

# LOCAL TRANSPORT TODAY

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## Milton Keynes' grid roads are ill-suited for a low carbon future

Councillor John Bint believes that the Milton Keynes layout of grid roads and dispersed activities is "much loved" by residents (Letters LTT 6 May). But it dates from an era of cheap oil and disregard for climate change impacts. The resulting car-dependency helps explain why the city's per capita carbon footprint from transport is about 23% above the national average.

All cities should be working for a transition to socially equitable, low carbon travel patterns, and in fact Milton Keynes is fairly active in this respect. But rolling out the 1km grid of highways to the new areas will make this objective harder to achieve. How well-loved will the MK car-dependent lifestyle be when (not if) petrol costs £5 a litre?

Incidentally, if the beloved layout is as effective as Councillor Bint claims, why is it found necessary in the new Local Transport Plan to promote peak spreading and to provide more junction capacity?

I urge him to address the point raised in my previous letter, that the 1km grid road system is inherently unsuited to a decent bus system, and therefore should be modified in the new growth areas.

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