

Wards Affected:

Bradwell and Stony Stratford

ITEM 5(a)**STRATEGIC PLACEMAKING SCRUTINY
SUB-COMMITTEE****20 SEPTEMBER 2018****WESTERN EXPANSION AREA PEDESTRIAN CROSSINGS (JUNCTION 26 OF THE V4, JUNCTION 24 OF THE H4, JUNCTION 4 OF THE V4)**

Responsible Cabinet Member: Councillor M Gowans (Cabinet Member for Public Realm)

Report Sponsor: Tom Blackburne-Maze (Service Director Public Realm)

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Executive Summary:

Previous delegated decisions have been given on providing safe pedestrian crossings in the Western Expansion Area (WEA).

On 30 January 2018 a delegated decision approved;

- the implementation of a signalised at-grade pedestrian crossing at junction 24 of the H4 Danstead Way
- the implementation of a signalised at-grade pedestrian crossing at junction 4 of the V4 Watling Street
- the implementation of a pedestrian crossing at junction 3 or 26 of the V4 with options to be considered at a later date.

On 20 March 2018 a delegated decision on the pedestrian crossing at junction 3 or 26 of the V4 was deferred to establish if any further capital funding might be available.

A review of options at junction 3 or 26 of the V4 has been undertaken and a recommendation on the preferred option has been made. An update on the provision of temporary at grade crossings at junctions J4 and J24 is also provided together with the latest implementation programme.

1. Recommendation(s)

1.1 That the fully funded developer approved design at Junction 26 of the V4 Watling Street be noted.

1.2 That all further matters, including the details of Junction 26 of the V4 (under the s278 agreement) be delegated to the Head of Highways for approval.

- 1.3 That the update of the temporary crossings for junction 4 of the V4 and junction 24 of the H4 Danstead Way be noted.

2. **Issues**

Junction 3/26 of the V4

- 2.1 A pedestrian crossing at either junction 3 or 26 of the V4 was deferred at the delegated decision on 20 March to August 2018 to enable further work to establish if further capital funding might be available. Capital funding has been reviewed following the closure of the 2017/18 accounts. The position has not significantly changed since the approval of the 2018/19 capital programme in February 2018, and whilst funds will be found to finance the additional cost of the underpass at junction 25 there is no further funding currently available for additional underpasses.
- 2.2 Gallagher Estates (developers in the Western Expansion Area) are intending to commence construction of junctions 3 and 26 of the V4 Watling Street in spring 2019. These junctions will open up the next phase of development in the Western Expansion Area.
- 2.3 Gallagher Estates have proposed a new junction be constructed at junction 26. This junction received full planning permission (18/00010/FUL) on 12 April 2018 and will be fully funded by the developer and include:
- A full signalised junction with pedestrian crossing facilities on each arm.
 - The developer will design and construct the junction and pedestrian crossings ahead of the development phase of the extension.
 - Cyclist crossing facilities to be provided on appropriate arms.
 - The pedestrian crossings would link to footpaths included in the development
- 2.4 A review has been undertaken to identify the best location at either junction 3 or 26. This involved the use of mobile cameras and counting equipment to determine the existing pedestrian “desire lines” together with an assessment on future pedestrian and cycle routes between the Western Expansion Area, adjoining communities.
- 2.5 Junction 26 links the new area directly to Two Mile Ash High Street and subsequently one that might lead to increased use whereas Junction 3 was not identified as being as desirable. On this basis, the preferred location for a pedestrian crossing is junction 26.
- 2.6 A section 278 agreement will be entered into upon final approval of the detailed design of the junction.

Representations received

2.7 A letter has been received from Abbey Hill Parish Council (see Annex B) which formally objects to an at-grade pedestrian crossing at either junction 3 or junction 26 on the grounds of;

- safety issues due to the close proximity with motorised vehicles;
- impact on the grid road network providing fast efficient transit across a large area;
- undermining the original planning of Milton Keynes;
- increased congestion;
- impact on traffic flow at peak times;
- previous consultation rejected at-grade crossings.

