

## Question 8

### Traffic:

**If we are not to make traffic on our roads any worse in our own Plan, what general locations around the parish would be best for us to look at?**

- A bypass?
- Possible bypass
- Traffic will be unavoidable, try to encourage bypassing main routes through Haversham. Need a zebra crossing for children walking to school!
- A substantial increase in property anywhere in the Parish would worsen traffic
- Land around old Haversham
- You tell us! ...Oh, there are no 'suitable' locations that will have no impact on traffic
- See previous answer 3 Housing (Haversham does not have any suitable land – we need to keep the green fields around ourselves – what is going to happen to traffic flow on Wolverton Road – traffic queues now in the mornings and evenings – rush hour – the roads are not suitable unless a by-pass is sought!) the traffic is diabolical on Wolverton Road and getting worse by the year! Clearly a bypass is needed!
- Wolverton Road, roundabout by Brookfields + speed – maybe a speed camera
- Ring road to keep MK commuters off our roads
- ?
- Prefer none
- Don't know, but I know traffic has got worse since I lived here five years ago
- Extending side roads off Wolverton Road in New Village. Between old and new villages. Land on main road in old village but not beyond settlement boundary on Little Linford side
- Towards Wolverton end of new village. Small development of bungalows shouldn't impact traffic very much
- Restrict traffic flow through villages i.e. Linford Lane is vastly over-used by vehicles cutting through from Gayhurst to avoid Newport Pagnell
  
- Zebra crossing on Wolverton road , more footfall now going into the ever expanding road
- Pedestrian crossing on Wolverton road for safer access to the school
- Impossible. Haversham has become a 'rat run' for large vehicles. The prohibitive lorry signs are ignored. Traffic cameras/ speed cameras are most needed
- The premise of this question is flawed. Traffic always gets worse when population increases. The key issue is to provide trunk road access.
- Existing road through Haversham as ???
- Any new development will generate additional traffic but the land on the left of the Castlethorpe road between Crossroads Farm junction and the lay by could be a possibility.
- The piece of land at the top of Haversham estate round left hand bend near lay-by.
- Need to look at the mini roundabout (Wolverton Rd). Need a zebra crossing or traffic lights as it is very busy and will get busier as community grows.
- Wolverton Rd very busy needs traffic lights or zebra crossing in Haversham village.
- Wolverton Road heavy traffic already.
- Ha ha it's all busy so doesn't matter!
- Limited number possible as small plots in Haversham Village and Little Linford with less impact but off-road parking vital. Any development of the 'Estate' will make a current traffic issue worse.
- Use several locations so there is not too much pressure in one area. 1. Area overlooking the river bottom of Wolverton. 2. Field opposite houses at top of Wolverton Road. 3. Fields at top of hill between Estate and Village. 4. Field in village opposite old PO.
- I don't know the area well enough to make suggestions.

- It is not possible to build further houses without some worsening of traffic. Other village developments locally have already added to our problem.
- ?? not qualified to decide or comment.
- New infrastructure outside of existing community.
- Any building in the old village would require measures to manage traffic. Vacant areas in and between the estate and old village.
- An area towards the M1 motorway.
- Not sure any location are any more suitable than others but traffic is a problem already and whatever development that is done CANNOT MAKE THIS WORSE.
- Unsure of a good solution.
- Newport Pagnell and Wolverton.
- It is impossible!
- Over by the M1.
- Getting the traffic to allow local people priority on coming out of side roads and their own drives. 5mph around Crescent (many children playing on roads).
- Little Linford Lane or road to Gayhurst from Little Linford.
- I do not agree with any further housing.
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- Run school bus from station car park for children to be dropped then shuttled to the school.
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- Communal off-road parking – unused allotments/Crescent central grass area. No on-road parking or on grass verges if property has driveway – monitored by a traffic warden
- None, preferably
- Traffic is already pretty busy through the village – we should not be building to the size that this would increase at all
- Traffic is going to get worse wherever new development is placed
- Little Linford
- The roundabout at the junction with Brookfield Road is offset and presents a hazard when drivers drive at speed and forget to give way at the roundabout
- All of our existing roads are narrow, being country roads. Some portions of road could be widened? Any new roads would have to be cut through farmland and/or wet land which I feel is unacceptable. I do not know which locations to build would be best
- Do not know
- Field below lower/last bus stop on Wolverton Road
- Has to be mainly 'upper' Haversham as High Street has very narrow road, properties within one metre of highway and historic linear village – this leaves (a) land between upper/lower (b) land around upper Haversham (c) Manor Farm land and buildings
- New main road north of houses direct into CMK avoiding Little Linford, Haversham High Street and Wolverton Road
- The outskirts of village. Sufficient parking to be made available
- Land at the back of Hall Farm so access can be made from existing routes from Newport Pagnell
- N/a
- Wolverton Road. Manor Drive.
- Add road between High Street and V8 at Oakridge Park.
- T-junction at top of Wolverton road. Top of old Haversham, towards Little Linford.
- The junction at the top of Wolverton Road out of Haversham – it gets very busy at times. Little Linford Lane – Narrow road, junction may also be better as a roundabout with increased traffic.
- Area between Gayhurst and Little Linford / Haversham village.
- Narrow country roads should be widened.
- None
- None

