

STARS FORUM  
7th September 2005

QUESTIONS AND BACKGROUND INFORMATION FROM COUNCILLOR  
DAVID STABLER

*Issues raised by Parish Council representatives*

*Councillor Stabler of Great Linford Parish Council wishes to have the Forum discuss the matter of the re-alignment of V10 Brickhill Street, which is planned as a key strategy in the Oakgrove Millennium Community project by Crest Nicholson and English Partnerships*

**Question 1.** Are Milton Keynes Council aware of, and if so do they endorse Crest Nicholson and EP actively proposing that V10 should be realigned, designed with linear restrictions, such as a “village square”, pedestrian integration and with speed limits as low as 20 mph, all of which is deliberately designed to prevent the north south movement of cars, vans and HGV’s between Oakgrove roundabout H7 Chaffron Way and Woolston roundabout H6 Childs Way when this solution is expressly not an option included in the Supplementary Planning Guidance of September 2004? The existing carriageway of V10 will be dug up and built upon.

**BACKGROUND**

Quotations from; -

**“Oakgrove Development Framework Supplementary Planning Guidance September 2004”**

**“Brickhill Street**

**3.5.6** Brickhill Street will be an integrating feature that draws together the Oakgrove and Middleton grid squares. As such it will act as a focus for the commercial and social facilities.

It will be a vibrant, active place accommodating the essential community services and facilities for both the local residents and passers by. It will be designed to lessen potential adverse impact of vehicular traffic on the street’s character and function, e.g. providing sufficient distance between the pavement and main carriageway. **It will however have to accommodate through traffic**; this provides an opportunity to increase the vitality and viability of the shops and services through adding potential additional passing trade. **The CDW considered any deviations in this route would compromise access across Milton Keynes and erode the possibility of passing trade for services and shops that would be part of the Millennium Community, so this is not under consideration.”**

**“3.5.7 Brickhill Street will be designed to take account of potential future transport improvements, such as a segregated bus route or tram. A solution based on a boulevard, with opposite building frontages a minimum of 32 metres apart will provide such flexibility, whilst giving enough space for planting and generous width pavements.”**

**“3.5.11** It is anticipated that Brickhill Street will be the main public transport route that serves the development. **This will ensure fast and direct service** that taps into the potential offered by its identification as an indicative Core Public Transport Route in MKC’s and EP’s Public Transport Long Term Vision Study.”

[Note **bold** highlighting added for clarity to the relevant section]

**Question 2.** Do MKC accept that the widest possible consultation about the proposed re-alignment of V10 should be undertaken with Parishes and other interested bodies and that this is not happening at present?

## **BACKGROUND**

During a meeting of the Parishes Assembly on the 3<sup>rd</sup> March 2005 at which the Chief Operating Officer of EP announced the selection of the developer Crest Nicholson the matter of the retention, diversion or re-alignment of V10 Brickhill Street was raised by several Parish Councillors attending.

It was pointed out to the Chief Operating Officer that V10 is the only major through highway east of CMK, the river and canal, which connected the northern boundary of Milton Keynes at Wolverton Road with the A5 on the southern boundary. Any proposals to reduce the capacity or speed of V10 could seriously impact on the traffic movements of the city’s grid network and affect those living at either end of the V10.

It was suggested that the consultation process involving EP and the developer should include all Parish Councils bounded by or through which V 10 runs. This was accepted by the Chief Operating Officer.

David Stabler 18<sup>th</sup> August 2005