

Cycling Strategy for Milton Keynes

Consultation Responses
Annex



www.milton-keynes.gov.uk/cycling-strategy

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Summary report on consultation responses

The 12-week consultation for the draft cycling strategy ended on 6th January 2013 with a very large response rate. The reason for this high rate of response is due to extensive promotion of the consultation through the web site, press notices, invitation to organisations to respond via email, meetings, promotional brochures and fliers distributed around the borough through libraries and parish council offices.

In total we received 100 consultation responses from individuals, cycling organisations, parish and town councils, stakeholder organisations and other departments of Milton Keynes Council. These responses comprise 376 individual comments.

The breakdown of respondents was as follows:

- Individuals 71
- Parish and Town Councils 11
- Other organisations 11
- Council departments 4
- Cycling organisations 3

The individual comments were then grouped into the following themed categories:

- Strategy
- Maintenance of Redways
- Expansion / Connections / Links
- Signage / Wayfinding / Information
- Safety Issues
- Other Comments

The comments were further broken down into specific areas of concern that the respondents raised. These are summarised below, together with the number of comments received on each topic.

Strategy:

1.	General support for the strategy	30
2.	Promotion / Education /Marketing	7
3.	Partnership working with organisations	5
4.	Cycle Hire Scheme	4
5.	Trip end facilities	3
6.	Remove car driver advantages	3
7.	Expand Redways	3
8.	Remove barriers to cycling	2
9.	Don't support strategy	2
10.	Increase funding	1

Maintenance:

1. General Maintenance	27
2. Debris	17
3. Vegetation	14
4. Lighting	15
5. Winter Maintenance	5

Maintenance comments also referred to hard-surfacing rural routes, rural maintenance, road maintenance, drainage, heated Redways and the Council's 'React' system.

Expansion / Connections / Links:

1. Rural Connections	11
2. Direct Routes	11
3. Expansion of Redways	10
4. Super Cycle Ways	6
5. Extend Redways in Towns	2
6. Trip end facilities	2
7. Improve crossings / junctions	1

Safety Issues:

1. Education on safe use of Redways	26
2. Crossing / junctions safety	10
3. Visibility /sharp bends	7
4. Security of bikes at stands	7
5. Reduce speed limit on estates	2
6. Cycling Training	3
7. Speed limit on Grid Roads	2
8. Make Grid roads safer for cyclists	1
9. Enforcement of offences	2

Signage / Wayfinding / Information:

1. Improve signage on Redways	39
2. Rules of Redways	13
3. On-line maps, route maps	19
4. Landmark, name Redway routes	5
5. Promotion /Education /Information	3

Other Comments:

1. Education /Promotion/Marketing	10
2. Improve facilities	15
3. Direct Routes / Super Cycle Ways	11
4. Other miscellaneous comments	20

Other comments also included; learning from other countries and towns; putting more resources into cycling; looking at speed limits; using planning conditions to favour cycling and provision of cycling facilities; giving more advantage to cycle users in favour of car users; re-designing crossings and junctions for improved safety.

Some other comments were localised or site-specific regarding safety issues, maintenance, resurfacing, lighting, overgrown vegetation, safety at crossing and junctions, trip end facilities and security, rural expansion / connections.

The key priorities emerging from all the comments raised by the respondents to increase cycle usage in the borough are (in no particular order):

- Improve general maintenance of the Redways
- Improve Signage / Wayfinding / Information
- Create Direct Routes / Express Cycle Ways
- Promotion / Marketing / Education / Rules of Redways
- Improve trip end facilities / security / cycle parking
- Expand Redways / Improve links and connections
- Improve safety at crossing and junctions
- Provide cycle training
- Remove barriers and give more advantage to cyclists
- Improve maps, on-line mapping and route planner

We have also analysed the responses with a 'RAG' process (Red, Amber, Green). This revealed overwhelming support for the strategy:

92% of the comments were marked Green; meaning that the respondents either agreed with the strategy or placed further emphasis on the interventions already mentioned in the strategy.

4.3% were marked Amber; which were comments that did not disagree with the strategy, but had aspirations beyond the scope of the strategy.

3.7% were marked Red; which were those that the Council could not support as they would conflict with wider transport policy aspirations.

The "Consultation Draft Cycling Strategy" was then modified in accordance with the following pages and republished as the "Draft Cycling Strategy" for adoption. Modifications to the strategy are highlighted in column 4 "Change to document".

Consultation summary of responses

Ref	Cycling Strategy	Council Response	Change to document
1.1	Just a few comments regarding the cycling strategy – Firstly, a couple of factual / grammatical corrections. There are 140km of leisure route – (not 60km as stated) – needs correcting on pp 3, 6 & 9. The first paragraph in sect 3 (p9) is the same as sect 3.6 (p12)	Comments noted. Leisure route length is 70km.	Revise text
2.1	Just a thought, if we are going to encourage staff to use these “Boris bikes” to get about on council business, how are we going to ensure they are fit for use, Under the provision and use of work equipment regs, the bikes would become work equipment and must therefore be satisfactorily maintained by the employer. This is I believe the reason the post office are withdrawing postal bikes	A feasibility study for a cycle hire scheme for Milton Keynes will be carried out prior to implementation and health and safety issues will be considered as part of that study.	None
4.1	A few comments on your excellent document. On page 9 paragraph two you talk about 150 minutes of cycling but omit to say in what period this should occur, is it in one week?	Noted. This refers to physical activity, not specifically cycling. The paragraph will be revised to read "...at least 30 minutes of exercise for 5 days per week..."	Revise text
4.2	On page 11 you refer to Team MK and this is fine as they are by far the largest and most active cycling club in the city, however there are other cycling organisations which deserve a mention such as Milton Keynes Cycling Association, the umbrella body primarily responsible for the extensive racing programme at MK Bowl Cycle Racing Circuit during the summer months covering veteran, children and senior competitions, the local branch of the Cyclists Touring Club (CTC), North Bucks Road Club, the oldest local cycling club, other clubs and teams include Phil Corley Cycles, Twenty3c, Roy Pink Cycles and Virgin Active. The above comment also refers to page 16. It helps to illustrate the vibrant cycling community which exists here already.	Comment noted. Team MK was referenced as an example of a local organisation.	None

Ref	Cycling Strategy	Council Response	Change to document
5.1	The overall conception is very persuasive, and if carried out as well as this Summer's Olympic drive was, would be truly inspiring. We could emulate the Netherlands, Beijing and other places where the bicycle is more a way of life, like Cambridge. Has any research been carried out into places like these where cycling is an every day transport mode?	We constantly look at best practice from other towns and countries.	None
5.3	Also, a great deal of money is being projected to make the necessary changes, and I hope that these have all been put out to tender and scrutinised on return.	The procurement of all projects and services is carried out in accordance with the Council's rules and procedures.	None
6.1	I applaud the cycleway network established in Milton Keynes but unfortunately I need a car to transport my bike to use them	Noted.	None
7.4	The strategy indicates that cycle ownership is high in Milton Keynes although usage is very low, therefore access to cycles is not really an issue. Bearing this in mind, I do question the value of pumping limited funds into a cycle hire scheme. Milton Keynes is low density and so there is an issue about where bikes could be hired and where they could be left. A bike hire scheme (such as the Boris Bikes scheme) works well in large, populated areas but think it may not be so successful in areas where all facilities are not situated very close to each other. A lesser scheme organised through existing bike shops will cost less and should have some limited success	This will be considered as part of the feasibility study. Access to cycles for visitors and leisure users is also a key consideration.	None

Ref	Cycling Strategy	Council Response	Change to document
7.5	The strategy does mention the benefits of recreational riding and makes specific mention of Team:MK. To participate in Team:MK club runs requires a good level of fitness and does not promote or encourage beginners. There is also a cost to join the club. Team:MK is a club that encourages people to improve rather than partake. To get more people interested in taking up cycling, the strategy should give some indication of the type of bike clubs that welcome and encourage beginners i.e CTC 'Easy Riders' and the Parks Trust Events – 'First Sunday of the Month' is a good example.	Comment noted. We will work with partners to promote all levels of participation including the "Sky Ride" and "Breeze" programmes, which include 'starter' rides.	None
8.1	I am happy with red path condition in MK and overall infrastructure.	Noted.	None
9.2	Things we ought to do 1) More places to park bikes – outside places that are supposed to encourage health such as doctors , clinics etc 2) Also parking next to fun eatery areas 3) New Homes to have space for bikes to park 4) Facilities for OLD people using electric bikes, that really move 5) Recharging stations	Interventions CWo9, CWo10 and CWo11 include increased provision of cycle parking at destinations. The feasibility study for a Cycle Hire scheme (intervention CWo14 and Section 4.13) will consider provision of electric bikes and charging points.	None
11.5	Finally thanks MK for attempting a good system	Noted.	None
14.4	I'm not sure the 'Boris bikes' idea really works for MK; I think its impact will be limited. I can't see where users are going to travel between other than the stations and workplaces (CMK and a bit beyond). This is not really going to affect car use that much (other than less taxi journeys).	This will be considered as part of the feasibility study. Access to cycles for visitors and leisure users is also a key consideration.	None

Ref	Cycling Strategy	Council Response	Change to document
16.3	<p>The words of the document generally are good, I'm sure, but it seems to be primarily about aspirations (which of course cost nothing) rather than delivering anything tangible within a reasonable time scale. What are the targets?</p> <p>I have lived and cycled in MK for the past 23 years (and paid my Council Tax) and I feel that cyclists in this town actually get quite a poor deal. The Council seems to think that cycling begins and ends with the Redways and any consultation is actually very minimal, in other words the Council thinks that it knows best when, judging by the results it clearly doesn't. I hope that this document represents a change but I suspect that, at the end of the day, it'll still be about the same stuff. You need to get more Councillors and Council employees cycling so that they actual have some first hand experience of what it's about.</p> <p>I look forward to seeing improvements in cycling in MK. How long do I have to wait?</p>	<p>There is clear set of objectives and interventions presented in the strategy and funding has been set aside over the next few years to carry out improvements. An early part of the strategy implementation will be the development of a programme of projects and initiatives.</p>	None
17.1	<p>I cycle to work using the Redway system, travelling 7 miles from Wolverton to The Open University, so I am heartened to see you lay out a concrete strategy for improving and enhancing opportunities for cycling in Milton Keynes. I also lived in Holland for six years so have good experience of the excellent cycle network there. I think there is much to commend about the current Redway system, particularly the separation between cycles/pedestrians and traffic. It makes for a pleasurable and relaxing cycling experience, so I think at its heart is a solid system.</p>	Noted.	None
22.1	<p>I am a regular cycle commuter as well as a leisure cyclist, and I am pleased to see that a number of the issues which matter to me have been identified in the strategy. Of particular concern to me are: 1. Indirect/slow Redway routes2. Redway cyclists take second places to road users3. Redway maintenance4. Redway suitability for cycles5. Insufficient secure storage</p>	<p>Sections 4.5 and 4.6 as well as interventions CWo4, CWo5, CWo6 and CWo7 cover provision of more direct routes, additional routes and improved maintenance of current routes. Section 4.9 and interventions CW09, CWo10 and CWo11 relate to improved cycle storage.</p>	None

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24.2	<p>I have driven and cycled in Germany where they have a narrow hard shoulder next to many main roads, which allow a cyclist, or slow moving vehicle to occupy with the same right of way as the main traffic affording a safe distance from the fast moving vehicles, but a practical and safe way to cycle.</p> <p>It is my opinion until this issue is addressed many cyclists will as they do now simply ignore the safe cycle lanes and continue to cycle on the main roads both putting their lives at risk and holding up the traffic.</p>	<p>The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.</p>	None
29.1	<p>Whilst I whole heartedly agree with most of the principles outlined in the MK Cycling Strategy, I have a few comments to make on the document: You rightly point out that the red way network in Milton Keynes serves an adequate leisure purpose, However, in principle it fails on a number of issues for the discerning commuter cyclist</p>	<p>Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.</p>	None
30.1	<p>I was generally pleased to see this and agree with much of it. My other point regarding cycle hire is that it needs to be comprehensive enough to be viable. While it has to start somewhere, I think it is necessary to look beyond just CMK, which itself is quite compact for walking, and is also quite hilly so not ideal for cycling. Perhaps basing the trial around one of the old towns, Bletchley, Newport Pagnell, Stony or Wolverton, might be a better start?</p>	<p>We plan to conduct a feasibility study to see how a cycle hire scheme could be implemented in Milton Keynes</p>	None

