

6.3 Milton Keynes and South Midlands Cross Boundary strategy

Joint Statement

By:

Bedfordshire County Council

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Luton Borough Council

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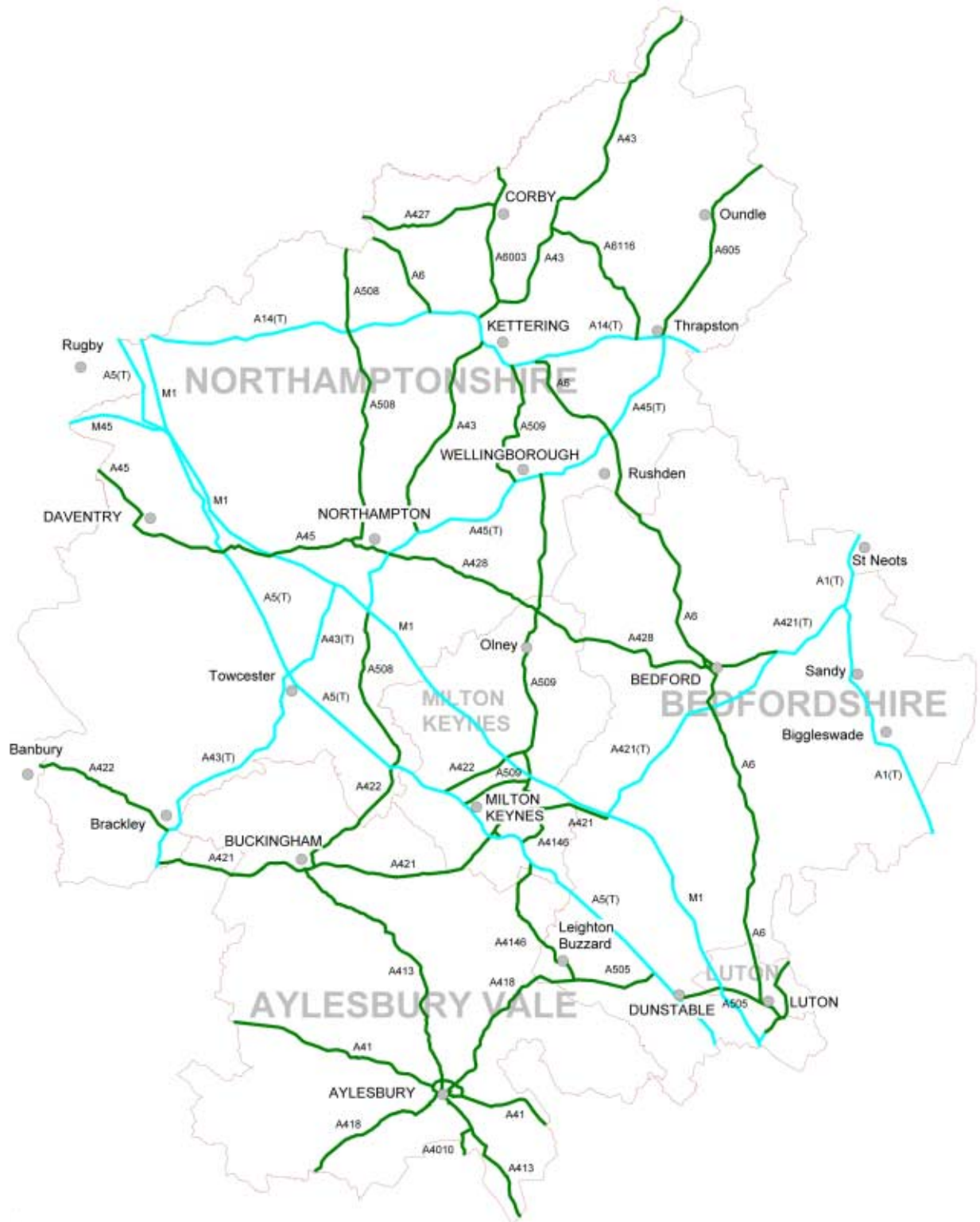
This statement covers the entire geographic areas of Bedfordshire, Northamptonshire, Luton and Milton Keynes, plus the Aylesbury Vale district of Buckinghamshire.



CONTENTS

1	Partnership Working	6
2	Congestion Issues	6
3	Accessibility	6
4	Safety	6
5	Air Quality	6
6	Road Issues	6
7	Bus and Coach Issues	6
8	Rail Issues	7
9	Parking Issues	7
10	Charging Issues	7
11	Development Issues	7
12	Travel Plans	7
13	Freight	7
14	Implementation of the Joint Statement	7

Figure 1 - Cross boundary area



Map Key

- CORE ROUTES
- Highways Agency Roads
- Local Authority Roads



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1 Partnership Working

The authorities are jointly committed to working together to improve local transport throughout the growth area, both amongst themselves and with other organisations such as the Government Offices, the Regional Assemblies, the Highways Agency, bus and train operators, Sustrans and the various Local Delivery Vehicles.

