Westbrook End. It crosses under the currently disused route of the East West rail line via a bridge.

10.65 There are two recreational footpath routes in the vicinity of Salden Chase, as shown on Figure 10.4:

- i) the Midshires Way is a long distance footpath and bridleway that runs from Bledlow in Buckinghamshire (near Princes Risborough) to Stockport, Greater Manchester. In this area, it runs along bridleway WHA/16 from Whaddon Road (Mursley), under the subway at Bottledump Roundabout, and north along the western boundary of Tattenhoe Park; and
- ii) the Milton Keynes Boundary Walk is a circular route around Milton Keynes. It runs through Newton Longville, north along footpath NLO/19 to Weasel Lane, along Weasel Lane, north along Whaddon Road to Bottledump Roundabout and north along the western boundary of Tattenhoe Park.

10.66 The Redway network in Milton Keynes also serves the site, beginning west of Bottledump Roundabout before continuing eastbound north of the A421 to reach the Tattenhoe Roundabout where it passes under the Snelshall Street and A421 Standing Way arms of the roundabout via subways where it splits in two. The route can be followed north-east alongside the A421 Standing Way towards the city centre and railway station or to the east alongside Buckingham Road, and to the north alongside Snelshall Street. This is shown on Figures 10.4 and 10.5. The Redway can be accessed from Salden Chase:

- i) via the Bottledump Roundabout subway;
- ii) via the existing subway under the A421, east of Steinbeck Crescent; and
- iii) via Buckingham Road.

- 10.67 A footpath / cycle route also runs along the northern boundary of the site between Whaddon Road and Buckingham Road, being the old A421 road, it has a paved construction, and a minimum width of 2.5m. It is unlit in this area. Gates are located at either end to prohibit the movement of vehicles along this route. This route can currently be accessed at three locations:
- i) via Whaddon Road – immediately south of Bottledump Roundabout;
 - ii) via the subway under the A421, east of Steinbeck Crescent;
 - iii) via Buckingham Road, east of Tattenhoe Roundabout.

Existing Bus Services

- 10.68 There is currently one regular bus service passing the site on the A421 to the north of the site and one regular service operating in Newton Longville to the south of the site as shown on Figure 10.6.
- 10.69 Service 32 is operated by MK Metro and runs hourly from 0655 to 1655 (Monday to Fridays) on a circular route between Buckingham and Central Milton Keynes and including Bletchley Bus Station and Milton Keynes Bus Station. The service commences at Tesco in Buckingham and continues north-east on the A422 towards Milton Keynes. The service then travels south-east on the A5 from the Old Stratford Roundabout to Central Milton Keynes, via Milton Keynes Bus Station and Milton Keynes Central Rail Station. It then continues south-east on Saxon Street through Coffee Hall, Netherfield and Beanhill before continuing into Bletchley. The service continues through Bletchley on Buckingham Road before joining the A421 at Tattenhoe to continue west towards Buckingham. On Saturdays there is an hourly service from 0755 to 1655, with one early service departing Milton Keynes Central Bus Station at 0720. There is currently no Sunday service.

- 10.70 Service 7 is operated by MK Metro and runs hourly from 0923 to 1623 (Mondays to Fridays) between Newton Longville and Wolverton via Bletchley and Central Milton Keynes. On Saturdays, the service operates hourly between 0933 and 1633. There is currently no Sunday service.
- 10.71 The current public transport strategy for Milton Keynes is discussed in more detail in Section 7 of the Salden Chase Transport Assessment (Appendix 10.1). Starting in 2009, Milton Keynes Partnerships is funding the enhancement of enhanced bus infrastructure through the City. Part of this includes the funding of new and upgraded shelters through the City, where the new shelters will be provided with raised kerbs for easier passenger access. Other enhancements include for the provision of real-time information in the shelters along the routes of Services 4, 5, 7 and 8.

Local Highway Network

- 10.72 The Salden Chase site is located to the south-west of Milton Keynes, south of the A421 Standing Way between the Bottledump and Tattenhoe Roundabouts as shown on Figures 10.1 and 10.2. The site is bisected by Whaddon Road which routes south-east from the Bottledump Roundabout towards Newton Longville where it meets three other roads at a crossroads in the centre of Newton Longville. The northern arm of the crossroads, Bletchley Road, provides a link to Bletchley via Newton Road and Buckingham Road. The eastern arm, Stoke Road, routes south-east providing connections to Stoke Hammond village and the Stoke Hammond Bypass (A4146). The southern arm, Drayton Road, continues south from Newton Longville towards Drayton Parslow and the B4032. The B4032 links Buckingham with Leighton Buzzard.

- 10.73 To the east of the Salden Chase site, the A421 provides connections to Milton Keynes, the M1 and Bedford. The A421 routes north-east from the Salden Chase site, crossing the A5 before continuing through Beanhill, Woughton Park and south of Kingston to continue south-east adjacent the M1, crossing the M1 at Junction 13 before routing north towards Bedford.
- 10.74 To the west of the Salden Chase site, the A421 provides links to Buckingham and the A43. The A421 routes west from the Bottledump Roundabout and has a number of junctions along its length providing links to minor roads that serve the surrounding villages. The A421 continues west and meets the A413 at a roundabout to the east of Buckingham (approximately 12.5km west of the Salden Chase site) before continuing around the south of Buckingham, north of the Buckingham Industrial Estate. The A421 continues west from Buckingham, bypasses to the south of Tingewick before joining the A43 approximately 4km south of the centre of Brackley.

Existing Baseline Traffic Flows

- 10.75 The 2008 Baseline traffic for the local highway network in the vicinity of the site is shown in Table 10.4 (a link identification plan is included on Figure 10.7). These flows have been assessed with reference to the survey data collected throughout this area. As shown, data has been provided for 39 Existing Baseline links reflecting the 2008 survey data availability. For the Future Baseline and Future With Development scenarios, reference has been made to the Milton Keynes Multi Modal Model, with the greater link data availability. As such, coverage has been given of these 39 links, as well as a further 43 links.
- 10.76 Where necessary, reference has been made to factors obtained from relevant automatic traffic count data to provide 18 hour and Daily vehicle classifications. These are summarised in Table 10.5.

Table 10.4: 2008 Baseline 2-way Peak Hour and Daily Traffic Flows

No.	Link	2008 Combined AM / PM Peak Two-Way Flow	2008 18 Hour Two-Way Flow	2008 Daily Two-Way Flow	2008 18 Hour > 1.5t Two-Way Flow	2008 Daily > 3.5t Two-Way Flow	ATC site used to calculate 18 and 24 hour flows, and vehicle classes
1	Whaddon Road (immediately west of NL crossroads)	810	3576	3646	744	177	N/A
2	Whaddon Road (south of Bottledump Rbt)	908	3590	3661	440	140	N/A
3	Bletchley Road	806	3570	3641	737	257	N/A
4	Stoke Road	781	2902	2960	680	229	N/A
5	Drayton Road	598	2852	2909	492	119	N/A
6	A421 (W) of Bottledump Rbt	4100	20298	20959	3281	1448	A421 W
7	A421 (E) of Bottledump Rbt	4093	20265	20925	3275	1445	N/A
8	A421 Standing Way (North-east of Tattenhoe Rbt)	3274	17462	18176	3103	1383	N/A
9	Snelshall Street (North-west of Tattenhoe Rbt)	2189	11098	11384	1212	309	B4034
10	B4034 Buckingham Road (East	1482	7513	7706	821	209	N/A

No.	Link	2008 Combined AM / PM Peak Two-Way Flow	2008 18 Hour Two- Way Flow	2008 Daily Two- Way Flow	2008 18 Hour > 1.5t Two- Way Flow	2008 Daily > 3.5t Two- Way Flow	ATC site used to calculate 18 and 24 hour flows, and vehicle classes
	of Tattenhoe Rbt)						
11	A421 Standing Way (South- west of Bleak Hall Rbt)	4993	26634	27723	4733	2109	A421 E
12	A421 Standing Way (North- east of Bleak Hall Rbt)	4473	23860	24835	4240	1889	A421 E
13	Grafton Street (North-west of Bleak Hall Rbt)	4018	21433	22309	3808	1697	A421 E
14	Grafton Street (South-east of Bleak Hall Rbt)	3522	18787	19555	3338	1488	A421 E
15	Grafton Street (NW of Redmoor Rbt)	3509	18718	19483	3326	1482	A421 E
16	Groveyway (NE of Redmoor Rbt)	2069	10490	10760	1146	292	B4034
17	Grafton Street (S of Redmoor Rbt)	2363	11980	12289	1309	333	B4034