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31.1	<p>I have lived in MK since 1980 and used mostly Redways to commute 6 miles each way to work for many years and use Redways and leisure routes for recreation and shopping. Typically 60 miles cycling a week. It is good to see actual recent improvements e.g. cross CMK Redway and the station Redway, resurfacing railway walk into Newport Pagnell etc.</p> <p>Some comments on the strategy to further improve cycling in Milton Keynes Council areas.</p> <p>1. Make more people aware of the strategy now to get momentum going and get more feedback. I spotted a 2cm article in local MK News. Is there more publicity?</p> <p>2. To get more feedback and publicity add a synopsis as 24 pages is a lot for busy people. There is much duplication within the strategy doc and from the brochure.</p>	<p>Comment noted. Section 4.2 and intervention CWo1 include increased promotion, marketing and education of cycling and the benefits of cycling.</p>	None
32.1	<p>I would like to support any improvements in cycling facilities in Milton Keynes.</p>	<p>Comment noted.</p>	None
34.3	<p>Can I please also comment on the lack of use of the Redways. As I mentioned, I drive during the week and often find cyclists on the grid roads (single and dual lane) with cars tailing back behind, which seems bizarre when they are only a few metres away from a Redway running parallel to the road. The Redways are such a good system, I find it odd that these unhelpful few either don't know they exist, or feel that they are not appropriate to their needs.</p>	<p>Comment noted. Section 4.2 and intervention CWo1 include increased promotion, marketing and education of cycling and the benefits of cycling.</p>	None

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37.5	<p>7. Team MK Most of their activities (cycling related) start from Stony Stratford. This is on the far north west of MK, what provision is available for residents in the South East of MK?</p> <p>8. Skyride / Breeze rides / Skyride Locals These are excellent. How can people get involved to help more? Also, the council could have a higher profile at these events, particularly at the SkyRide city.</p> <p>9. Cycling Hub in CMK... Somewhere to drink espresso, marvel at carbon fibre etc (dreaming.....)</p> <p>10. Crit races Halfords tour series visits towns and cities across the UK, so not MK? Look at the success of the Red Bull Home Run! Why not put on a late evening crit race round the streets of MK. The centre would be absolutely ideal for this! Would give the council an excellent opportunity to advertise the benefits of cycling in MK.</p>	<p>Comments noted. We will work with partners to promote participation across all areas of MK; this includes the "Sky Ride" and "Breeze" programmes, which have rides in many locations.</p>	None
38.1	<p>I use my bicycle for travel to work and leisure activities. I find that the cycling provision in MK is much better than other UK cities I have lived in although not as good as some other parts of Europe (Germany, Netherlands, Denmark).</p> <p>I think you have addressed most of the problems that I have encountered with the Redways, i.e. Maintenance & lighting, there are some horrendous cracks in the Redways crossing the A5 towards Bletchley</p> <p>Lack of penetration into CMK, Bletchley etc</p> <p>Lack of bike parking at transport interchanges</p> <p>However, on the last point, I must congratulate you on the cycle parking in Station Square, I am familiar with that system from Germany.</p>	<p>Section 4.5 and intervention CWo6 deal with improved maintenance and Section 4.6 and intervention CWo5 deal with expansion of the Redway network. Section 4.9 and interventions CWo9, CW10 and CWo11 cover increased cycle parking.</p>	None
40.1	<p>Having read your cycling strategy document it does look as though MK may be going in the right direction at last but only time will tell.</p>	Noted.	None

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42.1	<p>This is a good document on the whole, I love the Redways and I'm glad that you are looking to extend them. Cycling in MK is lovely compared to London and other towns in the UK. I've cycled across London a few times and it is hair raising to say the least!</p> <p>We have two big cycling companies with Head Offices in MK that I'm aware of</p> <ul style="list-style-type: none"> - Trek and Madison. Perhaps you could ask them to provide sponsorship or assistance in someway with the project? <p>I've a few points about the strategy document based on my own experience on using the Redways over the years.</p> <ol style="list-style-type: none"> 1. Segregation <p>Is it possible to segregate cycle traffic from pedestrians on the busier Redways? There are a lot of dogs walkers in the mornings and evenings with extending leads on the Redways and this can be quite dangerous.</p>	<p>We will continue to work with many local organisations and businesses to promote cycling. Section 4.2 and intervention CWo1 deal with promotion, education and training to encourage more cycling. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
43.1	<p>I'm a very keen cyclist and Team MK member. I'd like to say how encouraging it is to hear that cycling is going to be central to your transport strategy for the near and distant future.</p>	<p>Noted.</p>	<p>None</p>
44.1	<p>I do not drive and have cycled to work in Milton Keynes for the last 25 years. I also cycle around the city for shopping, leisure and to meet up socially with friends. I love the Redways and would not cycle on ordinary main roads, never mind the grid roads.</p>	<p>Noted.</p>	<p>None</p>
46.1	<p>Regarding the consultation on improving cycling in MK - One of the greatest barriers to cycling is the lack of workplace provision of shower, lockers and changing facilities. The provision of these facilities would greatly facilitate cycling and they do not appear to be mentioned in the strategy.</p>	<p>We will work with local businesses and organisations to address the provision of these facilities. Interventions CWo10 and CWo11 deal with improved cycling facilities.</p>	<p>None</p>

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47.1	The cycling strategy is generally bold and to be welcomed. However, cycling cannot be considered in isolation. Despite the ambitious nature of the draft strategy, it is very unlikely to succeed. This is because of a failure to take a holistic, multi-modal approach. Simply put: there is too much carrot, and not enough stick. The reason cycling in London is popular is because driving is horrible, and cycling is less horrible than driving. Cycling in MK is quite good by comparison to London, but driving is really good in MK. Driving therefore needs to be made much less attractive than cycling if people are to be encouraged out of their cars. Making cycling better will not in itself achieve a large modal shift. .	The Local Transport Plan (LTP3) is the overarching and holistic policy and strategy document for all modes of transport in Milton Keynes. It promotes travel choice, while still delivering a shift to more sustainable modes.	None
47.2	The strategy as it stands will probably not succeed. To make driving less attractive, parking needs to be more expensive. The council should not be shy of raising revenue from parking, and using that revenue to cut council tax or to improve services. Parking must be tackled throughout the city, and not just in CMK (where control is easy). Without a city-wide, joined up strategy to make motorists pay more, cycling is unlikely to become popular. There is also failure to join-up strategy between council departments (e.g. development control), meaning the document is only part of a solution. Furthermore, the strategy is very high-level, and doesn't drill down into the level of detail needed (dates, modal shift targets, etc.).	The Local Transport Plan (LTP3) is the overarching and holistic policy and strategy document for all modes of transport in Milton Keynes. It promotes travel choice, while still delivering a shift to more sustainable modes.	None
48.1	Firstly I am very much in favour of the overall set of ideas. I have lived in MK since 1970 (when I was 4 years old) so I have seen a lot of growth and changes. The Redway system was a fantastic idea and I think that more needs to be done today to improve it and to promote its usage.	Noted.	None

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50.1	<p>I have always thought that MK Redways were uniquely fantastic.</p> <p>I love cycling or walking around MK without crossing roads and often feeling that one is in the country side even tho a house or factory may be a few feet away behind a hedge.</p>	Noted.	None
55.1	I should like to record my strong support for the measures and investment levels outlined in your consultation document, Cycling Strategy for Milton Keynes consultation draft and give credit to Councillor John Bint for being instrumental in producing such a bold proposal.	Noted.	None
56.1	The members would like to express their concern for the £30,000 attributed to the feasibility and initial development of a cycle hire scheme, and felt that, in these difficult financial times, this considerable sum should be ploughed into making bringing the red ways back to a good standard, The members also felt that the cost of this element of the action plan is disproportionate to the benefits that the study would bring.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention 5 in Section 4.1. The Council is committed to a significant programme of footway and Redway maintenance in the coming years (£50m). Cycle hire is an important element of promoting cycle availability, cycle use and cycle awareness; given the significant spend on maintenance just described, the £30,000 for cycle hire is considered reasonable.	None
61.1	I have just read your 'Draft Cycling Strategy Sept 2012 Consultation Draft' and am very pleased that I live in an area where the council recognises the importance of cycling as a means of commuting. I have been a resident of Milton Keynes for nearly a year and cycle to work from West Bletchley to Tongwell. I have found the quickest route to my workplace mostly consists of following the pathway beside the Grand Union Canal.	Noted.	None

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61.3	<p>My suggestions are to either level out the east canal path or widen the west path, which is far smoother but narrow and non-continuous. I would also be pleased to see some lighting on this route, it would only need to be a low light. These are just my recommendations for your aim of encouraging people to cycle more. Personally, I am very impressed with the majority of Redways and how they are managed and your current initiatives for cyclists.</p>	Noted.	None
62.1	<p>As somebody who has cycled from London to Paris, I can confidently tell you that if you think that Milton Keynes is ideal for cyclists with it is unique network of Redways then there is not much hope that much good will come from the above strategy. It is only when you cycle in France that you realise what a cycle friendly location is.</p>	Noted.	None
64.1	<p>At its meeting on 19 November 2012, Old Woughton Parish Council discussed your document, Cycling Strategy for Milton Keynes consultation draft. There was unanimous support for the measures and investment levels therein and the Council would like this to be formally recorded as part of your consultation exercise. As a further step in developing your investment programme, the Council plans to submit specific proposals for the Old Woughton Parish area.</p>	Noted.	None
67.1	<p>That the strategy document does not take into account how cyclists and pedestrians interact with one another in terms of mixed usage. The cycling strategy makes no reference that the predominant users of the Redway system is cyclists AND pedestrians and it is important that the needs of both are considered simultaneously and not in isolation. The safety of pedestrians is equally as important, especially on the high streets and this relationship between the 2 users needs to be reconciled.</p>	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2

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69.1	<p>I am a keen road cyclist and Director of MK Dons Sport and Education where we look at innovative ways to use the power of the football brand to make and deliver tangible impacts in the local MK community. My suggestions are fivefold to compliment the draft strategy:</p> <ol style="list-style-type: none"> 1. Include a larger detailed section on participation through the following cycling elements: Recreational Cycling, Commuting, Sport with reference to include all local cycling clubs or groups. 2. Commission new cycling interventions not just British Cycling, innovative ways to engage the local community to cycle and use the Redways and road network and beyond. Here is an example at MK Dons SET www.mkdonsset.com/community/se/ making a difference using the power of football brand to engage. 3. Incorporate the Milton Keynes Cycling forum with clear aims to develop a workforce and deliver more Recreation, Sport, Utility/commuter cycling through a steering group workforce. This would be governed by terms of reference to include all cycling clubs, cycling groups, and local authority, NHS etc. The core purpose of the group is to enable elements of the cycling strategy to be delivered and empower the forum with the financial resources to do so. 5. Look to establish a synchronized, simple-to-understand marketing and communications strategy that delivers the aim of getting more people cycling more often in MK. include national cycle events to engage the community. 	<p>Section 4.2 and intervention CWo1 cover increased promotion, education and training for cycling; this will include the elements described in the response.</p> <p>The Cycle Forum has been re-introduced and should be a strong voice for cycling in MK.</p>	None
	<ol style="list-style-type: none"> 4. Incorporate safe road cycle lanes for the road cyclist in MK to support commuting and compliment the Redway system. 	<p>The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.</p>	None

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	<p>The vision of the strategy ‘to increase the number of people cycling within Milton Keynes both for commuting and leisure purposes’ states the main aim from the strategy is to increase cycling participation. This objective to increase cycling participation must remain the driving focus of the strategy document but is lost amongst infrastructure detail.</p> <ul style="list-style-type: none"> · Increasing participation is a positive and should be reflected in the text through a positive, upbeat language that celebrates what MK has already and what it plans to (will) achieve. The draft strategy has the tendency to fall into the negative and discuss the pitfalls of current infrastructure e.g. section 3.1 page 10 “The Redway network does not extend fully into Central Milton Keynes...” this tone of language could be avoided. · Include clear action plan either at the end of each theme or end of the document, detailing how each action meets the vision statements, timescale for completion, and responsible leads for delivery. 	<p>Noted; however, an element of realism about the limitations of the current infrastructure was intended. The document aspires to improve cycling from that position. Section 5 includes the implementation plan in one place.</p>	<p>None</p>
<p>73.1</p>	<p>Overall the document is vague and lacks specific details of how things will be achieved. The vision is poor and lacks ambition; it doesn’t support the Transport Vision and Strategy’s aim of achieving “a substantial shift towards low carbon modes of transport”; It should include a target modal share e.g. 15% (the Charter of Brussels signed by 36 cities including Brussels, Milan, Munich, Seville, Edinburgh, Toulouse, commits the signatories to achieve at least 15% of bicycling modal share by 2020). It states “To improve maintenance and lighting of Redways “. This is laudable but exactly how is it to be done and what is to be done?</p>	<p>The document is set at the strategic level and cannot provide detail on every issue. Implementation of the initiatives and improvements will be programmed once the strategy is adopted.</p>	<p>None</p>
<p>75.1</p>	<p>Emberton Parish Council has read the above consultation document and would like to request that funds are set aside in future budgets to allow for maintenance of the Redways.</p>	<p>The Council’s budget for the next few years includes £50m for footway and Redway maintenance and improvements.</p>	<p>None</p>