- Not sure of question - look at for housing or for solving traffic? Wolverton Road traffic is already bad and getting worse morning and evening peak.
- Main High Street zebra crossing for families and children to easily cross the roads.
- Zebra crossing.
- I live on Little Linford lane and it cannot cope with more traffic. We have lived here for 3 years and there have been over 5 accidents outside our house. One of which resulted in our neighbour being hospitalised, his van written off and the responsible car demolishing our hedge. We have asked the council to consider introducing a 30/40 mph limit. The road through new Haversham is very congested during rush hours so in my view the only option would be to create a new road (if there was large scale development).
- Little Linford lane (I am biased as it's my road). We have experienced several collisions since living here already, one crashing into our hedge and injuring our neighbour.
- Exit Haversham to Wolverton
- Haversham to Wolverton
- The back of Haversham school
- Fields behind school
- Wolverton Rd is already very busy, look at zebra crossing
- None – would need new roads
- You can't have additional development without additional traffic! Haversham can't be cut off from the rest of the outside world. Most traffic that uses our roads is commuter traffic from other large settlements commuting into MK. The one advantage the Gallagher development proposal was that it had enough size to pay for major road improvements thereby diverting traffic away from our houses. The only other thing you can do is to introduce ????? to deter drivers as a result of longer journey times
- Junction at top of Wolverton road down to the old village. At peak times this is very busy – visibility is not good
- Old Haversham
- All roads
- Wolverton road
- Any roads will make this area worse
- Those that are on existing bus routes. Those that join highway by way of pre-existing routes. Deter through traffic to allow for additional housing traffic without overall increase
- 1. The field at the bottom of the estate next to no. 2 Wolverton rd. 2. The field opposite the flats on Wolverton rd. 3. Possibly the 'triangle' in the village. 4. Land at the old fishery, vicarage spinney
- Infrastructure – more than one road to ease congestion
- There aren't any that will have no major impact
- There aren't any that will have no major impact
- Some kind of ring road around the villages – not a major road through them
- Wolverton Rd
- This will be impossible as there is only 1 road through Haversham & due to Haversham's location in relation to MK
- Traffic will always be a problem as traffic needs to come through to MK
- Entrance / exit of 'estate' – Hill down to village
- Parking (off road). Allowing space between developed areas to support flow. Junction between Haversham estate & village. Roundabout linking Wolverton.
- I am no planner but any road suggestions made would contradict everything I have said before. Any road built in the Haversham surroundings would be detrimental to the local wildlife & nature
- I am not in a position to comment on this
- Over recent years the traffic through Haversham estate has increased, especially early a.m. & late afternoon. This will only get worse with property expansion / more housing. Traffic calming solutions might help but commuters to MK don't have a good alternative route