No.	Link	2008 Combined AM / PM Peak Two-Way Flow	2008 18 Hour Two- Way Flow	2008 Daily Two- Way Flow	2008 18 Hour > 1.5t Two- Way Flow	2008 Daily > 3.5t Two- Way Flow	ATC site used to calculate 18 and 24 hour flows, and vehicle classes
18	A5 East of Redmoor Roundabout	8004	34177	35186	6073	2677	A421 E (for vehicle classes only)
19	A5 West of Redmoor Roundabout	9153	37155	38223	6602	2908	A421E (for vehicle classes only)
20	Coddimoor Lane	628	2483	2532	304	97	Whaddon Road
21	Whaddon Road (S of Coddimoor Lane / A421)	1016	4017	4097	493	157	Whaddon Road
22	A421 Buckingham Road (W of Coddimoor Lane)	3757	18600	19206	3006	1327	A421 W
23	Winslow Road	275	1087	1109	133	42	Whaddon Road
24	A421 Buckingham Road (E of Winslow Road)	3657	18105	18695	2926	1291	A421 W
25	B4033 - Nash Road	861	3405	3472	417	133	Whaddon Road
26	A421 - Buckingham Road (W of Winslow Road)	3299	16333	16865	2640	1165	A421 W

No.	Link	2008 Combined AM / PM Peak Two-Way Flow	2008 18 Hour Two- Way Flow	2008 Daily Two- Way Flow	2008 18 Hour > 1.5t Two- Way Flow	2008 Daily > 3.5t Two- Way Flow	ATC site used to calculate 18 and 24 hour flows, and vehicle classes
27	B4033 - Nash Road, Great Horwood	868	3432	3500	421	134	Whaddon Road
28	Little Horwood Road	226	894	911	110	35	Whaddon Road
29	B4033 - High Street	878	3472	3540	426	136	Whaddon Road
30	B4033 to Gt Horwood	839	3318	3383	407	129	Whaddon Road
31	A413 Winslow	2213	10956	11313	1771	781	A421 W
32	A413 to Buckingham	1562	7733	7985	1250	552	A421 W
33	A421 E to Milton Keynes	2971	14709	15189	2377	1049	N/A
34	A421 W to Aylesbury	3930	19458	20092	3145	1388	N/A
35	A413 Town centre	2730	13514	13955	2184	964	N/A
36	Page Hill Avenue	445	1760	1794	216	69	Whaddon Road
37	A422 - Stratford Road (East)	2425	12006	12397	1940	856	A421 W
38	A413 - Bypass	2587	12808	13225	2070	914	A421 W
39	A422 - Stratford Road (West)	1931	9560	9871	1545	682	A421 W

Table 10.5: 2008 Observed Classified Count sites and factors to provide 18 hour, daily and classified flows

	A421 W		A421 E		B4034		Whaddon Road	
	18hr	24hr	18hr	24hr	18hr	24hr	3.95	24hr
Total vehicles	4.95	5.11	5.33	5.55	5.07	5.20	3.95	4.03
Cars	4.68	4.78	5.03	5.16	4.96	5.08	3.80	3.87
>1.5t	6.57	7.01	6.80	7.33	6.25	6.50	5.00	5.13
>3.5t	5.38	5.80	5.89	6.49	4.66	4.81	5.20	5.35
% >1.5 t	16%		18%		11%		12%	
% >3.5 t		7%		8%		3%		4%

Note - the stated factors are applied to the Combined AM and PM peak hour flows to provide the relevant flow

10.77 Link capacities have been assessed with reference to the Department for Transport's 'Design Manual for Roads and Bridges' Volume 5 Section 1 Part 3, TA 79/99 'Determination of Urban Road Capacities'. It is acknowledged that, as the flows on some of these links are rural in nature rather than urban, the application of this standard may not be strictly appropriate, however the use of this standard would better reflect the method of assessment of the future year traffic flows with reference to the AM and PM Peak Hour model flows. The assessment has identified that the current peak hour link flows are within these relevant link capacities.

Existing Road Safety

- 10.78 Road traffic collision personal injury summary data was obtained from Buckinghamshire County Council and Milton Keynes Council. This information was provided for the most recent five year period. To explore road safety issues in the vicinity of the site, road traffic collision data was gathered for key links and junctions within 1km of the Salden Chase site boundary. The areas for which personal injury collision data were collected are shown on Plans A and B in Appendix 9 of the Transport Assessment. A plot of all personal injury collisions is also included in the same appendix.
- 10.79 The number of combined link and minor junction personal injury collisions (PICs – formerly known as personal injury accidents), and major junction personal injury collisions that could be anticipated on these links and junctions were calculated with reference to the Department for Transport's Design Manual for Roads and Bridges, Volume 13. The analysis is also contained within the Transport Assessment (Appendix 10.1). This concluded that:
- i) Whaddon Road (Mursley) – between the A421 / Coddimoor Lane / Whaddon Road Roundabout and the junction with Station Lane, Mursley - has a PIC rate over twice as high as the national average, suffering 19 more collisions during this five year period than anticipated with reference to national average data for this type of junction;
 - ii) Whaddon Road (Newton Longville) – between the Bottledump Roundabout and the Bletchley Road / Stoke Road / Drayton Road / Whaddon Road crossroads in the centre of Newton Longville - also has a PIC rate higher than the national average, suffering three more collisions than anticipated during this period;

- iii) although the number of observed PICs on Coddimoor Lane is 50% higher than the national average, this difference is generated by one collision only. This increase is therefore not considered significant; and
- iv) all other links have observed collision rates less than or equal to the national average, and all four junctions have recorded PICs lower than the national average.

Existing Pedestrian Severance

10.80 Relatively little pedestrian activity occurs within the study area – there are some leisure trips along Weasel Lane and on other rights of way. Off-site, pedestrian severance is caused by the existing A421, Whaddon Road and Buckingham Road.

Existing Pedestrian Amenity

10.81 Pedestrian amenity ('the relative pleasantness of a journey') is affected by traffic flow and composition, footway width and the degree of segregation. On-site, pedestrian amenity is good along the existing rights of way due to the absence of traffic flows. Off-site, pedestrian amenity is affected by the lack of segregation provided.

Existing Fear and Intimidation

10.82 With reference to the flows identified in Table 10.4 above and the thresholds given in Table 10.1, of the 39 links assessed the following existing levels of Fear and Intimidation were identified:

Table 10.6: Existing levels of Fear and Intimidation

Degree of Hazard	Average Vehicle Flow	HGV
Extreme	2	0
Great	2	3
Moderate	16	12
Small	19	24

10.83 With respect to the vehicle speed element of the Fear and Intimidation assessment, it is assumed that the majority of these links would have average vehicle speeds over an 18hr day of in excess of 20mph, hence the existing level of Fear and Intimidation may be regarded as being Extreme in these cases.

10.84 The links suffering Extreme or Great levels of Existing Fear and Intimidation reported in Table 10.6 are on the strategic highway network (such as the A5 and A421 links). The local highway network is identified as having lesser Levels of Fear and Intimidation.

Existing Sensitive Receptors

10.85 The following transport-specific receptors have been identified:

- road safety blackspots, as identified in the above sections, with observed collisions greater than 50% anticipated with reference to the national average data, namely:
 - Whaddon Road (Mursley) - to the south of the A421 / Coddimoor Roundabout; and
 - Coddimoor Lane – to the north of A421 / Coddimoor Lane Whaddon Road Roundabout;

- roads used by pedestrians without pavements, or with narrow pavements;
 - Whaddon Road to the south of Bottledump Roundabout; and
 - Buckingham Road;
- shopping areas with roadside frontage:
 - Buckingham Road.

10.86 A number of schools are also located adjacent to key links including:

- Giles Brook Primary School – adjacent Snelshall Street;
- Chestnuts Combined School – fronts onto Buckingham Road;
- Shenley Brook End School – adjacent Chaffron Way and Tattenhoe Street;
- Oxley Park Primary School – close to Childs Way;
- The Grove Independent School – close to Childs Way; and
- Long Meadow School - adjacent Tattenhoe Street and Childs Way

10.87 Other sensitive receptors identified include:

- Shopping areas with roadside frontage – Buckingham Road;
- Newton Longville Village Hall – adjacent to Whaddon Road north of Newton Longville;
- St Faith's Church – Whaddon Road, Newton Longville;
- Morningside Health Clinic – Buckingham Road;
- St Andrew's Baptist Church – Buckingham Road; and
- Howe Park Wood – Chaffron Way.