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77.1	<p>Sports Development comments on the draft cycling strategy.</p> <p>Overall, the strategy is very focused on transport although it seems to be trying to present a broader remit it does not quite succeed. It does not use the evidence available to present its case and this needs to be addressed.</p> <p>1) The structure of the document is not very coherent and comes across as a series of thoughts and ideas thrown on the paper with no overall narrative structure or consistency in writing style. For example, the evidence section could easily have more detail utilising the stats from British Cycling linked to the Sky Ride partnership and maps from the Active People survey which could make the case for the need to concentrate on cycling much stronger and demonstrative.</p> <p>2) Section 4.0 has too many sub sections and goes into too much detail. A structure of Theme / Aim / Action would produce a more cohesive section and also allow for the document to develop over time, having the ability to add to when certain actions have been completed. It would also be useful to have examples of what has worked well from the previous strategy.</p>	<p>Noted. The document is part of a suite of transport-led documents sitting beneath the Local Transport Plan. Material for promotion and marketing will be more narrative and inclusive of non-transport issues.</p>	None

Ref	Cycling Strategy	Council Response	Change to document
78.1	<p>Here is some feedback on the cycle strategy document. In principal it sounds to be on the right track, here are some suggested areas for improvement:1: Lack of evidence & documentation:There are some of the statements that require some substantiation with evidence and documentation:“excellent work done to date to promote & encourage cycling in the city” (page 11).There needs to be evidence to support this and show how and what has worked - otherwise how can you continue to do what works and identify what doesn't. As well as identifying the costs involved. “development of a new cycling centre of excellence” (page 12 and vision statement page 14)What is this and what does it do? is there any evidence and data to show why this will towards the objectives? Again what is the cost involved.“to deliver/implement a cycle hire scheme” (vision statement page 14) Many hire schemes in other parts of the country have closed or had limited success. Again where is the evidence to support this concept and how is it going to be evaluated?</p>	<p>Comments noted.Feasibility work will be carried out for the Cycle Hire scheme and the Centre of Excellence. The issues raised will be covered at the feasibility stage.</p>	<p>None</p>
78.2	<p>2: Requirement for insightful critical analysis: There are statements such as "promote and facilitate cycling to help overcome perceived barriers to cycling" (page 3). The strategy suggests a cycle hire scheme should be a year one priority. The limited hard data demonstrates that "47% of households in MK own two or more bicycles" (Page 9) and that "around 40% of journeys to work...are less than 5km in length" which suggest that increasing the amount of cycling may be the priority rather than cycle hire. The data does not seem to support the intended programme.</p>	<p>See comment above.</p>	<p>None</p>

Ref	Cycling Strategy	Council Response	Change to document
78.3	<p>3: Cost effective activity: There seems to be an emphasis on costly infrastructure-type projects - cycling centre of excellence, cycle hire (page 14), more Gearchanges (page 18), cycle hub (page 22) in place of programmes to "change behaviour around cycling" (Vision page 14) and "creating opportunities for cycling" and "encouraging modal shift" (page 14). There does not seem to be a programme to address these latter issues, rather they seem to assume that as a result of the infrastructure projects these may follow - a weak and tenuous assumption.</p>	<p>Intervention CWo1 deals with promotion, education and training for cycling. The programmes for these will be developed once the strategy is adopted.</p>	
80.1	<p>Facilities at end of the trip should to be given top priority. Anyone who wants to cycle to work can do so on narrow red ways that are poorly lit, on the road, without a trip planner and using current bike parking facilities. However if at the end of journey there is no shower, people cannot cycle in any distance. Performance indicator CWo10 should by far be given most credence. Reading the Cycling Strategy and the promotion of cycling, I feel more focus need to be made on the financial savings to be made by individuals – looking at parking, petrol etc. The benefit increased cycling would have on local businesses (bike sales anyway). It might be worth measuring cycling commute times and comparisons to car. It is good to see that the CMK Cycle hub is being investigated. If it only costs £50,000 to investigate and implement then use more of the £2.5million budget to build three or four more throughout the city, ensuring they are of sufficient quality to be secure, clean and attractive. I'm pleased that cycling is being considered as part of the wider transport plan.</p>	<p>Section 4.9 and interventions CWo9, CWo10 and CWo11 cover trip end facilities. Comments Noted.</p>	None

Ref	Cycling Strategy	Council Response	Change to document
81.4	<p>How to pay for all these great ideas I hear you ask, well it wasn't many years ago the council added a one off charge to the Council Tax to cover road pothole repairs, lets do this again but this time for Redway repairs, I guarantee most people will at least know someone who uses the Redways so won't complain too much over a small one off fee to help improve it, at this time when you are explaining to people what the extra one off payment is for, tell them how great the c165 miles of traffic free Redway system is as there is quite possibly a lot of people recently moved here that aren't aware and give them a copy of the Redway code.</p>	Noted.	None
83.1	<p>Within Milton Keynes, the Canal & River Trust welcomes your cooperation on improving and promoting various aspects of the existing Grand Union Canal and the proposed Bedford MK waterway. We are pleased to note that section 4.11 states;</p> <p>The council recognises that waterways, including the Grand Union Canal, the River Great Ouse, the River Ouzel, and the Bedford and Milton Keynes Waterway are important assets. Waterways often provide cycleways and pathways along their banks and towpaths. The council supports the development of the reserved routes for the proposed Milton Keynes Waterway Park – part of the Bedford and Milton Keynes Waterway Trust's proposed improvements.</p> <p>However we are surprised that NCR 6 is not mentioned in this section as it is a well -used leisure route through the city and links to surrounding towns such as Leighton Buzzard.</p>	Noted.	None

Ref	Cycling Strategy	Council Response	Change to document
83.2	<p>The Canal & River trust asks that the canal is recognised as multi-functional strategic infrastructure in order that contributions can be sought to enhance and protect its role as both strategic green infrastructure and a very important sustainable transport route through the area. The Grand Union Canal already provides a multi-functional role as a sustainable transport route, heritage asset, social and economic benefit as well as being an important part of the areas Green infrastructure network. The BMK waterway will complement, enhance and extend these functions in the future. The PAN note mentioned provides more detail with regard to the multi-functionality of the waterway as well as the benefits it can bring to an area.</p>	<p>Recognition of the role of canal and waterway routes for cycling will be included in the reviews of the network and in promotional material. A paragraph reflecting this will be included in the strategy.</p>	<p>Add network review - see 4.7</p>
83.3	<p>We would ask that an additional objective is added which highlights the need for existing cycle routes (of all kinds, not just the red ways) to remain fit for purpose, particularly as increased promotion of cycling will hopefully increase usage and therefore the rate of degradation and future maintenance costs. The condition and source of funding for the cycleways along the canal and rivers should be carefully considered to ensure that there are no additional maintenance costs for third parties in the future if usage increases. The Canal & River Trust will continue to work in partnership with the Council to promote increased usage of the canal towpath and seek funding opportunities if and when necessary.</p>	<p>Maintenance is covered in Section 4.5 and intervention CWo6. This will include inspections.</p>	<p>None</p>

Ref	Cycling Strategy	Council Response	Change to document
85.1	<p>The CTC calls for residential areas, urban centres and road networks to be ‘people friendly’ with cycling not only contributing to a reduction in car dependency but also benefitting from it. The Redway network plays a significant role in cycling in Milton Keynes. However, it was designed for a top cycling speed of 12mph, which most reasonably fit cyclists can easily attain. It also has major problems in repairs and maintenance, especially surfacing, overgrowth and erratic user behaviour. Recently there has been no programme to clear ice and snow, which sometimes lingers long after the roads have been cleared. Many are forced to cycle to work, school or college, whatever the conditions, due to the lack of public transport connections. They risk serious injury by doing so.</p>	<p>Section 4.2 covers information, promotion, education and training; 4.5 covers more direct routes; 4.7 covers infrastructure and maintenance, and improved lighting, 4.8 covers improved pedestrian and cycling access, and Section 4.10 covers improving cycling links in rural areas. Winter maintenance on Redways is carried out in accordance with the Council's Winter Maintenance Plan, which stipulates the routes to be treated and under which weather conditions.</p>	None
85.2	<p>The CTC supports the overall concept of the draft strategy but feels generally it fails to address the growing problem of the motor vehicle. 1.3 million people killed in the world every year as a result of road accidents and the cost to every EU citizen of more than £600 a year to subsidise car use (see later) are high prices to pay for personal mobility. Yet there is a clear lack of political will to challenge car use. This is especially so in Milton Keynes where even modest increases in already low car parking charges are fiercely resisted. Likewise moves to reduce grid road speed limits are opposed. Given this overall dominance of the motor vehicle on the roads of Milton Keynes it is difficult to see how cycling can flourish without a severe curtailment on motor vehicle use. Any Milton Keynes cycling strategy is doomed to be played out on the margins of a car dominated transport policy with inadequate political support and the funding that goes with that. This is the current situation nationally and locally.</p>	<p>The vision of the Local Transport Plan is to achieve a sustainable transport system with travel choice. Non-car modes will play an increasingly important role in delivering that aim; this strategy for cycling is one of a suite of documents that will sit beneath the LTP.</p>	None

Ref	Cycling Strategy	Council Response	Change to document
86.1	<p>Firstly, I would like to say congratulations on a well thought-out cycling plan for the future of Milton Keynes. If the council can follow-up on these commitments, then cycling should increase as a preferred mode of transport.</p>	Noted.	None
87.8	<p>I welcome the intention of the strategy 'to ensure that cycling is at the heart of the transport vision, and future developments across the borough'.</p> <p>Cycling is my main form of transport for both commuting and leisure. I have now been cycling in Milton Keynes for over six years and have several personal observations on areas that could improve the experience for cyclists (and therefore also perhaps encourage those who are currently reluctant to cycle). I was encouraged to see that the strategy is intending to address many of these areas.</p>	Noted.	None
89.1	<p>Thank you for inviting us to respond to the proposed 'Cycling Strategy for Milton Keynes'. We welcome the revision, and the synergy that will enable cycling to become a respected choice of everyday transport for CMK residents and visitors alike.</p> <p>We are fortunate in that a large proportion of the infrastructure largely exists, except within CMK itself. However, this is not being used to its best, or full, advantage, and differing development plans seek to undermine it.</p> <p>Much mention is given to 'work and leisure', as well as 'recreational and active travel'. These strands of cycling are already popular – the opportunity is utility (work, shopping and leisure, i.e. multi-purpose) trips.</p> <p>The objectives state that MKC seeks to improve maintenance and lighting of Redways, but no mention is made to junction safety, in particular priority markings.</p>	Comments noted. A review of the Redway network, including crossing points, will be carried out at an early stage of the implementation of the strategy.	Add network review including safety at crossings - see 4.7

Ref	Cycling Strategy	Council Response	Change to document
89.2	<p>Item 3.0 fails to mention the growth in rail travel – a strong catalyst in the potential of multi-mode journeys via transport ‘wheel’ of combining bicycle and train (or National Rail buses, such as X5).Item 3.1 highlights the Redway network not extending into CMK, older towns and rural areas, but offers little suggestion on potential routes. The lack of trip end facilities is also highlighted, but does not make the case (suggestions) where these might be useful.Item 3.4 mentions the links with the wider Transport Vision and Strategy, but not the CMK Alliance Plan, nor the ATOC Station Travel Plan. Both these important documents offer significant opportunities to increase cycling modal share.</p>	<p>The Cycling Strategy is a strategic level document which, when adopted, will include in the implementation phase, work to establish what additional routes and trip end facilities are required.</p>	None
89.3	<p>Item 3.9 – the visual aides are all cycle-sport or leisure orientated, in an non-urban or suburban (grid estate) setting – making it hard to “attach” relevance to their locality, or everyday lives.</p> <p>Item 4.1 – “creating opportunities for cycling for leisure & commuting purposes through infrastructure, education and promotion. Once again the emphasis needs to be on everyday “utility” (multi-trip) cycling. There is no mention of implementation of 20mph (or slower) speed limits for CMK, nor MK-wide estates, or the potential to give cycle-priority at junctions, creating improved journey times and (Dutch-style) sustainable safety</p>	<p>Comments noted. A review of the Redway network, including crossing points, will be carried out at an early stage of the implementation of the strategy.</p>	<p>Add network review including safety at crossings - see 4.7</p>
90.1	<p>I welcome the principle of a strategy to improve provision for cyclists in Milton Keynes and the Council's proposed encouragement of increased cycling as a means of transport for travel to work, as well as for leisure, sport and pleasure use. While I support many aspects of the draft Cycling Strategy I find it too heavy on generalised aspirations and too light on its evidence base and even more that the strategy is short of specific means and projects to achieve the proposed objectives.</p>	<p>Section 5.0 includes an Implementation Plan, which specifies the different types of interventions to achieve the objectives.</p>	None