- Remove traffic calming but install speed restrictions & cameras. reduce speed on feeder roads
  - Need to absorb small groups of houses rather than put all the extra traffic in a single area
  - The hill between the village & the estate
  - Between New Bradwell & Blakelands
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- Nowhere would make less traffic or keep it the same!!
  - Fields
  - I don't feel there is an answer to this question. The main through roads into and out of Haversham are already busy and crowded at peak times.
  - Identify rat runs and provide alternate routes for traffic
  - Bottom end of High Street in Haversham village
  - Outside Old Haversham – between Old Haversham and Newport Pagnell
  - Little Linford Road, Gayhurst Road, Haversham
  - Wolverton Road and Haversham High Street junction. Haversham High Street during peak rush hour periods.
  - Haversham High Street (as a rat run from junction 15 of M1). Junction of Haversham High Street and Wolverton Road.
  - Don't know
  - Don't know
  - Don't know
  - Alternatives to Wolverton Road as a route to Milton Keynes
  - Wolverton Road through road than other villages to Milton Keynes (rat run)  
New link road to MK from Little Linford to Oxley Park at top of Bradwell Hill
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- Traffic along Wolverton Road would be at a standstill in mornings if more houses.
  - I have no idea, the Ouse causes a problem for potential sites for roads
  - Do not pass the plan, traffic already awful.
  - Our problem is from outside the village already, roads used as rat runs
  - If more people live in our parish then the roads will be used by more traffic. Stop the roads being used as rat runs by Northampton folk.
  - The existing traffic levels require management, with developments in this parish almost certain to make this situation worse. Speed limits are widely ignored with no police enforcement. Chicanes in the lower village are acceptable to this respondent. MK Council and Parish should discourage parking on pavements. This does not help traffic flow and impedes pedestrians.
  - Speed restrictions on the High Street – dangerously speeding at present will likely cause an accident or fatality.
  - Difficult to imagine that any development wouldn't make traffic problems worse. Some location which would encourage use of routes other than down Wolverton Road.
  - Increasing housing is bound to increase traffic somewhere. Maybe we should just accept that.
  - The Crescent traffic and Manor Drive is awful. Difficult for emergency vehicles to get through. Road through Old Village also difficult to pass at rush hour.
  - Avoid main roads such as Haversham Road and High Street, go nearer to Gayhurst Road
  - We need to avoid Wolverton Road, as it is already a thoroughfare, instead, look to tie in developments to the Gayhurst to Newport Pagnell road as this can cope better with an increase in traffic
  - I would suggest towards Newport Pagnell to the far side of Little Linford.
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- The field behind the bus stop on Wolverton Rd going towards Wolverton at the bottom of the Crescent.
  - Wolverton Rd
  - Land opposite Beech Tree Close – that at the bottom of the Crescent where the sheep are sometimes kept. Any new traffic would not pass through the Estate if heading to MK/Wolverton.
  - The 'Triangle' in the Lower Village

- Possibly the fields on the hill between upper and lower Haversham
  - The land on the Wolverton Rd just before the flood plain (just as you leave the village would likely have little impact if there were few houses.
  - Land at the top of Wolverton Rd., before going toward Hanslope.
  - Infill infields between old and new Haversham use planning gain to improve roads and junctions
  - None
  - On right of Wolverton Rd., set well back above bungalow
  - Closer to the M1 so that main transport links can feed off into this direction and not through Haversham old village or estate.
  - A new M1 junction and improve Linford Lane (the bridges)
  - Top of Wolverton Road
  - Any building will make traffic worse
  - Don't Know
  - Surely any development is going to increase traffic?
  - Possibly linking upper and lower Haversham. Consideration needs to be given to the farming community.
  - Part of Wolverton Rd North – Western side is not built up.
  - The triangle for infill in the village
  - Traffic will increase wherever you build.
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- France
  - Any location needs traffic calming/parking
  - Those areas already close to main routes so minimal disruption and further road building
  - Hanslope, Deanshanger
  - The field in old Haversham opposite the old post office.
  - Odd numbered side of Wolverton Rd. towards the crossroads
  - This is hard to answer as traffic management will change with development.
  - Not mass housing
  - Trout farm
  - Field opposite old post office
  - Behind crescent and back off road between church and school
  - Top of Brookfield and Keppel and Rowan in crescent shape
  - Back by school house up to church, not farmed.
  - Wherever you build there will be traffic implications
  - Perhaps we should look at improving roads and access
  - In between old and new Haversham
  - The road that links the two villages
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- To look at access link to M1, Northampton and the MK links. Currently only access is through either Newport or Haversham (for MK) or Hanslope/Castlethorpe (for Northampton) I suggest developing land between Olney and MK as this would be cost efficient.
  - Not anywhere along the Wolverton Road. Traffic is too congested at peak times and for health and safety reasons this should not increase.
  - Crossing on Main Road, better calming particularly near school (Manor Way).
  - Improving the A5 and A308
  - As far away from Haversham as possible
  - Little Linford towards Newport Pagnell
  - Small infill only
  - Add three further cul de sacs to Brookfield Rd. Alternatively extend Rowan Drive, Keppel Ave., and Chalmers Ave up to the Castlethorpe Road. Alternatively infill the Green
  - Haversham Estate
  - “?”