2 Congestion Issues

The authorities are jointly committed to;

- Developing a common monitoring regime for congestion across the growth area.
- Identifying strategic congestion hot spots with a cross-boundary impact, and developing joint responses to deal with these sites. These sites include:
 - M1 Junction 13
 - M1 Junction 14
 - A5 / A4146 Fenny Stratford Bypass
 - A5 / A508 Roundabout, Old Stratford
- Work closely with the Highways Agency to reduce congestion at junctions between the trunk and non-trunk road network.

3 Accessibility

The authorities are jointly committed to:

- Work together to ensure cross-boundary accessibility issues are understood as part of the strategic accessibility audit process.
- Where necessary, develop joint accessibility strategies to deal with cross boundary accessibility.
- Locating major new developments in such a way as to ensure accessibility for all.

4 Safety

The authorities are jointly committed to:

- Introducing a common approach to cross-boundary route improvements.
- Improving liaison between the various regional road safety organisations covering the sub-region.

5 Air Quality

The authorities are jointly committed to:

- Sharing best practice in developing Air Quality Action Plans with Borough and District Councils.
- Adopting a joint approach to the Highways Agency with regard to Air Quality Management Areas (AQMAs) on Motorways and Trunk Roads.

6 Road Issues

The authorities are jointly committed to:

- Supporting the transport proposals in the Milton Keynes & South Midlands Sub-Regional Strategy as a minimum requirement for the growth area.
- Press for those schemes currently listed as “not under active consideration” to be given a definite programme date.
- Press for a further review of the Trunk Road network within the growth area.
- Develop an agreed “core road network” for the growth area, as shown on Plan 1.

7 Bus and Coach Issues

The authorities are jointly committed to:

- Introducing schemes similar to the successful improvements to the X4 Milton Keynes – Northampton – Peterborough services such as the:
 - X2 Northampton to Bedford
 - X5 Oxford – Milton Keynes – Cambridge
 - X15 Aylesbury to Milton Keynes
 - X66 Luton Dunstable to Milton Keynes
 - 31 Luton Dunstable to Leighton Buzzard
 - 61 Luton Dunstable to Aylesbury
- Promoting the upgrading of Milton Keynes Coachway as a sub-regional interchange for coach travel.
- Promoting the upgrading and extension of coach routes to Luton Airport from across the sub-region.

- Investigating the possibility of cross-border park and ride facilities, particularly in the Milton Keynes area.
- Developing a sub-regional coach network to serve the growth area, particularly to complement and fill-in gaps in the rail network.

8 Rail Issues

The authorities are jointly committed to:

- Seeking improvements in the capacity for and frequency of local services on the West Coast Main Line, by building upon the infrastructure improvements that have already been introduced for long distance services.
- Pressing for increased capacity on the Midland Main Line to allow for the introduction of additional services and destinations
- Supporting the development of an East –West rail service from Oxford and Aylesbury to Cambridge via Milton Keynes and Bedford. The authorities believe that this route should be re-opened to passenger traffic in full, and that this is inextricably linked to development of the growth area and the Oxford – Cambridge Arc.
- Pursuing the opportunities that Community Railways may bring for the Marston Vale line between Bedford and Bletchley.
- Supporting the principle of re-opening of the Northampton – Bedford railway line.

9 Parking Issues

The authorities are jointly committed to:

- Introducing Decriminalised Parking Enforcement regimes across the area and use the proceeds to support sustainable modes of travel.
- Developing parking standards for new developments in consultation with each other.

10 Charging Issues

The authorities are jointly committed to:

- Supporting the principle of a national road charging scheme, as proposed by the Commission for Integrated Transport, as the only effective way of developing charging outside the major conurbations.

11 Development Issues

The authorities are jointly committed to:

- Working together to ensure that developers face similar requirements for new development proposals throughout the growth area.
- Liasing closely on cross-border developments to ensure that the needs of all communities are considered in new developments.

12 Travel Plans

The authorities are jointly committed to:

- Working together and with the Highways Agency to share good practice.
- Identifying and working with companies that are implementing travel plans which would benefit from joint authority action.

13 Freight

The authorities are jointly committed to:

- Encouraging Heavy Goods Vehicle traffic to use the agreed core network.
- Promoting the use of rail for construction-related traffic.

14 Implementation of the Joint Statement

The Joint Statement will be used to support joint working between the authorities throughout the LTP2 period. Regular meetings between the transport planners will provide a framework for other specialists within the authorities to work together in delivering common schemes and programmes on the ground.