Ref	Cycling Strategy	Council Response	Change to document
90.2	<p>1. The draft Strategy nowhere defines a 'Redway' although there is an exact definition with clear criteria available in 'The Milton Keynes Planning Manual' (Appendix D: The Redway System / Extract from Joint BCC/MKDC 'Redway Design Manual' (1991). This is particularly important because many shared cycle/pedestrian paths in new areas of development, which are surfaced in red, do not meet this Redway standard, nor do they appear to relate to any adequate revised standard.</p>	<p>Noted.</p>	<p>None</p>
90.3	<p>There has been a fundamental shift in the standard to which new so-called "Redways" are designed which severely undermines their effectiveness. In many new locations so-called "Redways" are flanked by frequent entrances to individual properties and involve numerous crossings of roads. These are really little more than pavements beside roads which cyclists are allowed to use, simply surfaced in red rather than being true Redways. In many respects they fail to function effectively for cyclists. For example, one of these "Redways" across the road from Bletchley Leisure Centre frequently has cars parked right on it. Other examples, such as at Broughton and Brooklands place the cyclist between parked cars and frequent gates and entrances to houses, which increases conflict between different uses and renders these routes unsafe for use at the 25kph standard for Redways.</p>	<p>The location of Redways within the street network has provided benefits of increased surveillance and security with co-location making streets more active. Concerns about increased crossing points are noted; however, the benefits are considered to outweigh this.</p> <p>A "one size fits all" approach to Redway delivery would mean that some key cycle routes such as the one to Woburn Sands could not have been delivered due to site constraints not permitting them to meet historic ideal design criteria.</p> <p>Redway safety and convenience remains a key consideration in the delivery of routes.</p>	<p>None</p>
90.4	<p>'The Milton Keynes Planning Manual' policy for Redways Section 5 states that "The network should avoid interruptions, and should minimise crossing points, e.g. egress from driveways, estate roads". This is an essential requirement of useful Redways for cyclists.</p>	<p>Noted.</p>	<p>None</p>

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90.5	2. The evidence presented in the Cycling Strategy about cycle use in MK is not entirely clear and some is a decade out-of-date. It appears that for travel to work, cycle use is only slightly below the average for the south-east region, but that ownership and use for leisure is relatively high. To some extent this may reflect the youthful demography of the city in which parents of children find travel to work by car necessary to enable them to take children to day nursery or to distant schools as part of their journey.	Noted. The implementation of the strategy will benefit from Census data which was released in February 2013.	None
91.1	Thank you for inviting us to respond to the proposed 'Cycling Strategy for Milton Keynes'. We welcome the revision, and the synergy that will enable cycling to become a respected choice of everyday transport for residents and visitors alike. In the last two years we have seen around an 18% (national) increase in the use of cycles as a mode of access by our passenger. We seek to capitalise on the momentum, and seek further improvements and growth. We are fortunate in that a large proportion of the infrastructure largely exists, except within CMK itself. However, this is not being used to its best, or full, advantage, and differing development plans seek to undermine it.	Comments noted.	None
91.5	Much mention is given to 'work and leisure', as well as 'recreational and active travel'. These strands of cycling are already popular – the opportunity is utility (work, studying, shopping and leisure, i.e. multi-purpose) trips. Item 3.0 fails to mention the growth in rail travel – a strong catalyst in the potential of multi-mode journeys via transport 'wheel' of combining bicycle and train (or National Rail buses, such as X5). Item 3.4 mentions the links with the wider Transport Vision and Strategy, but not the CMK Alliance Plan, nor the ATOC Station Travel Plan. Both these important documents offer significant opportunities to increase cycling modal share.	The Cycling Strategy is a strategic level document which, when adopted, will include in the implementation phase, work to establish what additional routes and trip end facilities are required.	None

Ref	Cycling Strategy	Council Response	Change to document
91.7	<p>Item 3.9 – the visual aides are all cycle-sport or leisure orientated, in an non-urban or suburban (grid estate) setting – making it hard to “attach” relevance to their locality, or everyday lives. Item 4.13 – Cycle hire – why not electric cycle hire, and how will the Milton Keynes scheme integrated with the proposed “PlusBike” and/or Brompton Dock schemes for Station Square/Milton Keynes Central Railway Station? Item 6.1- Funding allocations – can a comparison be shown with the funding compared with other modes, perhaps as a percentage of overall transport spending, and in comparison with others towns/cities? Item 7.0 – Performance Management – As a performance indicator, I would suggest an additional indicator of recording use of lockers and racks at Station Square, as a barometer of monitoring trends to/from the station.</p>	<p>The cycle hire feasibility will specifically look at the provision of electric bikes and charging infrastructure.</p> <p>The strategy document itself is not the ideal place to consider very detailed funding comparisons, which in themselves do not help to promote cycling.</p> <p>Noted.</p>	None
93.1	<p>1. While there is much in this strategy that we support we think that it is too modest and does not go far enough. For example, a major omission is a target for journeys by bike (see Targets below). 2. Commenting on LTP3 we said, ‘This strategy is not ambitious enough and will certainly not deliver the aim of the vision that: “By 2031, Milton Keynes will have the most sustainable transport system in the country, increasing its attractiveness as a place to live, work, visit, and do business.” MK currently has one of the least sustainable transport systems in the country. This was confirmed last year by the CBT report which named MK as the most car dependent city in the country. While we support the goal of having the most sustainable transport system in the country to go from one of the least to the most would require far more significant interventions than are proposed in the strategy.’</p>	<p>Noted.</p> <p>Targets and indicators for all transport modes are being developed as a separate exercise. LTP3 is the relevant document for broader transport issues such as emissions and mode share.</p>	None

Ref	Cycling Strategy	Council Response	Change to document
93.2	3. The same can be said of this Cycle strategy. To get significant change in transport mode over a short period of time a strategy needs both carrots and sticks. This strategy, like its parent LTP3, only has carrots. Many of the things which put people off cycling, for example high traffic speeds on roads, both in residential areas and on grid roads, are not addressed in this strategy. Strictly speaking they should be part of the wider LTP3 strategy but are not addressed there either.	Agreed, LTP3 is the relevant document for broader transport issues such as emissions and mode share.	None
93.3	4. There is little attempt to tackle road transport's increasing contribution towards climate change in LTP3. The government's chief scientist has described climate change as the biggest threat to our society. The LTP should have policies to reduce CO2 emissions from the transport sector. 5. The Climate Change Act requires a reduction in CO2 emissions of 80% by 2050. To achieve that reduction by 2050 will require a reduction of about 50% by 2031, the end point of the LTP strategy. The Cycle strategy notes in para 3.1 that MKC is committed to reduce CO2 emissions by 40% by 2020. There should be figures in the Cycle strategy to indicate how much Co2 emissions will reduce by modal shift to cycling and how that will be achieved.	Targets and indicators for all transport modes are being developed as a separate exercise. LTP3 is the relevant document for broader transport issues such as emissions and mode share.	None
93.4	6. The Sustainable Integrated Transport Strategy (SITS) was adopted as council policy in 1999. It is still council policy although it is largely forgotten. Its targets included 10% of journey to work travel should be by cycle by 2006 and 12% by 2011 (see table 1). However only about 3% was achieved in 2006. The council now proposes to drop these targets because it has failed to meet the 2006 target. Instead of dropping the target the council should be striving harder to meet that target and developing new targets for future years.	Targets and indicators for all transport modes are being developed as a separate exercise.	None

Ref	Cycling Strategy	Council Response	Change to document
93.5	<p>7. Modal shift requires a 'carrot and stick' approach. Faber Maunsell confirmed this in the LTPTV1 report.</p> <p>LTPTV1 Faber Maunsell "Without measures to discourage car use, the public transport system would have to be of fantastic quality to persuade car users to leave their car at home." "Restraint on parking and other measures can bring the quality requirement to within more reasonable limits."</p> <p>The comment also applies to modal shift from cars to cycles. MKC seems to only be willing to consider carrots. Some sticks are needed too if modal shift is to be achieved</p>	<p>Targets and indicators for all transport modes are being developed as a separate exercise. LTP3 is the relevant document for broader transport issues such as emissions and mode share.</p>	None
93.12	<p>21. The Work Place Parking Levy should be introduced in MK to raise funds to improve public transport, cycling and walking and to provide a disincentive for people to drive to work.</p>	Noted.	None
94.1	<p>Within the Objectives on Page 5 and elsewhere in the draft strategy document there is no reference to directly encouraging children and families to cycle to school. There are very few references in the document to schools and school children and no reference to School Travel Planning which is a key factor in school building planning applications for new and expanding schools. However in 6.1 (page 22) under Funding Allocation there are two allocations relating to schools which are obviously welcomed. It is however difficult to match this against a planned activity programme within the document.</p>	<p>Section 4.2 and intervention CWo1 deal with provision of information, promotion, education and training, including schools.</p>	None

Ref	Cycling Strategy	Council Response	Change to document
94.2	<p>The Council spends over £3.5M on home to school transport for children and young people who are eligible under the current statutory rules. In addition the Council offers heavily subsidised access to local bus services through the All in 1 Card (Concessionary Fare Scheme). There is no reference to any opportunity to reduce the costs or “recycle” the funding by increasing the accessibility to cycles, training, storage in schools etc. There is no common strand linking school aged children and their possible future commitment to cycling which needs to be nurtured in order to meet the long term aims of the Cycling Strategy. The consultation provides an opportunity for the Draft Cycling Strategy to be re-viewed to include greater emphasis on children and their journey to school.</p>	<p>Sections 4.1 and 4.2 include working together on activities and projects and provision of information, promotion, training and education.</p>	None
95.1	<p>1. While there is much in this strategy that we support we think that it is too modest and does not go far enough. For example, a major omission is a target for journeys by bike (see Targets below). 2. Commenting on LTP3 we said, ‘This strategy is not ambitious enough and will certainly not deliver the aim of the vision that: “By 2031, Milton Keynes will have the most sustainable transport system in the country, increasing its attractiveness as a place to live, work, visit, and do business.” MK currently has one of the least sustainable transport systems in the country. This was confirmed last year by the CBT report which named MK as the most car dependent city in the country. While we support the goal of having the most sustainable transport system in the country to go from one of the least to the most would require far more significant interventions than are proposed in the strategy.’</p>	<p>Noted. Targets and indicators for all transport modes are being developed as a separate exercise. LTP3 is the relevant document for broader transport issues such as emissions and mode share.</p>	None
95.2	<p>3. The same can be said of this Cycle strategy. To get significant change in transport mode over a short period of time a strategy needs both carrots and sticks. This strategy, like its parent LTP3, only has carrots. Many of the things which put people off cycling, for example high traffic speeds on roads, both in residential areas and on</p>	<p>Agreed, LTP3 is the relevant document for broader transport issues such as emissions and mode share.</p>	None

Ref	Cycling Strategy	Council Response	Change to document
	<p>grid roads, are not addressed in this strategy. Strictly speaking they should be part of the wider LTP3 strategy but are not addressed there either.</p>		
95.3	<p>4. There is little attempt to tackle road transport's increasing contribution towards climate change in LTP3. The government's chief scientist has described climate change as the biggest threat to our society. The LTP should have policies to reduce CO2 emissions from the transport sector.</p> <p>5. The Climate Change Act requires a reduction in CO2 emissions of 80% by 2050. To achieve that reduction by 2050 will require a reduction of about 50% by 2031, the end point of the LTP strategy. The Cycle strategy notes in para 3.1 that MKC is committed to reduce CO2 emissions by 40% by 2020. There should be figures in the Cycle strategy to indicate how much Co2 emissions will reduce by modal shift to cycling and how that will be achieved.</p>	<p>Targets and indicators for all transport modes are being developed as a separate exercise. LTP3 is the relevant document for broader transport issues such as emissions and mode share.</p>	None
95.4	<p>6. The Sustainable Integrated Transport Strategy (SITS) was adopted as council policy in 1999. It is still council policy although it is largely forgotten. Its targets included 10% of journey to work travel should be by cycle by 2006 and 12% by 2011 (see table 1). However only about 3% was achieved in 2006. The council now proposes to drop these targets because it has failed to meet the 2006 target. Instead of dropping the target the council should be striving harder to meet that target and developing new targets for future years.</p>	<p>Targets and indicators for all transport modes are being developed as a separate exercise.</p>	None