- I don't know
- Don't know
- Don't know
- Traffic will be worse with any amount of building
  
- I'm afraid there is only one obvious answer here, which is to build on the southern edge of the estate and around to the end of Brookfield Road - please see attached plan. This will ensure the bulk of the traffic from new build housing is exiting the village at the very edge limiting the impact on the village further up Wolverton Road. It think it inappropriate to build to the North or in Little Linford.
- Top/bottom of Wolverton Road, maybe reduce entrances with give way signage, try to stop large lorries going through that do not need to due to satnav directions.
- Traffic leaving Haversham and entering Haversham needs to be slowed down before there's an accident. Residents of Beech Tree Close cannot get out.
- None.
- I think a zebra crossing on the main Wolverton Road is essential. It's awful on school runs/at rush hour.
- What?
- Don't really understand this.
- Access to the V6 to CMK is already causing problems and tailbacks. The access to old Wolverton industry is poor and tailed back due to traffic lights at the narrow bridge.
- None. Keep the countryside and farms.
- Internal parking on roads - make new homes have plenty of parking space.
- A difficult one this - any housing must bring more traffic so ... can we invent more access roads?
- Wolverton Road.
- Wolverton Road.
  
- Between Haversham Estate and Old Haversham, by the farm
- None around this Parish
- Wolverton Road, particularly a pedestrian crossing
- The main road (Wolverton Road) traffic is back to back morning and night, and when the M1 has accidents all traffic goes through the village. Children's crossing would be good.
- Everyone has a car each, therefore, any housing would create more traffic
- Not sure but it must avoid making Wolverton Road worse than it already is
- Without provisions of getting traffic journeys better through Wolverton Road and into the grid system. Without bottle necking along Grafton Street up to Monks Way. I think this is a lost cause. Especially in light of the traffic caused by the A508 recently
- On the hill between Wolverton Road and the High Street/pub. This land has a number of options for road access, introducing a roundabout on the hill would also slow traffic
- In the village, opposite the old post office box (in a house) and in the estate the top of the hill as you turn left towards Castlethorpe
- To be honest I believe that any new roads around our Parish would be disastrous for Haversham
- Stop all traffic along bridleway from Mill Road to The Black Hose. Potential 30 mph speed limit throughout village. Look at remodelling junction at Wolverton Road/High Street.
- A new motorway access which might help to alleviate traffic within the villages
- Roundabout at Crossroads Farm
- Ensure there is adequate off-road parking
- Maybe more parking areas for existing houses
  
- Bletchley
- Unknown but may be Bletchley.
- One house anywhere would increase the traffic.
- Small-scale infill if suitable.