Impact Assessment and Mitigation

Construction

Construction Access and Routes

- 10.88 To minimise the impact of Salden Chase Development construction traffic on surrounding communities, all construction access will be gained from the A421.
- 10.89 The development of the study area will be carried out in a controlled manner and in a way that takes full consideration of and seeks to minimise the impact that development construction works may have on future residents and the local community. In conjunction with the planning and highway authorities and the main contractor, the Salden Chase Consortium will develop a Site Wide Construction Traffic Management Plan to agree the routes into the site that minimise impact to the surrounding communities, which will form part of the Environmental Management Plan for the Proposed Development. All contractors will be required to sign up to the "Considerate Contractors" scheme, and will provide details of how they will monitor construction movements. As part of these considerations, no construction access will be permitted from the south, via Whaddon Road. The Site Wide Construction Traffic Management Plan is likely to include, with the local planning authorities approval, measures detailing:
- off-site construction traffic routing;
 - designated and controlled construction access to each site;
 - maintenance of site security and monitoring access;
 - separation of pedestrian and vehicular traffic;
 - separation of construction and residential traffic so far as is practicable;
 - one-way traffic systems where practicable; and

- safe access for occupiers of, and visitors to, new homes and business employees.

Phasing

- 10.90 An indicative phasing strategy is set out in the Salden Chase Design and Access Statement.
- 10.91 Within the three main phases, individual development plots will be brought forward in accordance with an implementation programme which will include residential, open space, employment and local facilities components. The delivery programme will be subject to change in response to specific circumstances and influencing factors and there is also likely to be some overlapping of phases.
- 10.92 Although a more detailed phasing strategy will therefore be prepared in due course, a likely worst-case in terms of construction activity has been defined. This is likely to be during the second phase, when the annual rate of residential dwelling completion is likely to be highest, and assumed to coincide with:
- i) a peak in the development of the employment areas;
 - ii) provision of one of the Schools;
 - iii) on-site highway provision.

This would be likely to generate around 390 total two-way trips per day, and is also expected to generate the greatest number of HGV movements, at around 180 two-way HGV trips per day.

10.93 Of the construction flows summarised above, only a limited number of car and HGV movements typically occur during the peak hours - the working hours of most operatives do not coincide with the network peak, and construction processes are often timed to avoid reliance of deliveries of concrete and bituminous materials during the more congested periods. On the basis that all the construction-related additional traffic would access the Site via the A421 towards Milton Keynes, the increase in daily HGV flows on Link 8 - A421 Standing Way (north-east of Tattenhoe Roundabout - reported as being 1,383 HGV movements in 2008 - Table 10.4- and 1,859 movements in 2026 - Table 10.10) would increase between 10% to 13%, and the Daily all vehicle flows by around 2%. It may therefore be concluded that the magnitude of increase of the flow due to the construction flows is negligible (ie, change in total traffic or HGV numbers by less than 30%).

10.94 One public right of way, the bridle path NLO/25 / NLO/20, crosses Salden Chase, and will be intercepted twice by routes of the construction access and the proposed Salden Chase Primary Street. The potential maximum increases in flow as a consequence of the construction of Salden Chase as set out above (390 all-vehicle movements, or 180 HGV movements), are below the minimum threshold for the magnitude of change on road links identified earlier, hence the effect would be considered to be **not significant**. The Significance of Effect to bridlepath NLO/25 / NLO/20 may therefore be considered to be **not significant**. Nonetheless, suitable provision will be made for the footpath along its route through Salden Chase to mitigate any effect. These will include measures such as advance signing for site traffic, fencing, identified road crossing points and will be agreed as part of the construction method statement with the highway authority.

Abnormal / Hazardous Loads

- 10.95 No abnormal or hazardous loads have been identified as being required at this indicative stage of construction programming. If any abnormal or hazardous loads are identified as being required at the detailed design stage when further details of the construction programme and materials are known, the appropriate authorities will be notified to agree suitable movement times, routes and any environmental management control procedures that might be needed in the event of any incident.

Completed Development

Proposed Mitigation Measures

- 10.96 As outlined in Chapter 10 of the Transport Assessment provision of infrastructure for all modes is designed to match both demand and routing. The primary approach to mitigation is the non-car transport strategy defined for the development, particularly the public transport strategy, which aims to maximise non-car travel and minimise traffic impact. Off-site, mitigation provision includes part of the city-wide strategy for infrastructure provision as set out in the Milton Keynes Transport Strategy Review, as well as other enhancements. A key element of the travel demand management strategy for Salden Chase is the implementation of a site-wide Framework Travel Plan for the site. Due to the scale of the development and the time it will take to fully implement, an overall Framework Travel Plan has been developed to cover travel demand management issues for the whole of Salden Chase. The main objective of the Framework Travel Plan is to reduce the reliance on the private car and reduce the quantum of single occupancy private car trips generated by the development.

10.97 In terms of off-site mitigation measures, an Infrastructure Enhancement Strategy is set out in Chapter 10 of the Transport Assessment. The highway infrastructure enhancement strategy set out for the Salden Chase Development reflects:

- the context set by the Milton Keynes Transport Strategy Review – which acknowledges the need for some infrastructure enhancements to support individual developments and the continued growth of the city;
- the need to strike a balance between managing congestion in the new town whilst, in accordance with current transport policy, not “predicting and providing” for unlimited traffic growth;
- the need to work together with the highway authorities – Buckinghamshire County Council, Milton Keynes Council, and the Highways Agency - to deliver any necessary infrastructure in the optimum way; and
- key areas of the Milton Keynes Multi Modal Model where delays and congestion are most significant (in part to resolve network-wide issues prevalent in the 2026 Do Minimum case) – even where these may be some distance from the Salden Chase Development itself.

10.98 The Infrastructure Enhancement Strategy derived by the transport modelling exercise, and the funding source of each element of this strategy (taking account of existing planned intervention by others) is set out in Table 10.2 of the Transport Assessment.

Vehicular Site Trip Generation

10.99 The assessment of the vehicular trips generated by the proposed development is described in the Transport Assessment. These trips are identified by the main elements of development, consisting of the following:

- employment trips;
- residential trips;

- education trips;
- retail trips; and
- an assessment of the internal trips consisting of trips between residential and employment zones, and trips between residential and educational zones.

It has been concluded that the majority of trips generated by the retail, education, leisure and community uses would both originate and terminate within the development, and as such would have negligible impact upon the external road network.

Salden Chase HGV Movement Generation

10.100 Because of the relatively limited employment component of the development, and the employment consisting of B1(a) Office / B1(c) Light Industrial land uses, it is considered that the potential HGV movement generation of the development is limited. This is summarised in Table 10.7.

Table 10.7: Salden Chase Development-generated HGV movements

	AM Peak		PM Peak		Daily Flows	
	Arrivals	Departures	Arrivals	Departures	Arrival	Departures
HGV Movement	23	27	11	9	260	283

Distribution and Assignment

10.101 The AM and PM peak hour traffic flow distribution was assessed by the Milton Keynes Multi Modal Model with reference to the observed distribution from adjacent zones with similar land-use compositions, and to reflect the future land-use allocations. Details of this are included within Section 9 of the Transport Assessment.

10.102 The Milton Keynes Multi Modal Model was also used to assign the trips from the study area to the network. Output and analysis of the results from the model are also included within Section 9 of the Transport Assessment.

Future 2026 Baseline Flows

10.103 The forecast Combined peak hour, 18 hour and Daily Baseline traffic flows on the network in 2026 (i.e. without the development) have been assessed with reference to the Milton Keynes Multi Modal Model – this enables a wider coverage than just the observed flows considered in Table 10.4. The flows on the 82 links surrounding the development are summarised in Table 10.8 , a link identification plan is included on Figure 10.7:

Table 10.8: Future Year (2026) Baseline 2-way Peak Hour and Daily Traffic Flows

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
1	Whaddon Road (immediately west of NL crossroads)	1092	4318	4403	550	173

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
2	Whaddon Road (south of Bottledump Rbt)	1092	4318	4403	550	173
3	Bletchley Road	1159	4583	4673	584	183
4	Stoke Road	1027	4061	4141	518	162
5	Drayton Road	1004	3970	4048	506	159
6	A421 (W) of Bottledump Rbt	5757	28499	29428	4886	2615
7	A421 (E) of Bottledump Rbt	5349	28533	29699	5411	2880
8	A421 Standing Way (North- east of Tattenhoe Rbt)	3453	18419	19172	3493	1859
9	Snelshall Street (North-west of Tattenhoe Rbt)	3073	15582	15983	1737	490
10	B4034 Buckingham Road (East of Tattenhoe Rbt)	2080	10548	10819	1176	332
11	A421 Standing Way (South- west of Bleak Hall Rbt)	3723	19860	20671	3766	2005
12	A421 Standing Way (North- east of Bleak Hall Rbt)	4509	24052	25035	4562	2428
13	Grafton Street (North-west of Bleak Hall Rbt)	5279	28160	29311	5341	2842
14	Grafton Street (South-east of Bleak Hall Rbt)	4628	24687	25696	4682	2492