Ref	Cycling Strategy	Council Response	Change to document
95.5	<p>7. Modal shift requires a 'carrot and stick' approach. Faber Maunsell confirmed this in the LTPTV1 report. LTPTV1 Faber Maunsell "Without measures to discourage car use, the public transport system would have to be of fantastic quality to persuade car users to leave their car at home." "Restraint on parking and other measures can bring the quality requirement to within more reasonable limits." The comment also applies to modal shift from cars to cycles. MKC seems to only be willing to consider carrots. Some sticks are needed too if modal shift is to be achieved</p>	<p>Targets and indicators for all transport modes are being developed as a separate exercise. LTP3 is the relevant document for broader transport issues such as emissions and mode share.</p>	None
95.12	<p>21. The Work Place Parking Levy should be introduced in MK to raise funds to improve public transport, cycling and walking and to provide a disincentive for people to drive to work.</p>	Noted.	None
96.1	<ul style="list-style-type: none"> • The strategy is very transport based - I was under the impression it was a wider remit encompassing sport and recreation? • Why was the decision made to remove walking from the strategy? If this is a transport or recreation strategy (query above), then for active travel the pedestrian and the cyclist should be seen in parallel • The strategy would benefit from being restructured as it is not currently very easy to follow, the layout does not follow a format. • There doesn't seem to be much focus on the Redways being underutilised and what purpose this strategy will have in addressing the barriers • Children and young people have very little focus in this strategy. If we are to ensure that our growing population of children and young people are engaged in these behaviours we need to ensure that there is a focus on them in the strategy 	<p>The cycling strategy has been produced as a 'daughter document' to LTP3 - the Local Transport Plan. Initiatives to be taken forward and management of the programmes will be transport-led.</p> <p>The document has incorporated health and promotion to the greatest extent considered appropriate in a document entitle "Cycling Strategy".</p> <p>Linking with other initiatives and promoting health and well-being benefits are part of the strategy and will be taken forward under Section 4.2 and intervention CWo1 which deal with information, promotion, training and education.</p> <p>The proposal for cycling to feature in other Council strategy documents is welcomed.</p>	None

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96.2	<ul style="list-style-type: none"> With MKC's new accountability for health and the huge impact that an increase in physical exercise can have at a population level, this is an excellent opportunity to develop a broad strategy for the general increase in physical activity across all of MK. This broad strategy would include sport and recreation development, transport, town planning, schools etc. The Public Health team would be part of or even lead, the development of this broader strategy. 	Noted. See above	None
96.3	<p>Recommendations Based on the points above, the PH recommendation would remain. Either:</p> <p>A. This is a Milton Keynes Council wide strategy on walking and cycling Or</p> <p>B. This is a Transport team Active Travel strategy (encompassing both walking and cycling) Interventions and commitment to increasing active travel/recreational walking and cycling for children and young people need to be included within the strategy, there is a wealth of opportunity to engage this population. With a vast number of transport opportunities for children including school coaches etc there may be more opportunities to support individuals who are not eligible for other forms of transport. There is huge potential to work more closely with schools to achieve this. MKC's Public Health team have had provisional discussions with the Children and Families service group about this.</p>	Noted. See above	

Ref	Cycling Strategy	Council Response	Change to document
96.4	<ul style="list-style-type: none"> • In the Cllr Bint foreword, 'one of a number of sub strategies' – from the outset it gives the impression that it could get lost amongst all of the strategies and little impact will be achieved • 1.0 paragraph 5 – I wrote this part and it was referring to walking and cycling not just cycling so would need to be revised if this remains a cycling only strategy • There seems to be a very strong focus of the transport vision, giving the impression that this strategy is only for cycling for transport which would be therefore be better placed as an active travel strategy. There is not enough about how the other transport visions impact on the cycling strategy (as comments above) 	Noted. See above	
96.5	<ul style="list-style-type: none"> • 2001 census data is used in the strategy, this would now be outdated and is likely to be unrepresentative due to the growth in MK since 2001. More recent figures need to be identified from a range of sources. • Improving infrastructure and maintenance – maintenance should be a standard yearly commitment and is not best placed within a strategy • 3.7 facts and figures – I am interested to find out where these have come from and they don't seem to sit well in the context of the strategy • The 'vision' is very lengthy – detailing a list of objectives – it does not draw to one clear ambition for the strategy • The interventions including the mention of a cycle hire scheme are very broad and no specific projects that show a commitment to the outcomes of the strategy – implies very little support for these interventions • Funding – as the strategy was initially walking as well, does the funding breakdown include only cycling. This also is all very focused again on the active travel side of the strategy • Performance indicators – there are no indicators around increasing physical activity/engagement in cycling for sport and recreation 	Noted. See above	None

Ref	Cycling Strategy	Council Response	Change to document
97.1	<p>We welcome the positive approach and the recognition that both 'hard' (infrastructure) and 'soft' (behaviour change) measures will be needed - allied to significant levels of investment - to achieve a major increase in the present low levels of cycling in MK.</p> <p>We have a few suggested additions to the document:</p> <p>1. Scope - Broaden reference to Redway and leisure networks</p> <p>The document rightly focuses on the Redway network. However, existing and potential cycle routes in MK can also follow the road network (on as well as off the carriageway) and the Rights of Way network (bridleways, byways, footpaths with permissive rights for cycling) etc. All of these should be explicitly included in the document. Routes away from the Redways are also used for other purposes besides leisure - e.g. the route along the GU Canal towpath is also used for journeys to school and to work.</p> <p>2. Scope - Add in reference to the National Cycle Network</p> <p>MK is at a crossroads in the NCN (National Routes 6 and 51). Whilst the NCN is a national network, most of the journeys made on it are local. The NCN should therefore be included as it is locally important.</p>	Comment noted	Add network review to proposals
97.2	<p>3. Recreational cycling - not just a separate pursuit</p> <p>Cycling can be simultaneously a form of recreation as well as a means of getting from A to B. Likewise, the same people can pursue cycling sometimes as a sport/hobby and at other times as a means of getting to work, etc.</p>	Comment noted.	None
98.7	<p>12. Although a cycle hire scheme would be nice, it may not represent the best use of resources, especially due to tidal flow of visitors to/from the station (probably the place where most rental journeys would either start or end, as Coachway is rather too remote).</p>	Section 4.13 deals with the Cycle Hire Scheme. A feasibility study would be conducted to consider the viability of such a scheme.	None

Ref	Cycling Strategy	Council Response	Change to document
98.8	11. The Council should consider working with the Canals and Waterways Trust to make improvements to some parts of the canal route too to make it safer/more accessible/less prone to punctures?	Section 4.1 and 4.11 respectively deal with working together and the MK Waterway Park.	None
99.4	There was not a consensus reach on the promotion of the use of Grid roads v promotion of use of Redways for cycling. The advantages of direct grid roads were highlighted compared with indirect Redways which had obstacles such as bollards and numerous give ways. The safety concerns of encouraging cyclist onto high speed grid roads were highlighted. The creation of a select number of direct 'super' Redways was advocated as a way of supporting more commuter journeys. These would be prioritised for maintenance, wayfinding and be direct between key destinations.	The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.	None
99.5	Whilst the use of electrically powered cycles was not rejected, it was recognised that these needed to be governed by current legislation (power/weight and speed limits). The issue with the Redways for power scooters was raised, and the issue of the growing size and power of these was highlighted. Officers agreed to review this issue in more detail.	The types of vehicles legally permitted to use the Redway network is governed by national criteria. We will ensure that users are aware of the appropriate vehicle types.	Add new Redway map and Redway rules - See 4.2. Incorporate guidance on permitted vehicles into the guide on Redway use.
100.2	Smarter Choices definition is weak, need to strengthen on walk & cycle element of this. Promotion & Marketing is positive, Cycle Hub is desperately needed, possibly Hub & Hire	Section 4.9 and intervention CWo10 deal with more and better cycling parking and Section 4.13 and intervention CWo14 deal with cycle hire.	None

Ref	Cycling Strategy	Council Response	Change to document
100.3	<p>Redways, we have lost advantage, not good for cross city journeys, maps required for main journeys, think about segregated core routes - car priority at estate crossings plus visibility deters use - no mention of city streets which are helpful to cyclists</p> <ul style="list-style-type: none"> -no mention of older towns, how to encourage cycling there - cycle lanes? - 20mph limits in older town areas and estates -V4 'Policy' of at grade separation is not being applied by WEA, strategy should say grid road - controlled crossings or grade separation is required 	<p>Various sections of the strategy deal with these issues; Section 4.5 and intervention CWo4 - more direct routes, Section 4.6 and intervention CWo5 - expansion of the network.</p> <p>A policy for grade separation is not included in the strategy; this is a more detailed issue relating to highway design and road safety that would be better located in that type of document.</p>	None

Ref	Maintenance issues	Council Response	Change to document
7.3	Before making new cycle routes a priority, there is a real need to maintain and repair the current Redway network. Main routes are wide enough to avoid some of the damage to the Redway but this is not so much the case in areas that connect the main routes. Vegetation on the Redway can be a particular danger, especially in the autumn and winter months. Regular clearance of debris and overhanging vegetation will reduce the number of accidents and punctures, ensuring a better ride for those travelling along the Redways, and especially those on a deadline, such as those commuting to work.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
8.3	Street lights are providing only supporting light level in red paths and cyclists without lights think they are safe and they are being seen but in reality they are not. Seeing so many possible collisions and reckless cyclists without awareness in red path last 2 years, I think some actions should be taken for this respect.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Interventions CWo6 and CWo7 in Section 5.0.	None
11.4	They should be better maintained and MK council acknowledge (better communication, no excuse in the 21st century with email, websites etc.) when a complaint is made, and stipulate what the expected SLA is for a repair to be made if accepted or declined.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. The Council's Public Access initiative will assist with reporting issues and feedback on actions.	None
14.3	This is acknowledged in the report – but the surface quality of the Redways is in many places very poor, patched up and crumbling.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
15.2	I do commend you however for putting this strategy together and wish you every success with it. I do strongly hope that the infrastructure improvements will be put into effect first. There is a lot in the strategy about encouraging people to cycle, educational efforts etc - none of these will be effective if the Redways continue in a poor state.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention Cwo6 in Section 5.0.	None

Ref	Maintenance issues	Council Response	Change to document
15.3	<p>Maintenance of the Redways is key to their use. For example the Redway through Fullers Slade is almost unusable at present because of potholes and cracks. I recognise that the Council cannot stop jobs breaking glass on the Redways, but the basic infrastructure needs to be maintained to a better standard in many places. Also lighting through many underpasses is inadequate or missing. These things do put people off.</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Interventions CWo6 and CWo7 in Section 5.0.</p>	None
17.3	<p>The one gripe I have, and the one thing that makes cycling a great experience, is the quality of the surface. A smooth, well-maintained, and unbroken surface is a joy to ride on, and one that is much safer, as bike control is much more predictable. It is pretty clear that the Redways haven't been resurfaced since they were introduced and some now are horrible to ride on. In this respect an extensive re-surfacing programme would do wonders for encouraging cycling. The Dutch have a surface good enough for roller-blading.</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.</p>	None
18.2	<p>The surface across much of the network is in need of maintenance. Erosion (especially around Leaden hall it seems) is a problem. And drainage in some parts. I went amphibious yesterday somewhere near MK stadium.</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.</p>	None
19.1	<p>Monitoring and collecting a 'performance indicator' on the condition of the Redways is all very well, but in the meantime could you not just maintain them? I have been complaining about the condition of the main route parallel to Childs Way between Shenley Lodge and the A5/Railway bridge for nearly 2 years now and nothing has been done (apparently it is on a to do list...). Last week I gave up and now go through Loughton instead. It's longer, but better than breaking any more spokes or risking coming off the bike within feet of the 70mph dual carriageway!</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention Cwo6 in Section 5.0.</p>	None