- It is not so much location - but access to viable alternatives to the car therefore close to good bus services or Wolverton station (but needs better links for cycling etc.)
  - Land on the way out of 'the estate' on the way out to Hanslope on the left. Land on the right as you approach the estate from MK on the Wolverton Road after the bridge. Land between the two halves of the village on the hill.
  - Top of Wolverton Road.
  - NA
  - Wolverton Road/rat run.
  - Do not know.
  - I think just a few houses being built maybe on the field at the top of Brookfield but it must be controlled – we can hardly get out of drives and roads because of traffic.
  - Don't know but the traffic on Wolverton Road is sometimes very heavy and additional vehicles would not be acceptable.
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- Between school and Church
  - Wherever housing goes it will have an impact so maybe if houses were "staggered" and extra traffic drip fed into the system it may not be as bad as building in a bottle neck area e.g Linford Lane proposal
  - Unless somewhere between the old village and Little Linford or the new village and Castlethorpe, anywhere else will have more impact on High Street and/or Wolverton road.
  - Towards Newport Pagnell end, hopefully the traffic would go out towards the motorway end.
  - Both old and new Haversham
  - Wolverton
  - New Bradwell
  - Top of village on way to Hanslope –further away the better!
  - If more houses are built in the parish then the only solution is to build another road to connect with the rest of MK.
  - Old Wolverton roundabout- extra lane perhaps.
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- Anywhere that would diminish rather than add to the rush hour 'rat-run' through village and estate
  - Edge of Haversham – land opposite Beech Tree Close – it is slightly higher and doesn't seem to flood. Land at end of Brookfield Road, but not using Brookfield Road as access
  - None in our area!
  - It's NOT about location, it's how it's done, silly contra flows and ill thought out junctions are the cause of congestion (see Hanslope and Castlethorpe). The speed humps we have are excellent!
  - None
  - None
  - There are no options for easing traffic unless a complete new road is built
  - Corner by the Greyhound
  - Straightening the hill road down to the pub. Bypass – to make the village roads a safer place to be
  - New grid road into village would solve traffic and keep the village traffic free. Bypass. The nasty bend on the hill between two villages needs straightening as most cars seem to cut corner
  - My preference would be development in Haversham Estate. I would leave Old Haversham and Little Linford
  - Ideally, identify space in the more modern area of Haversham, also build small number of houses in various locations, therefore reducing the impact of additional traffic
  - I think this is unavoidable! More people – more traffic. But a small growth in population could be managed on existing roads
- 
- Don't know
  - Link the two sections of the village together

- Any locations are going to increase traffic if no further roads are planned. I suppose that locations at the Wolverton end of Wolverton Road and the Newport Pagnell end of the High Street might minimise the increase in the centre of the village.
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- The main roads into and out of the village should have speed cameras and a limit of 20mph!
- Not sure.
- 1) Only develop in areas adjacent to more major roads. 2) Find smarter ways to alleviate pinch points in Haversham, Linford, Hanslope etc. 3) Reinstate Castlethorpe train station and look at other opportunities along this line, London to Birmingham.
- 1) Only develop in areas adjacent to more major roads. 2) Find smarter ways to alleviate pinch points in Haversham, Linford, Hanslope etc. 3) Reinstate Castlethorpe train station and look at other opportunities along this line, London to Birmingham.
- Field on the right as you enter Haversham from Wolverton - it does not flood, used just for sheep. Field opposite church -used for horses only. Fields next to lake no flooding.
- Not Wolverton Road Haversham.
- Not Haversham.
- Difficult to see any areas that would not make traffic worse.
- No obvious locations are available where traffic volumes would be manageable.
- ?
- None. All local villages are rat runs. Need desperate traffic calming measures - that's before you build 100s more houses.
- Not in our parish. None.
- Small infill terraces, 2/3 houses.
- This is a huge issue. Haversham is a gateway to MK and significant development are taking place in Hanslope and that will increase village traffic flows.
- Avoid developments on Wolverton Road and New Haversham. I guess that means development should be in Old Haversham or away from main roads.
- Don't know, but am concerned about access for emergency services.
- Nothing additional around Manor Drive/Crescent as school extension will already increase traffic. Additional crossing facilities on Wolverton Rd would be essential with any increased traffic.
- Land between Little Linford and Haversham.
- Hard question as our parish is all single carriageway or lanes. If any new housing, roads would have to be redesigned drastically to avoid blockages. Also flooding to be considered in Linford lane.
- The roads have got to be redesigned and enlarged first and we need to ensure that they connect to our workplace before any new housing estate is built. 8am to 9am road blockages throughout parish and MK.
- Around the Crescent and existing larger developments. Build on the nucleus instead of sprawl.
- Any development will lead to increased traffic. The ameliorating traffic measures will be critical.
- Preferably nowhere.
- Add housing to the areas that have already got new houses; use cul de sac so no need for any traffic other than inhabitants.