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
15	Grafton Street (NW of Redmoor Rbt)	5068	27034	28139	5127	2729
16	Grovelway (NE of Redmoor Rbt)	4302	21811	22372	2432	686
17	Grafton Street (S of Redmoor Rbt)	4965	25172	25820	2807	792
18	A5 East of Redmoor Roundabout	7724	41202	42886	7814	4159
19	A5 West of Redmoor Roundabout	11877	63355	65945	12016	6395
20	Coddimoor Lane	882	3487	3555	444	140
21	Whaddon Road (S of Coddimoor Lane / A421)	1426	5641	5752	719	226
22	A421 Buckingham Road (W of Coddimoor Lane)	5275	26115	26966	4477	2396
23	Winslow Road	386	1527	1557	195	61
24	A421 Buckingham Road (E of Winslow Road)	5135	25420	26248	4358	2332
25	B4033 - Nash Road	1209	4780	4874	609	191
26	A421 - Buckingham Road (W of	4632	22931	23678	3932	2104

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
	Winslow Road)					
27	B4033 - Nash Road, Great Horwood	1219	4819	4914	614	193
28	Little Horwood Road	317	1255	1279	160	50
29	B4033 - High Street	1233	4874	4971	621	195
30	B4033 to Gt Horwood	1179	4658	4750	594	186
31	A413 Winslow	3107	15383	15884	2637	1411
32	A413 to Buckingham	2193	10858	11211	1862	996
33	A421 E to Milton Keynes	4172	20652	21325	3541	1895
34	A421 W to Aylesbury	5518	27320	28210	4684	2507
35	A413 Town centre	3833	18975	19593	3253	1741
36	Page Hill Avenue	625	2471	2519	315	99
37	A422 - Stratford Road (East)	3405	16856	17405	2890	1547
38	A413 - Bypass	3632	17982	18568	3083	1650
39	A422 - Stratford Road (West)	2711	13422	13860	2301	1232
40	Internal Link – approach to Buckingham Rd	0	0	0	0	0
41	Internal Link – SE area of the Site	0	0	0	0	0
42	Internal Link – SW area of the	0	0	0	0	0

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
	Site					
43	Internal Link – N area of the Site	0	0	0	0	0
44	Buckingham Road east of Whaddon Way	1520	7706	7905	859	242
45	Buckingham Rd between Shenley Rd & Church Green Rd	2566	13009	13344	1451	409
46	Buckingham Rd Church Green Rd to Sherwood Dr	3590	18201	18670	2029	573
47	Whaddon Way Buckingham Rd to Tattenhoe Lane	1168	5922	6074	660	186
48	Whaddon Way Tattenhoe Lane to Derwent Drive	122	619	634	69	19
49	A421 Standing Way Tattenhoe Lane to Fulmer St	5710	30459	31704	5777	3074
50	A421 Standing Way Fulmer St to Watling St	6350	33873	35257	6424	3419
51	Chaffron Way - Tattenhoe St to Fulmer St	2567	13014	13350	1451	409
52	Chaffron Way - Fulmer St to	3431	17395	17843	1940	547

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
	Watling St					
53	Childs Way - Snellshall St to Tattenhoe St	2646	13415	13760	1496	422
54	Childs Way - Tattenhoe Street to Fulmer Street	1808	9166	9402	1022	288
55	Childs Way - Fulmer St to Watling St	3644	18475	18950	2060	581
56	Childs Way - Watling Street to Grafton Gate	5343	28501	29666	5405	2877
57	Tattenhoe Street - Standing Way to Chaffron Way	2101	10652	10926	1188	335
58	Tattenhoe Street - Chaffron Way to Childs Way	1570	7960	8165	888	250
59	Tattenhoe Street - north west of Childs Way	3266	16558	16985	1846	521
60	Fulmer Street - Standing Way to Chaffron Way	3021	15316	15711	1708	482
61	Watling Street - Standing Way to Chaffron Way	2306	12301	12804	2333	1242

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
62	Watling Street - Chaffron Way to Childs Way	4441	23690	24658	4493	2391
63	Watling Street - Childs Way to Portway	3626	19342	20133	3668	1952
64	Watling Street - Portway to Dansteed Way	3639	19411	20205	3681	1959
65	Portway - Fulmer St to Watling St	1823	9724	10122	1844	982
66	Portway - Watling Street to A5 Portway Roundabout	4287	22868	23803	4337	2308
67	A5 north west of Portway Roundabout	14412	76878	80020	14580	7760
68	A509 Portway east of Portway Roundabout	11213	59813	62258	11344	6037
69	Chaffron Way - Tattenhoe St to Snelshall St	1376	6976	7156	778	219
70	Fulmer Street - Chaffron Way to Childs Way	3947	20011	20526	2231	629
71	Chaffron Way - Watling St to Grafton St	5087	27135	28245	5146	2739
72	Fulmer Street - Childs Way to Portway	3635	18429	18904	2055	580
73	Fulmer Street - Portway to Dansteed Way	4850	24589	25222	2742	773

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
74	Dansteed Way - Watling St to Gt Monks St	5642	30096	31326	5708	3038
75	Dansteed Way - Gt Monks St to Grafton St	5043	25567	26226	2851	804
76	Watling Street - Dansteed Way to Monks Way	4309	22985	23925	4359	2320
77	Monks Way - Watling Street to A5 Abbey Hill	3470	18510	19266	3511	1868
78	A5 North West of Abbey Hill Roundabout	9571	51054	53141	9683	5153
79	Monks Way East of Abbey Hill	2957	15773	16418	2992	1592
80	Great Monks St - Dansteed Way to Abbey Hill Rbt	2175	11027	11311	1230	347
81	A421 East of Kingston Roundabout	6194	33041	34391	6266	3335
82	A509 south of M1 Junction 14	10895	58117	60492	11022	5866

Future 2026 With Development flows

10.104 The forecast Combined peak hour, 18 hour and daily traffic flows on the network in 2026 (with Salden Chase) have also been assessed with reference to the Milton Keynes Multi Modal Model. These flows are summarised in Table 10.9:

Table 10.9: Future Year (2026) 2-way Peak Hour and Daily Traffic 'With Development' Flows

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
1	Whaddon Road (immediately west of NL crossroads)	1455	5753	5867	733	230
2	Whaddon Road (south of Bottledump Rbt)	2179	8616	8786	1098	345
3	Bletchley Road	1141	4512	4601	575	181
4	Stoke Road	1417	5603	5714	714	224
5	Drayton Road	1040	4112	4194	524	165
6	A421 (W) of Bottledump Rbt	6185	30621	31618	5250	2809
7	A421 (E) of Bottledump Rbt	6951	37079	38594	7032	3743
107	A421 between LILLO and Tattenhoe Rbt	7150	38140	39699	7233	3850
8	A421 Standing Way (North-east of Tattenhoe Rbt)	3173	16926	17617	3210	1708
9	Snelshall Street (North-west of Tattenhoe Rbt)	5629	28538	29273	3182	898
10	B4034 Buckingham Road (East of Tattenhoe Rbt)	2584	13101	13438	1461	412
110	B4034 Buckingham Road (East of Site Access)	1882	9542	9787	1064	300

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
11	A421 Standing Way (South-west of Bleak Hall Rbt)	5137	27402	28522	5197	2766
12	A421 Standing Way (North-east of Bleak Hall Rbt)	5303	28288	29444	5365	2855
13	Grafton Street (North-west of Bleak Hall Rbt)	4236	22596	23520	4285	2281
14	Grafton Street (South-east of Bleak Hall Rbt)	4042	21561	22442	4089	2176
15	Grafton Street (NW of Redmoor Rbt)	4504	24026	25008	4557	2425
16	Grovelway (NE of Redmoor Rbt)	4195	21268	21816	2371	669
17	Grafton Street (S of Redmoor Rbt)	4649	23570	24177	2628	741
18	A5 East of Redmoor Roundabout	7627	40685	42347	7716	4107
19	A5 West of Redmoor Roundabout	12439	66353	69065	12584	6698
20	Coddimoor Lane	897	3547	3617	452	142
21	Whaddon Road (S of Coddimoor Lane / A421)	1442	5702	5815	727	228
22	A421 Buckingham Road (W of Coddimoor Lane)	5380	26635	27503	4567	2444
23	Winslow Road	387	1530	1560	195	61