Ref	Maintenance issues	Council Response	Change to document
22.3	Cycling becomes less viable when you keep getting punctures from broken glass sprinkled liberally across the Redways. Similarly potholed and rutted surfaces dissuade cycling if you're trying to get to work quickly. Many of the routes are only suitable for slower mountain bikes. If the network was much more direct, smoother surfaced, and without having to slow down all the time, 'road bikes' could be used and the journey would become much more viable as an efficient way of getting around. Although the surface is not damaged and looks fine, some Redways (even National cycle network routes through the linear park in Tattenhoe/Emerson Valley) are perfect for walking, but far too rough and uneven to ride on. This is a shame. Poor lighting also restricts use at certain times.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention Cw06 in Section 5.0. Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network.	None
26.2	In general the grid roads are of good condition, but outside of the grid roads, the roads are extremely poor. Especially in the Bletchley area where I live. This is both dangerous and makes cycling unattractive. Why hasn't the Council invested in cycle ways to the surrounding villages? I use the road from Bletchley up to Newton Longville, past the, still, abandoned brickworks. That road, near the railway bridge, is in a shocking state of air. Another very bad road is the road from the A421 up to Mursley. Not sure whether it comes under Aylesbury Vale. That road has had more patches than someone trying to give up smoking! On a serious note, it forces the cyclist towards the centre of the road to avoid the potholes. Some drivers and very unaware of cyclists, so moving into the centre of the road is very dangerous. When light is poor, it makes it very hard to avoid the dangerous road 'repairs'.	Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention 4 in Section 4.1 deal with expansion and improvement of the network. The road referred to is in Aylesbury Vale, not Milton Keynes. General highway maintenance (roads) is constantly reviewed to maximise benefit from the investment. Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
27.2	A lot of the Redway paths are overgrown so they can feel very enclosed and I have had people come through bushes and stop me in my tracks. They run through some of the not so nice areas of MK again putting my safety at risk, whereas if they run alongside the main grid roads you would be much more visible and feel safer.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	

Ref	Maintenance issues	Council Response	Change to document
29.3	Surfaces are poorly maintained compared even to the wider road a path network; in fact the use of a full suspension Mountain Bike is required to negate some of the more established tree routes!	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
35.3	vegetation at crossing points making it virtually impossible to see what is coming forcing me to stop, the very poor condition of some of the paths especially route 51 down the side of the bowl and the continual punctures picked up from debris and broken glass which seems to seldom get swept up and lastly because the Redway is not designed for people that commute and have distance to be covered in as short a time as possible, they are geared more towards people that just want to have a Sunday morning tootle around and are in no great rush to be anywhere, routes meander of in all directions, why proper dedicated cycle lanes were not put down the side of the main roads to form strategic routes so cyclists that needed to make progress were able to I will never know.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network.	None
38.2	Gritting in winter, are the Redways gritted? If not, do you intend to do so in future?	Winter maintenance on Redways is carried out in accordance with the Council's Winter Maintenance Plan, which stipulates the routes to be treated and under which weather conditions.	None
39.1	Redway maintenance does need to be improved (potholes, tree root cracks, broken glass, kerb edging at road crossings and overgrown greenery creating poor lines of sight).	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7

Ref	Maintenance issues	Council Response	Change to document
40.4	<p>On top of this I have to mention the very poor state of some of the paths particularly route 51 by the side of the bowl, I have had to true my wheels so many times through using that ill maintained path, I am not a member of the mountain bike brigade as there are no mountains in MK, I have a road cycle with narrow wheels, if you are trying to encourage cycling then the least you can do is maintain the paths you do provide and sweeping them on a regular basis would be a good place to start, it may cut down on the consistently high number of puncture I get through using the paths which I do not get using the roads, but then I have seen the roads being swept far more than I ever see the paths, I suspect that is because motorists would not tolerate constant damage to tyres and wheels that cyclists seem to have to endure.</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.</p>	None
42.2	<p>2. Maintenance During the winter months at sometimes the Redways are almost unusable because of ice (especially after snow). If you are building express routes will they be gritted and cleared regularly of dog muck, glass and leaves? Overhanging brambles at eyelevel are also a problem. I have seen some Redway users carrying secateurs and doing their own pruning!</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention Cwo6 in Section 5.0. Winter maintenance on Redways is carried out in accordance with the Council's Winter Maintenance Plan, which stipulates the routes to be treated and under which weather conditions.</p>	None
43.2	<p>The Redway network does indeed need to be improved. It's not just the general condition and the poor lighting, but the risk of colliding with a pedestrian as you turn a corner is too high. As a reasonably serious road cyclist, it is easier to travel at, say, 17-18 mph on the actual road. Trying that on the Redways would be suicidal, so I never use them. A better idea, I suggest, would be to have dedicated cycle lanes parallel with the road but not actually on it. Where there are cycle lanes, so much crud gets deflected into them that cycling in them is unpleasant indeed. There are also drains and other obstructions to negotiate.</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.</p>	None

Ref	Maintenance issues	Council Response	Change to document
47.6	A proper pothole identification and repair programme should be undertaken. The existing approaches totally inadequate, and there are many very dangerous potholes in the early part of each year.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
48.2	Maintenance and lighting of the existing network is very important. Sections which have degraded over time need to be brought up to the required standard or cyclists will become discouraged. In winter the lighting becomes very important especially for commuting where much of the riding is done in darkness. Some of the underpasses are pitch black with potential unseen obstacles. In autumn there should be much more regular cleaning to remove leaves and branches (particularly after bad weather) and making the cycling less dangerous. The difference made by the current very infrequent cleaning is huge. The problem is the frequency.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
49.1	The Redways are not well maintained. The lights don't work, the paths are not maintained and the landscaping along the Redways is appalling. In particular this causes problems at junctions and corners.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
50.3	Recently as a driver I have come across more cyclists on the roads. (Which I find quite dangerous.) I suspect that this may be because some of the Redways need repairing or vegetation needs cutting back. Some Redways are very uneven where roots are breaking though. The plan mentions maintenance and in some cases widening. I hope that the plan is more than words and all these things can get implemented.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None

Ref	Maintenance issues	Council Response	Change to document
54.1	I use the Redways a lot as I have a mobility scooter, I am not sure what is meant by "underused" there are plenty of folks who do use them though perhaps more could do so. They all need tidying up though, a lot need resurfacing, bushes need trimming and weeding etc., also as they are not putting Redways in new building areas you will have people cycling on the roads if there are no Redways. Bridges and underpasses need to be built on new building areas to keep people off the roads. The whole scheme needs some work to encourage use, some of the paths slope badly and need attention.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
55.2	The Redways are not used as much as they might be for a number of reasons. May I suggest the following improvements. Lighting is poor in many places making the Redways somewhat threatening at night. Surface need improvement: many ruts, tree root problems, potholes and dangerous ridges where cables have been layed and poorly finished. Broken glass is a frequent occurrence	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
56.2	The members would like to express their concern for the £30,000 attributed to the feasibility and initial development of a cycle hire scheme, and felt that, in these difficult financial times, this considerable sum should be ploughed into making bringing the red ways back to a good standard – with landscaping cut back, litter removed and lighting restored. We have had a number of complaints recently from residents who regularly use the red way system and have seen a significant deterioration in the condition of the pathways, landscaping and general feeling of safety when riding on the path network.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. The Council is committed to a significant programme of footway and Redway maintenance in the coming years (£50m). Cycle hire is an important element of promoting cycle availability, cycle use and cycle awareness; given the significant spend on maintenance just described, the £30,000 for cycle hire is considered reasonable.	None
57.2	too much litter especially broken glass	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None

Ref	Maintenance issues	Council Response	Change to document
58.1	<p>the main one being ongoing maintenance, not only of the main Redways but also the feeder paths to the Redways. The latter are often overgrown which does not encourage people. These paths and the Redways are rarely swept of leaves which can be very slippery when damp.</p> <p>6. Ensure round the clock lighting in underpasses and under bridges (cycling from bright sunlight into a dark underpass drastically reduces visibility and dark areas pose a threat).</p> <p>8. Install better lighting in Redway areas where road lighting is not used anymore or the lighting in general is poor.</p> <p>9. Improve and regularly maintain: cycle surfaces (especially where tree roots cause damage); underpasses where broken glass and debris can often be found; lighting; signage; cycle parking facilities etc.</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.</p> <p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.</p>	<p>None</p> <p>None</p>
62.2	Parts of the Redways are poorly maintained to the extent that it is dangerous on two wheels; Visibility at some crossing points is poor not aided by overgrown vegetation.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7
63.1	<p>1. The same measures as are in place for the urban Redway system do not seem to have been extended to rural cycleways. These need to be maintained to the same quality</p> <p>2. In particular the state of the route from Haversham to Castlethorpe is poor, especially at the Castlethorpe end, and needs work doing on it as a matter of urgency</p> <p>3. The route into Castlethorpe needs to be diverted along Fox Covert Lane rather than the existing route which is difficult to maintain and is frequently overgrown</p>	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network.	None

Ref	Maintenance issues	Council Response	Change to document
65.1	<p>I understand that there are no plans to treat the Redway network at the moment. Being a daily user I am seeing that the current weather conditions are leaving some of the surfaces in a very dangerous condition.</p> <p>There is a particular problem with any surface that has remained in the shade, north facing slopes, the north approach to bridges, paths that are shaded by buildings and vegetation.</p> <p>My journey includes the Redways that run next to H4 and V6 and there are high footfall paths that are turning into ice rinks, this will be being repeated across MK and my concern is that with the nature of the weather we are having the problem is going to get even worse on untreated footways. I also see a lot of paths that are routes to schools, shops and other local services that are affected as well.</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. Winter maintenance on Redways is carried out in accordance with the Council's Winter Maintenance Plan, which stipulates the routes to be treated and under which weather conditions.</p>	None
65.2	<p>The problem in MK is different to other towns and cities I have lived in where pedestrians and cyclist share the same routes as motorists and therefore benefit from road treatment.</p> <p>Obviously we have now had a discussion about this but I feel there needs to be a more strategic approach to managing our network so that it is safe to use in winter is needed which is why I have also copied in the Transport Strategy inbox for inclusion in the cycling strategy.</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. Winter maintenance on Redways is carried out in accordance with the Council's Winter Maintenance Plan, which stipulates the routes to be treated and under which weather conditions.</p>	None

Ref	Maintenance issues	Council Response	Change to document
81.1	<p>As a regular cycle commuter using the Redways, I have a few suggestions which you could hopefully include in your strategy to help encourage others to use cycles throughout Milton Keynes. One of the main issues is unfortunately one of the more expensive to implement. Maintenance, the Redways have been badly maintained for a number of years leaving many of the Redways in a very bad state in some places even to the point of been boarder line dangerous. There probably are many people who have walked, or even cycled a few times that are put off by this. The whole Redway system needs to be looked at and a detailed repair plan put in place. Part of this plan should incorporate adding box junctions at all places where Redways cross roads (or at least at the main road junction points) the amount of times cars park or stop blocking the way across roads is ridiculous, simple road markings at these points to stop cars stopping there would be a great advantage to Redway users both cyclists and pedestrians.</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.</p>	<p>Add network review including safety at crossings - see 4.7</p>
81.2	<p>After these repairs have been carried out the next point would be Autumn/ Winter clearing of the Redways, leaves are slippy, ice is very slippy, leaving the Redways unsafe for cyclists for several months a year. There are many solutions to this, ranging from dedicated path sweep/ gritters, modifications that could possibly be made to current summer equipment (grass cutters, etc), to the extreme as the Dutch are considering 'heated cycle paths' depending on budget.</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. Winter maintenance on Redways is carried out in accordance with the Council's Winter Maintenance Plan, which stipulates the routes to be treated and under which weather conditions.</p>	<p>None</p>

Ref	Maintenance issues	Council Response	Change to document
84.4	<p>Provision Lighting is poor in many places making the Redways somewhat threatening at night. Significant improvements needed. Surface need improvement and regular maintenance. There are many ruts, tree root problems, potholes and dangerous ridges where cables have been installed and the surface poorly finished. Broken glass is a frequent occurrence. Mark out separate dedicated lanes for cyclists in both directions where the Redway has sufficient width. This would help to avoid accidents with dog walkers, joggers, walkers (often plugged into MP3 players so that they do not hear bicycle bells) and large groups that straddle the width of the Redway. Or, at least provide clear demarcation between a separate two-way cycling lane and a pedestrian walkway. Ensure round the clock lighting in underpasses and under bridges (cycling from bright sunlight into a dark underpass drastically reduces visibility and dark areas pose a threat).</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules – see 4.2.</p>
87.1	<p>I was pleased to see a commitment to the continuation of Redways in to new developments and to extend Redways into the town centre (page 17). There does need to be more lighting across the Redway network (page 17). I say this as someone who also jogs regularly on the Redways - during the winter months some parts of the Redway network become virtually no-go areas due to personal safety fears. The Redways overall would benefit from better maintenance (page 17). In particular: regular trimming of bushes (I often have to report obstructions of this nature via the council website); several Redways are dangerously damaged by tree routes, pushing the tarmac up in places to the extent that I know of at least one person who has been thrown from their bike when striking a damaged patch of Redway; and prompt response to reports of broken glass (and an easy way to report this - there used to be a 'Redway maintenance' form easily located from the Council website, last time I needed to report broken glass I could not find this form and had to just email the general enquiries address).</p>	<p>Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. Winter maintenance on Redways is carried out in accordance with the Council's Winter Maintenance Plan, which stipulates the routes to be treated and under which weather conditions. The Council's Public Access initiative will assist with reporting issues and feedback on actions.</p>	<p>None</p>