2.8 The objection has been considered in full and a response has been sent to the Parish Council. An at-grade crossing will provide residents with a safe way to cross the V4. Whilst at grade crossings were not the most favoured form of crossing, they were not rejected. The junction will be monitored after implementation.

Temporary Crossings at Junctions 4 of the V4 and 24 of the H4

2.9 Two at-grade pedestrian crossings at Junction 4 of the V4 and junction 24 of the H4 and an underpass at Junction 25 of the V4 were previously approved for implementation at delegated decisions on 30 January and 20 March 2018. A decision was made at the delegated decision of 30 January 2018, *‘to consider, in the interest of public safety, installing temporary emergency at grade crossings at J4 and J24 in advance of permanent at grade crossings’*. The Council have carefully considered the possibility of installing temporary crossings in advance of the permanent crossings in consultation with Thames Valley Police. It is not recommended to provide temporary crossings in advance of the speed limit reduction due to road safety concerns for users of the crossings.

The Current Programme (Annex A shows the location of the junctions)

2.10 The implementation of the permanent crossing at the junction 4 of the V4 is planned to commence in September.

2.11 Following further traffic and pedestrian surveys at junction 24 of the H4, additional speed reducing features are being designed. The implementation of the crossing will commence in late autumn.

2.12 It is anticipated that the final design of the underpass at junction 25 of the V4 will be completed by early October with construction commencing in the winter.

3 Implications

3.1 Policy

The Council Plan’s commitment for transport is that ‘Milton Keynes is built on great connectivity and mobility to ensure a transport system fit for the challenges of the future so that our economy can continue to grow and people can move about with ease.’

The Mobility Strategy 2018-2036 (approved by Council on 21 March 2018), which will continue with this objective as well as to deliver a transport system that facilitates delivery of growth over the short, medium and long term and in the process, maintain the high levels of connectivity that Milton Keynes currently enjoys.

Supplementary Planning Guidance: Residential Design Code (adopted 2012) states that, ‘pedestrians and cyclists are afforded a greater sense of security from being seen by drivers’.

The Walking and Cycling Policy CT3 requires development proposals to be designed to meet the needs of pedestrians and cyclists. They should provide convenient, direct, safe, secure and understandable pedestrian and cycle routes that are not isolated from other transport routes. At-grade crossings would be accordance with this principle and the Council’s Residential Design Code.

3.2 Resources and Risk

The signalised at-grade crossing could be provided by the developer at junction 26 of the V4 through their design and construction of the junction. This would be at no capital cost to the Council. The crossing infrastructure would become an asset of the Council once adopted.

Y	Capital	Y	Revenue	N	Accommodation
N	IT	Y	Medium Term Plan	Y	Asset Management

3.3 Carbon and Energy Management

Increased levels of walking and cycling have the potential to improve the efficiency of the highway network and help get people to work and school. It will also reduce CO2 emissions, improve air quality and have significant health and quality of life benefits for the population.

3.4 Legal

Delivery of highway works within highway land is within the powers of Milton Keynes Council as Highway Authority. If the recommendation to install signalised pedestrian crossings is approved, in addition to making Traffic Regulation Orders to reduce the speed limits, the Council will also need to comply with Section 23 (1) of the Road Traffic Regulation Act 1984 and The Traffic Signs Regulations and General Directions 2016 (SI 2016/362) where appropriate.

3.5 Other Implications

Equalities/Diversity and Sustainability: *The crossings will enable safe access for all residents.*

Stakeholders: *Stakeholders have been engaged during the development of solutions.*

Y	Equalities/Diversity	Y	Sustainability	N	Human Rights
N	E-Government	Y	Stakeholders	N	Crime and Disorder

Background Papers: Delegated Report and Decision 30 January 2018 – V4, Watling Street and H4 Danstead Way, Western Expansion Pedestrian Crossings

[Delegated Decision 30 January 2018](#)

Delegated Report and Decision 20 March 2018 – Western Expansion Area Crossings including pedestrian crossings of junctions 25 and 3/26 of the V4 Watling Street

[Delegated Decision 20 March 2018](#)

Annex(es):

Annex A Location Plan of Western Expansion Area Junctions

Annex B Letter from Abbey Hill Parish Council

Annex C Preliminary design of Junction 26