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
24	A421 Buckingham Road (E of Winslow Road)	5224	25863	26705	4434	2373
25	B4033 - Nash Road	1235	4883	49800	622	195
26	A421 - Buckingham Road (W of Winslow Road)	4696	23249	24006	3986	2133
27	B4033 - Nash Road, Great Horwood	1237	4891	4988	623	196
28	Little Horwood Road	318	1257	1282	160	50
29	B4033 - High Street	1233	4876	4972	621	195
30	B4033 to Gt Horwood	1178	4658	4750	594	186
31	A413 Winslow	3108	15387	15888	2638	1412
32	A413 to Buckingham	2193	10857	11211	1861	996
33	A421 E to Milton Keynes	4236	20972	21655	3596	1924
34	A421 W to Aylesbury	5561	27531	28428	4720	2526
35	A413 Town centre	3854	19080	19702	3271	1751
36	Page Hill Avenue	625	2471	2520	315	99
37	A422 - Stratford Road (East)	3414	16902	17453	2898	1551
38	A413 - Bypass	3654	18090	18679	3102	1660
39	A422 - Stratford Road (West)	2724	13486	13925	2312	1237

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
40	Internal Link – approach to Buckingham Rd	2738	13881	14239	1548	437
41	Internal Link – SE area of the Site	17757	8908	9137	993	280
42	Internal Link – SW area of the Site	1577	7995	8201	891	251
43	Internal Link – N area of the Site	663	3361	3448	375	106
44	Buckingham Road east of Whaddon Way	2039	10338	10604	1153	325
45	Buckingham Rd between Shenley Rd & Church Green Rd	3076	15595	15997	1739	491
46	Buckingham Rd Church Green Rd to Sherwood Dr	4176	21172	21717	2361	666
47	Whaddon Way Buckingham Rd to Tattenhoe Lane	1119	5673	5819	633	178
48	Whaddon Way Tattenhoe Lane to Derwent Drive	277	1404	1441	157	44
49	A421 Standing Way Tattenhoe Lane to Fulmer St	4368	23300	24252	4419	2352
50	A421 Standing Way Fulmer St to Watling St	4773	25460	26501	4829	2570

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
51	Chaffron Way - Tattenhoe St to Fulmer St	4588	23261	23860	2594	732
52	Chaffron Way - Fulmer St to Watling St	4945	25071	25716	2795	789
53	Childs Way - Snellshall St to Tattenhoe St	3415	17314	17759	1930	545
54	Childs Way - Tattenhoe Street to Fulmer Street	2805	14221	14587	1586	447
55	Childs Way - Fulmer St to Watling St	4570	23169	23766	2583	729
56	Childs Way - Watling Street to Grafton Gate	6539	34881	36306	6615	3521
57	Tattenhoe Street - Standing Way to Chaffron Way	1592	8071	8279	900	254
58	Tattenhoe Street - Chaffron Way to Childs Way	1738	8811	9038	982	277
59	Tattenhoe Street - north west of Childs Way	3292	16690	17120	1861	525
60	Fulmer Street - Standing Way to Chaffron Way	2337	11848	12153	1321	373
61	Watling Street - Standing Way to Chaffron Way	2622	13986	14558	2653	1412
62	Watling Street - Chaffron Way to Childs Way	4023	21460	22337	4070	2166

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
63	Watling Street - Childs Way to Portway	4465	23818	24791	4517	2404
64	Watling Street - Portway to Danstead Way	4019	21438	22315	4066	2164
65	Portway - Fulmer St to Watling St	910	4854	5053	921	490
66	Portway - Watling Street to A5 Portway Roundabout	4021	21449	22326	4068	2165
67	A5 north west of Portway Roundabout	14223	75869	78970	14389	7658
68	A509 Portway east of Portway Roundabout	11169	59579	62014	11299	6014
69	Chaffron Way - Tattenhoe St to Snelshall St	3206	16254	16673	1812	511
70	Fulmer Street - Chaffron Way to Childs Way	3454	17511	17962	1953	551
71	Chaffron Way - Watling St to Grafton St	4266	22756	23686	4316	2297
72	Fulmer Street - Childs Way to Portway	3189	16168	16584	1803	509
73	Fulmer Street - Portway to Danstead Way	2901	14708	15086	1640	463
74	Danstead Way - Watling St to Gt Monks St	6038	32208	33525	6108	3251

No.	Link	2026 Combined AM / PM Peak Two- Way Flow	2026 18 Hour Two- Way Flow	2026 Daily Two- Way Flow	2026 18 Hour > 1.5t Two- Way Flow	2026 Daily > 3.5t Two- Way Flow
75	Dansteed Way - Gt Monks St to Grafton St	4826	24467	25097	2728	770
76	Watling Street - Dansteed Way to Monks Way	4484	23919	24897	4536	2414
77	Monks Way - Watling Street to A5 Abbey Hill	3206	17102	17801	3243	1726
78	A5 North West of Abbey Hill Roundabout	9525	50809	52886	9636	5129
79	Monks Way East of Abbey Hill	2915	15549	16185	2949	1570
80	Great Monks St - Dansteed Way to Abbey Hill Rbt	2370	12016	12325	1340	378
81	A421 East of Kingston Roundabout	6264	33414	34780	6337	3373
82	A509 south of M1 Junction 14	10880	58037	60409	11007	5858

10.105 The changes in combined peak hour, 18 hour and daily two-way flow on the network due to the proposed development were assessed with reference to the flows contained in Tables 10.08 and 10.09. These flow impacts are summarised in Table 10.10:

Table 10.10: 2026 Changes in 2-way Peak Hour, 18 hour, and Daily Traffic Flows, and percentage impact

No.	Link	Change in 2026 Combined AM / PM Peak Two-Way Flow	Change in 2026 18 Hour Two-Way Flow	Change in 2026 Daily Two-Way Flow	Percentage change in Two-Way Daily Flow
1	Whaddon Road (immediately west of NL crossroads)	363	1435	1464	33%
2	Whaddon Road (south of Bottledump Rbt)	1087	4298	4383	100%
3	Bletchley Road	-18	-71	-73	-2%
4	Stoke Road	390	1542	1573	38%
5	Drayton Road	36	142	145	4%
6	A421 (W) of Bottledump Rbt	428	2121	2190	7%
7	A421 (E) of Bottledump Rbt	1602	8546	8895	30%
8	A421 Standing Way (North-east of Tattenhoe Rbt)	-280	-1494	-1555	-8%
9	Snelshall Street (North-west of Tattenhoe Rbt)	2556	12957	13290	83%
10	B4034 Buckingham Road (East of Tattenhoe Rbt)	504	2553	2618	24%
11	A421 Standing Way (South-west of Bleak Hall Rbt)	1414	7543	7851	38%
12	A421 Standing Way (North-east	794	4235	4409	18%

No.	Link	Change in 2026 Combined AM / PM Peak Two-Way Flow	Change in 2026 18 Hour Two-Way Flow	Change in 2026 Daily Two-Way Flow	Percentage change in Two-Way Daily Flow
	of Bleak Hall Rbt)				
13	Grafton Street (North-west of Bleak Hall Rbt)	-1043	-5564	-5791	-20%
14	Grafton Street (South-east of Bleak Hall Rbt)	-586	-3126	-3254	-13%
15	Grafton Street (NW of Redmoor Rbt)	-564	-3009	-3131	-11%
16	Grovelway (NE of Redmoor Rbt)	-107	-542	-556	-2%
17	Grafton Street (S of Redmoor Rbt)	-316	-1602	-1643	-6%
18	A5 East of Redmoor Roundabout	-97	-517	-539	-1%
19	A5 West of Redmoor Roundabout	562	2998	3120	5%
20	Coddimoor Lane	15	60	62	2%
21	Whaddon Road (S of Coddimoor Lane / A421)	16	61	63	1%
22	A421 Buckingham Rd (W of Coddimoor Lane)	105	520	537	2%
23	Winslow Road	1	4	4	0%
24	A421 Buckingham Road (E of Winslow Road)	89	443	457	2%