Ref	Maintenance issues	Council Response	Change to document
87.2	Relating to the previous point about better maintenance, there is often quite poor visibility on major road crossings. Sometimes this is due to overgrown bushes, but sometimes it is the design/road layout. Often Redways cross estate roads just metres from a turning to a grid road. Considering that cars leaving the grid road could be travelling up to 60mph, the amount of visibility in some places is very poor for cyclists (and pedestrians).	Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7
88.2	Provision Lighting is poor in many places making the Redways somewhat threatening at night. Significant improvements needed. Surface need improvement and regular maintenance. There are many ruts, tree root problems, potholes and dangerous ridges where cables have been installed and the surface poorly finished. Broken glass is a frequent occurrence. Mark out separate dedicated lanes for cyclists in both directions where the Redway has sufficient width. This would help to avoid accidents with dog walkers, joggers, walkers (often plugged into MP3 players so that they do not hear bicycle bells) and large groups that straddle the width of the Redway. Or, at least provide clear demarcation between a separate two-way cycling lane and a pedestrian walkway.	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules – see 4.2.
88.4	Ensure round the clock lighting in underpasses and under bridges (cycling from bright sunlight into a dark underpass drastically reduces visibility and dark areas pose a threat).	Objective 9 in Section 4.0 and Intervention CWo7 in Section 5.0 include improving Redway lighting.	None
90.9	6. Lighting of Redways is generally poor. Some constructive analysis of this, including practical proposals, is presented in a useful paper: 'Milton Keynes Redway Routes: an assessment of the existing lighting' (2010): http://www.cibse.org/content/SLL/Whittaker%20Paper.pdf	Objective 9 in Section 4.0 and Intervention CWo7 in Section 5.0 include improving Redway lighting.	None

Ref	Maintenance issues	Council Response	Change to document
97.5	8. All paths should have sealed surfaces and sufficient width for shared use. All existing (or potential) cycle paths in MK should be brought up to (or built at) full Redway standard, with durable, sealed surfaces - for example, the muddy path alongside the West Coast Main Line at Castlethorpe, and with sufficient width - ideally at least 3m (and no less than 2.5m) - to cater for shared use by pedestrians and cyclists	Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network. Some routes, such as leisure routes, are not intended to have 'sealed' surfaces in order to minimise their impacts on the surrounding environment.	None
98.1	The National Energy Foundation and United Sustainable Energy Agency are both based in the National Energy Centre, a purpose built development in Knowlhill adjacent to a number of Redways. Although they have an above average number of regular cycle commuters (varying between about 25% in winter and up to 40% in summer) this could still be increased further. The list below (and it is numbered for ease of reference only, rather than to imply any priority in the comments) indicates some of the concerns and frustrations from the pool of regular cyclists having read through the draft cycling strategy. Essentially most of the points made could be summarised in two words: Security and Maintenance	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
98.5	6. The Redways are poorly maintained – an online pothole and non-functioning street light reporting service might be helpful, and broken glass is a particular issue – would more litter bins/recycling facilities help? 8. The non-Redway paths are poorly lit if at all (for example the one down the West side of the Bowl which is part of National Cycle Route 51, and the one through Emerson Valley Park), even where they are connecting routes between two Redways. The Council should review the network strategically, as cyclists are unlikely to be encouraged to use their bikes in winter if they have to cycle an extra half mile or so to stay on lit paths;	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None
99.1	The group felt that maintenance issues were important and that the Redway network to be better used required improved maintenance that deal with Redway defects and the issue of vegetation growth	Redway maintenance is covered in Sections 4.5, 4.7 and 4.8 as well as Objective 9 in Section 4.0 and Intervention CWo6 in Section 5.0.	None

Ref	Expansion / connections	Council Response	Change to document
1.4	4.10 – this paragraph is very short – how will rural MK be connected and does “rural MK” mean the rest of the rural borough – the whole document generally glosses over the areas beyond the main MK central area.	Rural MK does mean the entire non-urban part of the Borough. Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network.	None
3.2	There are times when the rural villages are, conveniently, forgotten in the corridors of power at Milton Keynes Council and a cycle path – a red-way? – to enable the villagers of Moulsoe to link in with the red-ways at Broughton and other parts of Milton Keynes, has been denied in the past with a multitude of excuses. The only route from Moulsoe to Milton Keynes for cyclists, at present, means they first have to use the ‘C’road, a narrow road used by fast moving traffic with no verges which joins up with the A 509. Then there is the traffic on the bridge at Junction 14 to overcome. However it should not be beyond the competence of the engineers/planners in Milton Keynes Council to make a connection between Moulsoe village and the new developments west of the M1 at Broughton, using the bridge at Broughton Grounds.	Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network. A route to Moulsoe will be investigated as part of the review of the network and the assessment of the need for new routes.	Add network review to – see 4.7 and ensure inclusion of Moulsoe route in review
6.3	<p>The provision of a suitable cycleway to connect the two towns or adjacent villages must surely be a priority to encourage health benefits and a green environment.</p> <p>What reasons are there to prevent to provision of a suitably safe means of travelling without the use of public roads?</p>	<p>Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network.</p> <p>We will seek to develop longer rural cycle routes for improved connectivity when resources permit.</p>	None

Ref	Expansion / connections	Council Response	Change to document
10.1	Any idea if this will be yet another bit of consultation box ticking with no real action taken? There are still no Redways in my bit of Milton Keynes (Fenny Stratford) and when there was an excellent opportunity to put one in they instead opted to 'upgrade' the pavement even though considerably more cyclists use the road than pedestrians (Simpson Road from Fenny Stratford towards the OU), the road also has an extremely bad record of accidents. Eventually after so many near misses my wife prevented me from cycling to work as she said she did not want to be a widow. I have been asking about this for 15 years and absolutely nothing has happened.	Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network.	None
11.2	Redways infrastructure needs to be increased.	Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network.	None
14.1	Existing intersections between the grid roads and the Redways are not safe. Many of these are too close to roundabouts – 30 years ago cars may have taken longer to get up to speed on a roundabout exit but these days many cars exit roundabouts rapidly. When approaching such an intersection the only safe option is to slow down almost completely and/or stop. The stop/start nature of navigating the Redways/road grid is frustrating as a cyclist. I would therefore prioritise bridges/underpasses etc. to try to maintain continuity of cycling routes. I had independently thought that creating some arterial routes could help here; so would strongly welcome the idea of “Express routes” – but would emphasise that these need to be kept separate from the grid and/or have priority when the two intersect (with relevant street furniture etc. to support this)	Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network. Sections 4.5 and 4.12 include provision of faster and more direct Redways. Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7

Ref	Expansion / connections	Council Response	Change to document
15.4	I personally cycle several times a week for leisure and transport and always use the Redways where possible. I live on the edge of Stony Stratford and as the report mentions - the Redway does not go all the way into town. I nearly always do my shopping by bike, in Stony, but am compelled to cycle part of the way on road. Interestingly a few years ago when there was public consultation on the traffic calming measures along London Road, I was personally promised by the Council Officer responsible that the Redway down London Road would be extended as far as Plough Corner - that has never happened, so I hope your strategy will be instrumental in finally securing this. Several people I know who live near me would use cycles to Stony if there was a traffic free cycle path all the way.	Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network.	None
15.5	I also was pleased to see the emphasis on extending the Redway through the centre of MK - at the moment one has to cycle through the car parks or on the Boulevards. Neither a particularly good prospect. I regularly cycle into CMK to shop - but none of my friends do because of their worries about safety.	Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network.	None
17.5	Direct superhighways. You list this as an idea, and I think it is good one. Direct cycle superhighways would be a great way to channel cycling through the city and make for efficient journeys. If this was visible to traffic it would also serve as a reminder that cycling is becoming increasingly popular.	The support for express Redways is noted.	None
18.5	Crossing points with non-grid roads (and busy pedestrian routes) seem to be quite tricky, especially where the trees have grown above the sight line. I don't ride fast but it is still sometime an act of blind faith that somebody won't pop out from nowhere.	Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7
20.3	Make Redways the most direct/shortest route. Not the longest hardest route as most intersections are at the moment, leaving cyclists to cope with levels both up & down, whilst road users are on flat ground	Sections 4.5 and 4.12 include provision of faster and more direct Redways.	None

Ref	Expansion / connections	Council Response	Change to document
22.2	<p>Even the more direct 'A-road' Redways like the one I use alongside the H6 are slower than necessary. Each time the route approaches a side road, the Redway turns away from the main road (to provide a safer intersection), giving way to the road. Quite often there is a dip down to an underpass or over a bridge. Each time this diversion and slowing down is annoying, and I can see that some cyclists choose to ride along the main road itself and they make better progress (although more dangerous, as well as annoying for drivers). I feel the Redways should be designed to have priority, and the roads should 'divert' around them, over or under them and give way. I realise this wouldn't be easy, but the balance has to change to get people to switch from their cars to cycling. By speeding up cycling and (slightly) slowing car journeys it would make the cycling proposition more attractive. In CMK I have to cycle in the 'carpark' areas and nearly get knocked off by drivers. Also in CMK there are 'No Cycling on the footway' signs which are generally ignored because people are confused by the difference between a Redway and a footway</p>	<p>Sections 4.5 and 4.12 include provision of faster and more direct Redways.</p>	<p>None</p>
27.4	<p>I also think if they were running alongside roads you would not have pedestrian problems with people trying to cross the roads or walking along the grass verges once you have left a bus stop for example. Again I use occasionally the bus service and getting to and from bus stops walking along the Redways and under the underpasses it does not feel safe and I am a fit 50+ year old born and brought up in the area so I am a pre MK person as I call myself and used to the environment. My mother who only has access to the Redway system to get to her local store feels very worried about using it as she says there very few people around and will not carry cash with her, my son now picks her up and takes her to the local store which makes her feel isolated and dependant on us.</p>	<p>The Cycling Strategy aims to increase usage and coverage of the Redway network and this will help to counter real and perceived personal safety issues.</p>	<p>None</p>

Ref	Expansion / connections	Council Response	Change to document
28.3	When you come out onto a Redway that runs alongside one of the grid roads, there is almost never any indication as to which grid road it is, nor which way is east/west/north/south. One can get maddeningly lost and unable to make progress because you have to try to make detours simply to find out what the road name is - it can be impossible to know where you are. Unfortunately the nature of MK is that many of the grid roads look exactly the same, or at least are completely unidentifiable.	Improved wayfinding and signs on Redways is dealt with in Section 4.3; however, we will also add an objective to the strategy specifically dealing with this issue.	Add objective for ensuring a clear and legible network – see 4.3.
29.5	Whilst I understand that it would not be feasible to alter existing networks to any great extent, future development and expansion might do better to consider the below suggested improvements: A policy that encourages more direct routes that follow or are included within the grid road system, as with Mainland Europe model and as seen in Oxford and Cambridge where cycling is positively encouraged and highly visible. This would negate the need for so many at grade street and segregated crossings and give way points. Therefore reintroducing cycling into traffic network where it is more visible, useful and safer for all. However, this may require a reduction in the ridiculous current 70mph grid road speed limits, which may prove unpopular to the petrol loving population of Milton Keynes.	Sections 4.5 and 4.12 include provision of faster and more direct Redways. Sections 4.6 and 4.10 consider the expansion of the Redway network.	None
32.3	Finally, as a resident of Newport Pagnell, I would like to support your proposal to improve routes in older parts of Milton Keynes. We are fortunate in having the old railway line Redway, but that is the only route out of town and there is an obvious need for a cycle path south of town, perhaps alongside Willen Road.	Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network.	None