No.	Link	Change in 2026 Combined AM / PM Peak Two-Way Flow	Change in 2026 18 Hour Two-Way Flow	Change in 2026 Daily Two-Way Flow	Percentage change in Two-Way Daily Flow
25	B4033 - Nash Road	26	103	105	2%
26	A421 - Buckingham Road (W of Winslow Road)	64	317	328	1%
27	B4033 - Nash Road, Great Horwood	18	72	74	2%
28	Little Horwood Road	1	3	3	0%
29	B4033 - High Street	0	1	1	0%
30	B4033 to Gt Horwood	0	0	0	0%
31	A413 Winslow	1	4	5	0%
32	A413 to Buckingham	0	0	0	0%
33	A421 E to Milton Keynes	64	319	330	2%
34	A421 W to Aylesbury	43	211	218	1%
35	A413 Town centre	21	106	109	1%
36	Page Hill Avenue	0	1	1	0%
37	A422 - Stratford Road (East)	9	46	47	0%
38	A413 - Bypass	22	108	111	1%
39	A422 - Stratford Road (West)	13	64	66	0%
40	Internal link - approach to Buckingham Rd	2738	13881	14239	Not applicable

No.	Link	Change in 2026 Combined AM / PM Peak Two-Way Flow	Change in 2026 18 Hour Two-Way Flow	Change in 2026 Daily Two-Way Flow	Percentage change in Two-Way Daily Flow
41	Internal link - SE area of the site	1757	8908	9137	Not applicable
42	Internal link - SW area of the site	1577	7995	8201	Not applicable
43	Internal link - N area of the site	663	3361	3448	Not applicable
44	Buckingham Road east of Whaddon Way	519	2631	2699	34%
45	Buckingham Rd between Shenley Rd & Church Green Rd	510	2586	2652	20%
46	Buckingham Rd Church Green Rd to Sherwood Dr	586	2971	3047	16%
47	Whaddon Way Buckingham Rd to Tattenhoe Lane	-49	-248	-255	-4%
48	Whaddon Way Tattenhoe Lane to Derwent Drive	155	786	806	127%
49	A421 Standing Way Tattenhoe Lane to Fulmer St	-1342	-7159	-7451	-24%
50	A421 Standing Way Fulmer St to Watling St	-1577	-8412	-8756	-25%
51	Chaffron Way - Tattenhoe St to Fulmer St	2021	10246	10510	79%
52	Chaffron Way - Fulmer St to Watling St	1514	7676	7873	44%

No.	Link	Change in 2026 Combined AM / PM Peak Two-Way Flow	Change in 2026 18 Hour Two-Way Flow	Change in 2026 Daily Two-Way Flow	Percentage change in Two-Way Daily Flow
53	Childs Way - Snellshall St to Tattenhoe St	769	3899	3999	29%
54	Childs Way - Tattenhoe Street to Fulmer Street	997	5055	5185	55%
55	Childs Way - Fulmer St to Watling St	926	4695	4816	25%
56	Childs Way - Watling Street to Grafton Gate	1196	6380	6641	22%
57	Tattenhoe Street - Standing Way to Chaffron Way	-509	-2581	-2647	-24%
58	Tattenhoe Street - Chiffon Way to Childs Way	168	852	874	11%
59	Tattenhoe Street - north west of Childs Way	26	132	135	1%
60	Fulmer Street - Standing Way to Chaffron Way	-684	-3468	-3557	-23%
61	Watling Street - Standing Way to Chaffron Way	316	1686	1755	14%
62	Watling Street - Chaffron Way to Childs Way	-418	-2230	-2321	-9%
63	Watling Street - Childs Way to Portway	839	4475	4658	23%
64	Watling Street - Portway to Danstead Way	380	2027	2110	10%

No.	Link	Change in 2026 Combined AM / PM Peak Two-Way Flow	Change in 2026 18 Hour Two-Way Flow	Change in 2026 Daily Two-Way Flow	Percentage change in Two-Way Daily Flow
65	Portway - Fulmer St to Watling St	-913	-4870	-5069	-50%
66	Portway - Watling Street to A5 Portway Roundabout	-266	-1419	-1477	-6%
67	A5 north west of Portway Roundabout	-189	-1008	-1049	-1%
68	A509 Portway east of Portway Roundabout	-44	-235	-244	0%
69	Chaffron Way - Tattenhoe St to Snelshall St	1830	9278	9517	133%
70	Fulmer Street - Chaffron Way to Childs Way	-493	-2499	-2564	-12%
71	Chaffron Way - Watling St to Grafton St	-821	-4379	-4558	-16%
72	Fulmer Street - Childs Way to Portway	-446	-2261	-2319	-12%
73	Fulmer Street - Portway to Danstead Way	-1949	-9881	-10136	-40%
74	Danstead Way - Watling St to Gt Monks St	396	2112	2199	7%
75	Danstead Way - Gt Monks St to Grafton St	-217	-1100	-1128	-4%
76	Watling Street - Danstead Way to Monks Way	175	933	972	4%

No.	Link	Change in 2026 Combined AM / PM Peak Two-Way Flow	Change in 2026 18 Hour Two-Way Flow	Change in 2026 Daily Two-Way Flow	Percentage change in Two-Way Daily Flow
77	Monks Way - Watling Street to A5 Abbey Hill	-264	-1408	-1466	-8%
78	A5 North West of Abbey Hill Roundabout	-46	-245	-255	0%
79	Monks Way East of Abbey Hill	-42	-224	-233	-1%
80	Great Monks St - Dansteed Way to Abbey Hill Rbt	195	989	1014	9%
81	A421 East of Kingston Roundabout	70	373	389	1%
82	A509 south of M1 Junction 14	-15	-80	-83	0%

10.106 Of the 78 links that exist for both without and with scenarios (ie, ignoring the 4 on-site links), 51 show increases in flows, 27 show decreases in flows in the 2026 with the proposed development compared to the base flow without proposed development scenario. In terms of the magnitude of the flow increases, 3 are **major**, above 90%), 2 are **moderate** (between 60% to 90%), 7 are **minor** (between 30% to 60%) and 66 are **negligible** (less than 30%).

Overall Future Traffic Volumes

10.107 Total traffic flows on the modelled Milton Keynes network in the forecast year 2026 are likely to increase by around 1.6% due to the proposal. In the context of the whole of the Milton Keynes area therefore, the magnitude of change in overall traffic flow, in accordance with established criteria, is **negligible** (ie, less than 30%).

10.108 The average percentage increase in traffic flow on individual links, as set out in Table 10.12, shows that the magnitude of the change in flow is large in three cases, medium in two cases, and small in a further six cases. The magnitude of change in flow on all other links in Table 10.10 is **negligible** (ie, less than 30%).

Future Local Highway Capacity

10.109 The capacity of the proposed access junctions, and the junctions in the vicinity of the development were assessed, using the Transport Research Laboratory TRANSYT and PICADY software. Full details are included in Section 9 of the Transport Assessment.

10.110 The results confirm that, following the implementation of mitigation measures, the proposed junction forms would provide a nil-detriment solution, ensuring that the conditions have not deteriorated as a consequence of the increase in proposed development traffic flows.

Road Safety

10.111 As identified earlier, the observed existing personal donkey injury collision rates or numbers on virtually all the links and junctions within the assessment area are similar to the national average collision rates that would be anticipated.

10.112 The links and junctions identified earlier in this chapter as having 50% or greater than anticipated numbers of collisions are identified below with the proposed mitigation measures:

- i) Whaddon Road (Mursley) – between the A421 / Coddimoor Lane / Whaddon Road Roundabout and the junction with Station Lane, Mursley. To reduce the possibility of reassignment of trips as a consequence of the Salden Chase Development and to provide mitigation of the existing road safety issue, limited contributions will be provided towards speed reducing features of Whaddon Road, between the A421, and the village of Mursley. Within the village, it is proposed that a traffic monitoring programme will be implemented as development progresses at Salden Chase. A limited sum will be set aside to allow for any necessary mitigation measures if it is agreed with the highways authority that the level of impact exceeds that anticipated;
- ii) Whaddon Road (Newton Longville) – between the Bottledump Roundabout and the Bletchley Road / Stoke Road / Drayton Road / Whaddon Road crossroads in the centre of Newton Longville. The proposals for the Salden Chase site will assist in reducing the risk for personal injury collisions of this type occurring on Whaddon Road. The mitigation strategy for the Salden Chase site (outlined in Section 10 of the Transport Assessment) includes proposals to provide off-site traffic calming on Whaddon Road to minimise traffic using the route from Whaddon Road, through Newton Longville and along Stoke Road to the Stoke Hammond Bypass. The specifics of the scheme will be agreed with the relevant planning and highway authorities in due course but it is likely to consist of a combination of the following:
- implementing a lower speed limit;
 - amendments to the white-lining of the road to create an impression of reduced road space, promoting slower speeds of traffic;
 - installation of repeater signs to clarify the speed limit on the route; and

- use of roundels and coloured paving to influence driver behaviour and potentially reduce speeds; and
- iii) although the number of observed PICs on Coddimoor Lane is 50% higher than the national average, this difference is generated by one collision only. This increase is therefore not considered significant and has not been mitigated.

Future Driver Delay

10.113 The generation of additional traffic by Salden Chase has the potential to increase delay throughout the network.

10.114 To consider the changes in delay throughout the highway network, the SATURN model overall statistics output for the 2026 “Do Something” (with development) model have been compared to the 2026 “Do Minimum” (without development) model. This information is summarised in Table 10.11:

Table 10.11: Summary of 2026 SATURN model statistics

Statistics (per pcu)		2026 Do Minimum		2026 Do Something	
		AM	PM	AM	PM
Transient Queues	Per PCU (min)	2.21	2.39	2.27 (+3%)	2.41 (+1%)
Total Delay		5.26	5.05	5.13 (-2.5%)	5.09 (+0.8%)

10.115 The above results show that, overall, the Do Something network-wide delay would reduce slightly after the implementation of the Salden Chase Development and mitigation proposals.

10.116 It may therefore be concluded that even if there is some localised delay impact adjacent the proposed Salden Chase Development, the implementation of the mitigation measures, together with other improvements, would mitigate the additional delay caused by the additional volume of vehicles throughout the network arising from the proposed Salden Chase Development.

Potential Effects of Significance

10.117 The impact of the Salden Chase flow changes on the previously identified sensitive receptors is summarised in Table 10.12, with reference to the Determination of Significance of Effects indicators listed in Table 10.3:

Table 10.12: Potential Significance of the Salden Chase Development Effect upon Sensitive Receptors

Receptors	Receptor Sensitivity	Magnitude of Change (Traffic flow)	Significance of Effect
Road Safety Blackspots:			
<ul style="list-style-type: none"> Whaddon Road (Mursley) to the south of the A421 / Coddimoor Lane Rbt 	High	1% Negligible	Not Significant
<ul style="list-style-type: none"> Coddimoor Lane – to the north of A421 / Coddimoor Lane Whaddon Road Roundabout 	High	2% Negligible	Not Significant
Roads used by pedestrians without pavements, or with narrow pavements:			
<ul style="list-style-type: none"> Whaddon Road to the south of Bottledump Roundabout 	High	100% Major	Severe (mitigated)
<ul style="list-style-type: none"> Buckingham Road 	Medium	24% Negligible	Not Significant

Receptors	Receptor Sensitivity	Magnitude of Change (Traffic flow)	Significance of Effect
Schools:			
• Giles Brook Primary School - adjacent Snelshall Street	High	83% Moderate	Major
• Chestnuts Combined School - fronts onto Buckingham Road	High	24% Negligible	Not Significant
• Shenley Brook End School – adjacent Chaffron Way and Tattenhoe Street	High	79% Moderate	Major
• Oxley Park Primary School – close to Childs Way	High	29% Negligible	Not Significant
• The Grove Independent School – close to Childs Way	High	22% Negligible	Not Significant
• Long Meadow School – Adjacent Tattenhoe Street and Childs Way	High	55% Minor	Moderate
Shopping areas with roadside frontage			
• Buckingham Road	High	Negligible 24%	Not Significant
Community Centres / Surgeries			
• Newton Longville Village Hall – Whaddon Road	Low	33% Minor	Minor
• Morningside Health Clinic – Buckingham Road	Medium	24% Negligible	Not Significant
Churches			
• St Andrew's Baptist Church – Buckingham Road	Low	24% Negligible	Not Significant
• St Faith's Church – Whaddon Road, Newton Longville	Low	33% Minor	Minor

Receptors	Receptor Sensitivity	Magnitude of Change (Traffic flow)	Significance of Effect
Nature Conservation Areas			
• Howe Park Wood	Low	133% Major	Moderate

10.118 The development is shown to have a **severe** significance of effect on pedestrian movements on Whaddon Road to the south of the Bottledump Roundabout (ie, not beyond the Railway bridge) - there is currently a route used by pedestrians that has no footway. As part of the Salden Chase development proposals, a combined cyclepath / footways is proposed along this route – this is considered to be fully mitigated.

10.119 Table 10.12 also shows a potential **major** significance of effect for Giles Brook Primary School from the increased flows along Snelshall Street, and for Shenley Brook End School due to increased flows along Chaffron Way. This effect significance is primarily related to the potential impact of the increased traffic on changes in severance. However, it should be noted that both schools are not directly accessed from the links in question experiencing significant growth, but from minor roads called Holborn Crescent and Walbank Grove respectively. Whilst the impact of the development may have an impact in terms of noise / air quality, it is considered that there are limited direct traffic-related impacts at these schools as the accesses do not front onto these links and the number of people likely to cross these links away from existing crossing facilities are limited.

10.120 Of the remaining receptors, all but four are identified with a **not significant** significance of effect. Long Meadow School and Howe Park Wood are anticipated to have **moderate** significance of effect due to the increases in flow along Childs Way and Chaffron Way respectively. However, neither the school nor Howe Park Wood are accessed directly from Childs Way or Chaffron Way but via local roads. In addition, 'St Faith's Church' and the Village Hall in Newton Longville are anticipated to have **minor** significance of effect – however, due to the provision of footpaths within Newton Longville, this is assumed to be fully mitigated.

Future Fear and Intimidation

10.121 The three elements of development traffic that increase levels of Fear and Intimidation to receptors - the Average hourly traffic flows, the total HGV flows, and average vehicle speeds on any link - are considered separately in the Future situation.

10.122 With reference to the above criteria, and by comparing the 2026 Baseline (No Development) flows identified in Table 10.08 with the 2026 Do Something flows identified in Table 10.09, the following increases in the degree of Fear and Intimidation have been identified as a consequence of the increase in average hourly flows. As discussed previously, these increases relate to both reassignments of trips across the network as a consequence of the highway enhancements, and to the additional trips from the Proposed Development.

Increase in Degree of Fear and Intimidation from Great to Extreme:

Link 7 – A421 (east of Bottledump Roundabout) - for both All vehicle and HGV movements); and

Link 56 – Childs Way (Watling Street to Grafton Gate);

Increase in Degree of Fear and Intimidation from Moderate to Great:

Link 9 - Snelshall Street (north-west of Tattenhoe Roundabout);

Link 11 – A421 Standing Way (south-west of Bleak Hall Roundabout);

Link 51 – Chaffron Way (Tattenhoe Street to Fulmer Street);

Link 52 – Chaffron Way (Fulmer Street to Watling Street);

Link 55 – Childs Way (Fulmer Street to Watling Street);and

Link 63 - Watling Street (Childs Way to Portway);

Increase in Degree of Fear and Intimidation from Small to Moderate:

Link 10 – Buckingham Road (East of Tattenhoe Roundabout); and

Link 69 – Chaffron Way (Tattenhoe Street to Snelshall Street)

10.123 The following comments may be made about the changes in the Fear and Intimidation identified above:

- the existing levels of Fear and Intimidation reported in Table 10.6 already reflect a busy highway network, with many links suffering Extreme or Great levels of Fear and Intimidation;
- the increase in Fear and Intimidation as a consequence of the additional proposed development flows on the majority of links in the network is considered to be minimal;
- whilst there are ten links upon which there are increases in the level of Fear and Intimidation, there are six links where there are decreases of scale (probably due to reassignment of trips to alternative routes); and

- of the ten links with increases, all have alternative pedestrian and cyclist access, hence there would be minimal exposure of these receptors to increased movements.

10.124 The majority of the additional circa 540 HGVs generated by the development each day would be from the dispersed residential areas (approximately 350 HGVs per day), hence these additional movements would not be concentrated on any one link. The HGVs generated by the employment area (around 160) are focussed in areas closest to the A421, and would be assigned via the left in – left out access, the Bottledump Roundabout and some by Buckingham Road to Tattenhoe Roundabout. It is therefore considered that the total number of HGVs on any one link would be below the minimum threshold for HGVs identified in Table 10.1 of 1,000 HGV movements per 18 hour period. In addition, the provision of quality segregated footpath and cycleway links and crossing points throughout the proposed Salden Chase development would mitigate any level of Fear and Intimidation from HGVs. It may therefore be concluded that HGVs from the proposed development would not increase the levels of Fear and Intimidation already experienced on the network.

10.125 With respect to the vehicle speeds on any link, the Transport Assessment identifies that the only proposed links within the Salden Chase development with speeds in excess of 20mph would be the primary route network. These links would be implemented with footpaths and cycleways within each verge, and formal and informal crossing facilities along these routes. It is considered that this pedestrian and cyclist infrastructure would mitigate any increase in speed-related Fear and Intimidation as a consequence of the Salden Chase proposal.

10.126 There are no other transport infrastructure proposals from the Salden Chase development that would increase vehicle speeds.

10.127 In conclusion:

- the existing level of Fear and Intimidation across parts of the highway network is already relatively high;
- the level of increase in Fear and Intimidation across the network due to increases in traffic flow, HGV's and vehicle speeds as a result of the Salden Chase Development is small and generally insignificant; and
- there are a small number of locations where traffic flow changes increase the level of Fear and Intimidation, but these are generally not close to sensitive receptors and the overall impact on Fear and Intimidation is therefore considered to be **not significant**.

Future Pedestrian Amenity and Delay

10.128 The existing level of pedestrian amenity and delay on-site is good / limited, although this relates primarily to recreational activity. As identified above, the proposed Salden Chase Development is to be well-provided with pedestrian routes, both along the proposed primary and secondary highway network, and routed independently of the highway network. In addition, segregated cycleways are to be provided both along the primary highway network, and also independently of the highway network. Formal and informal crossing points are to be provided on all pedestrian and cyclist desire lines within the Site.

10.129 The level of existing pedestrian amenity and delay off-site would be affected by the level of increased traffic flow due to the proposal, offset by mitigation at some locations where enhanced pedestrian and cycle crossing facilities would be provided as part of the proposed junction enhancements, to minimise pedestrian delay, and to enhance pedestrian amenity.

10.130 However, due to the beneficial effect of the enhanced provision for pedestrians on-site, it is considered that no overall adverse effects are likely.

Future Severance

10.131 Table 10.10 identifies the relevant links assessed, and the percentage changes in average traffic flows with reference to the Severance Indicators summarised in Table 10.2 - these are summarised below. This shows that:

- i) the following 3 links would experience substantial increases in severance (ie, greater than 90%):
 - Link 2 - Whaddon Road (south of Bottledump Roundabout);
 - Link 48 - Whaddon Way (Tattenhoe Lane to Derwent Drive) – with an increase of 806 vehicles per day; and
 - Link 69 - Chaffron Way – Tattenhoe Street to Snelshall Street
- ii) 2 links would experience a moderate increase in severance (between 60% to 90%):
 - Link 9 - Snelshall Street (north-west of Tattenhoe Roundabout); and
 - Link 51 - Chaffron Way (Tattenhoe Street to Fulmer Street);
- iii) 7 links would experience a slight increase in severance (between 30% to 60%); and
- iv) the other 66 links would experience increases in severance less than 30%.

10.132 The following comments are relevant:

- whilst the above 12 links with slight, moderate, and substantial increases in Severance have been identified above, there are 24 links that have equivalent decreases in flow;
- as discussed previously, the flow changes relate to both to the reassignment of trips through the network, and to the additional trips from the Proposed Development. The impact of the additional flows from the Proposed Development on some of the links incurring increases is more limited than the substantial increase referred to above; and
- of the above 12 links, five are close to the Proposed Development.

10.133 Existing pedestrian severance on and close to the site is relatively minor, and the proposal will improve pedestrian integration and permeability. Any increase in severance on links adjacent the site is limited and therefore it is considered that there will be a **not significant** or, at worst, a **minor** adverse effect on pedestrian severance overall.

10.134 With respect to the effect on cyclists in the area, although the level of traffic flow increases may have a minor impact on existing routes, the proposed additional routes to be provided on site would result in an overall improvement to facilities in the area. Overall, therefore, the impact on cyclists is **not significant**.

Abnormal / Hazardous Loads

10.135 Although the precise details of the individual occupiers of the employment premises within the Development have yet to be established, because of its nature and location, it is doubtful whether any occupier on this Development would require the transportation of significant levels of hazardous material.

Street Lighting

- 10.136 Currently, the A421 and Buckingham Road, along with Bottledump and Tattenhoe Roundabouts have street lighting. Whaddon Road is not lit.
- 10.137 To comply with the highways authority's standards, the proposed diverted Whaddon Road would require illumination as well.
- 10.138 To mitigate the impact of this additional lighting on the surrounding area, modern lanterns with fully cut-off reflectors will be used to minimise light overspill.

Residual Impacts

- 10.139 Residual impacts may arise from increased demand for travel by motor vehicle due to the Salden Chase Development. Generally, the level of impact on the highway will be reduced through transport improvements and mitigation measures. The Residual Impacts are considered further.

Impact mitigation

- 10.140 Although the impact of additional traffic generated by the proposal on Whaddon, Mursley and Calverton is considered to be minimal, a strategy has been identified within the Transport Assessment to monitor the volumes of future traffic along these routes. In addition to the above, potential funding has been identified for any further traffic management measures at a later date should these be considered necessary.

Severance

10.141 The travel demand management measures associated with the development are intended to minimise the volumes of trips generated. Notwithstanding, the existing network of pedestrian and cycle facilities throughout the surrounding area would minimise any additional severance experienced throughout the area.

Driver Delay

10.142 The traffic management measures associated with the re-construction of the Bottledump and Tattenhoe Roundabouts and the construction of the proposed left in – left out junction may introduce some additional queuing and delay. This will be limited to the term of the works to the junctions, and the traffic management will be the minimum necessary to enable the works to be delivered in a safe manner.

10.143 Similarly, some additional queues and delays may be experienced whilst works are being undertaken along the route of the Whaddon Road. Again, this will be limited to the term of the works, and the traffic management will be the minimum necessary to enable the works to be delivered in a safe manner.

10.144 With these two exceptions, it is not envisaged that the construction of the development will introduce any further driver delay.

Pedestrian Delay and Pedestrian Amenity

10.145 The transport modelling work undertaken using the Milton Keynes Multi Modal Model (summarised in Table 10.13) shows that the levels of queuing and delays experienced across the network before the development would be less than after the implementation of Salden Chase. It may be concluded from this that even if there is some localised delay impact adjacent the proposal, the implementation of the mitigation measures, together with other improvements, would mitigate the additional volume of vehicles throughout the network arising from Salden Chase.

10.146 The Salden Chase development on-site pedestrian and cycle facilities will integrate with and enhance the existing network of pedestrian and cycle routes connecting to the local area and existing communities. Existing pedestrian and cycle movements will therefore benefit from the improvements in access formalising any associated pedestrian and cycle delay. This will therefore provide a positive residual impact.

Fear and Intimidation

10.147 The integrated network of pedestrian and cycle routes within the site and into the local area, and existing communities will minimise any additional fear and intimidation.

Dust and Dirt

10.148 The impact of dust and dirt will be temporary while construction of the site is undertaken, and therefore the anticipated residual impact is acceptable.

Conclusions

- 10.149 The traffic impact of the proposals on the local highway network has been assessed with reference to the highway authority's Milton Keynes Multi Modal Model. This shows that, based on a co-ordinated strategy of non-car transport provision and highway infrastructure enhancements relating in part to the Milton Keynes Transport Strategy Review, that overall levels of delay across the highway network during the peak hours with Salden Chase would be no worse in the 2026 forecast year than in the scenario without the development at this time.
- 10.150 The analysis of movement associated with the Salden Chase development – and the identification of total forecast flows for each mode of transport throughout the day, including car traffic - has been based on some mode shift to non-car forms of transport. This approach accords with current policies, strategies and objectives relating to limiting the provision of additional highway capacity.
- 10.151 The assessment has shown that the traffic generated by the proposed development can be adequately accommodated on the internal road network. This internal road network has been specifically designed in response to the primary aims of ensuring that the proposed development prioritises movement for pedestrians (and that the urban form itself assists in encouraging this), and that it also responds to the public transport route to be provided through the Site.

- 10.152 Although the impact of increased traffic flow due to the proposed development is mitigated across the whole network in the context of overall infrastructure provision, there may be individual locations where there is a residual impact of traffic flows (or conditions) on the network that remain unmitigated to a minor extent.
- 10.153 However, due to the extensive level of additional pedestrian, cycle and public transport facilities to be provided by the proposed Salden Chase development (both on- and off-site) there are also considered to be some beneficial residual effects arising from the proposed development.
- 10.154 Salden Chase strongly supports and reflects national, regional and local policy with respect to land-use / transport planning. This is primarily because of the site's excellent accessibility, both in terms of its overall location, and in terms of non-car transport provision.
- 10.155 With respect to the national, regional and local policy framework relating to the proposed Salden Chase development, the mix and location of land-uses proposed assists in reducing the need to travel, and ensures good accessibility to non-car modes of transport. In addition, the principles supporting development of the site, and as set out in the relevant Transport Assessment, are aimed at actively encouraging non-car modes of transport. From an overall sustainable development policy perspective therefore, it is considered that no adverse effects are likely.