Ref	Expansion / connections	Council Response	Change to document
33.2	<p>2. Widening the Redways to allow for the increase in usage.</p> <p>3. Having more commuter friendly cycle routes that allow a cyclist to have a direct route to work without having to go through housing estates which involves encountering children going to school, mums with prams and mobility scooters.</p> <p>More cycle only lanes off the road on the verges alongside main grid roads. The Millennium Route is a most enjoyable ride/walk but the paths are too narrow especially when going for a group ride, people have challenged me saying it a foot path not a cycle way.</p>	<p>Section 4.12 covers widening of Redways. Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network. Sections 4.5 and 4.12 include provision of faster and more direct Redways.</p>	None
37.3	<p>5. Redways crossing roads</p> <p>Where crossing roads is needed, please plan for the crossing to be a away from the junction to the grid roads. An example close to where I live is the turning off the H4 onto Deltic Avenue near B and Q. The Redway needs to cross Deltic Avenue but cars turning off the H4 cant be seen by cyclists and because the H4 is a 60mph road, cars are often still doing 50mph ish as they filter off the H4 onto Deltic Avenue. If the crossover was 100yards further down Deltic Avenue it would be far safer and give a clearer sight of cars turning off the H4.</p>	<p>Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.</p>	<p>Add network review including safety at crossings - see 4.7</p>
40.5	<p>In my opinion if you are serious about enticing people out of their cars and on to cycles to commute then dedicated cycle paths for cyclists are required and ones that allow good straight forward progress not meander around, why cycle lanes were not put down the edge of all the main roads thereby allowing good fast progress on the daily commute I will never understand, the current arrangement is only useful to Sunday cyclists in particular rush who just wish to have a gentle ride with the family.</p>	<p>Sections 4.5 and 4.12 include provision of faster and more direct Redways. Sections 4.6 and 4.10 consider the expansion of the Redway network.</p>	None

Ref	Expansion / connections	Council Response	Change to document
42.4	<p>4. Express routes I've recently cycled in London on the Superhighways, they are quite useful especially when coloured differently. Will all the routes lead to the centre? I would like to see a "spider web" approach with routes into the city and then circular routes intersecting to make crossing the city easier. The signing should be painted onto the route if possible. Perhaps you could ask Trek or Madison (both have offices/warehouses in MK) to sponsor them and provide funding? Maybe get the various bike shops to sponsor them with ads painted on the express ways - this seems to work with the roundabouts which have sponsorship signs? The Barclays cycle hire scheme in London seems to work well</p>	<p>Section 4.5 includes Express Routes and Section 4.3 and intervention CWo2 deal with improved signage. Cycle Hire is covered in Section 4.13 and intervention CWo14 in Section 5.0.</p>	None
42.6	<p>6. Range of Network In rural outlying areas there is no integration with the main Redway network. For example, there is a Redway from Olney to Sherington which goes nowhere. This could be used to join up Olney, Emberton, North Crawley, Astwood and Chicheley to the rest of the city. Instead it has been built and forgotten - there are huge cracks in the path which make it very dangerous. Perhaps the footpath between Sherington and Newport Pagnell could be extended into a Redway with offshoots to Chicheley/Astwood and North Crawley? I've noticed that the park and ride coach station is poorly served by the Redways. There are no Redways connecting it with Newport Pagnell (just over the motorway) or other main areas as far as I can see, this would be ideal in bad weather just cycling to the coach way and then getting the bus into the city centre.</p>	<p>Section 4.12 covers widening of Redways. Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network. Sections 4.5 and 4.12 include provision of faster and more direct Redways.</p>	None
43.3	<p>One area crying out for attention is Junction 14 of the M1. This is a nightmare for cyclists to navigate, and I know for a fact that it puts some cyclists off who live in Milton Keynes and work at Cranfield University.</p>	<p>Redway provision around Junction 14 will be assessed as part of a network review to be carried out within the next year.</p>	<p>Add network review to – see 4.7 and ensure inclusion of J14 in review</p>

Ref	Expansion / connections	Council Response	Change to document
44.3	<p>Although I understand the reasons given for building new Redways alongside gridroads, I hope the existing 'greener' more peaceful, routes will be kept up and also included in new areas.</p> <p>Also, when the 'gridroad' Redways are constructed, I hope consideration will be given to making them distinct from the roads, perhaps by low shrubbery/mounds etc. This is because I have been confronted by a drunk driver doing 40 mph up the Redway towards me (alongside Watling St) as he thought it was an easy way of getting round traffic that was going too slowly for him through some roadworks. A kerb was no deterrent (if he could even see it) but shrubs might have made a difference. It would also make me feel safer and would probably make life less fraught for adults with young children too and shield users from road spray.</p>	Noted.	None
47.7	<p>New housing should have 1 bike storage slot per bed space. Workplaces should have a specific level of provision appropriate to their location, with perhaps 20-40% being appropriate, depending on the location and nature of use of the building.</p> <p>The council should investigate direct provision/loan of bikes to disadvantaged groups, e.g. unemployed people, children on free school meals, etc.</p> <p>Covering Redways with a roof could be an useful way of extending popularity of cycling through the winter. Costs are likely lower than expanding road capacity by an equivalent amount.</p>	Cycle parking standards are assessed in a separate document. Section 4.13 and intervention CWo14 in Section 5.0 cover cycle hire.	None
48.4	<p>Extending into CMK (and to other areas) and having better facilities for parking and storage would be a great move forward. In truth there is nothing better than having a well maintained and clean cycling surface with descent lighting but this clearly takes considerable work to achieve and maintain.</p>	Noted.	None

Ref	Expansion / connections	Council Response	Change to document
50.2	I have been sad to see that the plans for the new areas have not included Redways integrated as they have always been.No underpasses have been planned connecting MK to the new WEA and possibly in other new areas it is the same..MK will not be a whole integrated city if the Redway network does not extend to all the new areas - so one can cycle without stopping to cross a busy road like the V4 (with its proposed traffic lights).This document seems to go a long way to alleviate my fears. I just hope that it is not too late for some of the new areas to be fully integrated into the network of Redways.	Section 4.6 and intervention CWo5 in Section 5.0 deal with expansion of the Redways into new development areas	None
58.3	I think the Redways are not used as often as possible because routes to the centre are not direct. There is plenty of room alongside grid roads to add direct cycleways. In Europe you will often have a white line painted down the centre of a cycleway which tends to stop people wandering across the entire path	Section 4.5 and intervention CWo4 deal with provision of more direct Redways.	None
68.1	Sherington Parish councillors considered the strategy on 4th December 2013 and concurred that whilst they agreed with the proposals in principle, they were concerned over the lack of connections from the existing red-ways to the rural areas.	Section Section 4.10 deals with improved cycle links in rural areas. Section 4.6 and intervention CWo5 in Section 5.0 covers expansion of the Redway network.	None
71.4	Central Milton Keynes Note that the present mechanism for cyclists getting around, namely by using the car parks is very unsatisfactory. The last thing motorists want to be looking out for when reversing out of a space (when visibility is often restricted by the adjacent vehicles) is a bunch of cyclists! Using the car parks also contributes to slowing the journeys for the cyclist.	Section 4.6 and intervention CWo5 in Section 5.0 covers expansion of the Redway network into CMK.	None

Ref	Expansion / connections	Council Response	Change to document
74.1	<p>As you are no doubt aware Woughton is quite well endowed with leisure routes but in its heart has only one isolated section of formal Redway running from Adams Court to Newport Road along the side of Baskerfield Grove which is, perhaps in consequence, somewhat underused by cyclists.</p> <p>As an occasional cyclist and very frequent walker myself I often walk to CMK from Woughton and use a direct route from Adams Court to the northern canal bridge at Waterside. My route, across open grassland, parallels a very muddy and overgrown horse trail on the western side of the paddocks. Footprints and cycle tyre tracks in the wet grass and snow make it very obvious that I am far from alone in using this route.</p> <p>I feel it would enhance links to and from Woughton if this short route could be provided with a Redway or surfaced path and I have marked it in magenta on the attached extract from the MK map. I am not at all sure whether this would be a matter for MK Council or the Parks Trust, the latter probably owning the land.</p> <p>Is this the sort of project which might be covered by the financial provisions being envisaged for the improvement of cycleways infrastructure?</p>	<p>Comments noted. Section 4.6 and intervention CWo5 in Section 5.0 covers expansion of the Redway network. A network review will identify 'missing' sections of Redway.</p>	<p>Add network review - see 4.7</p>
76.1	<p>It is noted the amount of work that has gone in the preparation of the Cycling Strategy and as we have a large amount of potential new developments in our Parish over the coming years, it is essential that cycling networks are incorporated into all new residential developments.</p>	<p>Noted.</p>	<p>None</p>
84.5	<p>Old Woughton Parish specific</p> <p>At the heart of the Parish is an isolated section of Redway that runs from Adams Court to Newport Road along the side of Baskerfield Grove. This should be extended to connect with Canal Broadwalk at bridge 86 across from Waterside. This route is used by many cyclists and pedestrians but currently involves traversing a muddy and overgrown surface. (See route attached (marked in magenta).)</p>	<p>Comments noted. Section 4.6 and intervention CWo5 in Section 5.0 covers expansion of the Redway network. A network review will identify 'missing' sections of Redway.</p>	<p>Add network review - see 4.7</p>

Ref	Expansion / connections	Council Response	Change to document
86.2	<p>1. The most important item for immediate action is to ensure Redways are incorporated into new developments and extensions of Milton Keynes. I appreciate that this is clearly stated in the document, but the words are not backed up with enforcement of these requirements onto developers. All the plans for new developments that I have seen have houses with front doors opening right onto the street and no provision for cycle paths. Some even incorporate the disastrous 'city street' concept where cycles and pedestrians have to share a 20mph road with vehicles. The new developments also favour cheaper traffic light controlled crossings instead of bridges and underpasses. All these factors combine to make things very difficult and often dangerous for cyclists. In addition to this, new developments have very few garages and gardens which means very little bicycle storage for families. To summarise, the council needs to enforce incorporation of Redways, underpasses and bridges into ALL new developments, including those under construction, and supply communal secure cycle storage for the new houses without garages or sheds.</p>	Noted.	None
86.3	<p>2. The proposed developments at the shopping centre (demolition of Secklow gate bridge to build a second Primark, and filling in of Midsummer Arcade) would also be very bad for cycling, because it would force people on a very long detour around the shopping centre, rather than easy routes across it.</p> <p>3. I cycle into work on an occasional basis and sometimes use the roads instead of the Redways because the shortest Redway route from home to work is over a mile longer than the shortest road route. It may be difficult to incorporate into existing estates, but any development of 'express Redways' or 'super Redways' to cut journey time would encourage more cyclists.</p>	Noted.	None

Ref	Expansion / connections	Council Response	Change to document
87.5	I welcome the suggestion of more direct routes (page 17). If people are to be encouraged to cycle for their commute to work, this is essential.	Noted.	None
89.6	Item 4.6 – Expansion of the Redway network – detail is required – CMK, Woburn Sands and Bow Brickhill schemes were promised back in the last decade – but have yet still to be delivered. Item 4.12 – Widening of the Redway network – this mentions electric vehicles – would this incorporate electric moped scooters, Segways, and mobility scooters?	The types of vehicles legally permitted to use the Redway network is governed by national criteria. We will ensure that users are aware of the appropriate vehicle types.	Add new Redway map and Redway rules – see 4.2 Incorporate guidance on permitted vehicles into the guide on Redway use.
90.15	10. The Redway system already has some faster and more direct routes which are more suitable for cross-city cycling. These flank every other V and H road, for example those parallel to V6, V8 and H6. These need to be promoted more widely.	Section 4.2 and intervention CWo1 in Section 5.0 cover better promotion of the Redways.	None
90.16	The Redway from north to south across CMK, parallel to V7 Saxon Street has some benefits, but it is ambiguous whether this is really a Redway or is in fact a cycle-way, which is how cyclists tend to treat it, causing some conflict with pedestrians. There is indeed a case for the sections through underpasses being painted blue as cycle-only routes, as there is plenty of space for pedestrians alongside these. The same principal could apply in other situations, such as the Redway across CMK parallel to V6 Grafton Street. However, a proliferation of such cycle-ways within CMK is neither necessary nor desirable in terms of safety for pedestrians or cyclists.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules – see 4.2.
90.17	12. Yellow bollards are the universal visual clue to Redway crossings of roads, yet these are not always replaced. In CMK, have been replaced by stainless steel bollards which are less visible. The Cycling Strategy should reassert that yellow bollards are a universal requirement for the Redway system at all roads, junctions and car-park crossing points.	Noted.	None

Ref	Expansion / connections	Council Response	Change to document
91.2	<p>The area immediately outside Milton Keynes Central has benefitted from some improvements as part of the wider Station Square project, including the extension of Redway surfacing in from of Elder House. However signage and surfacing immediately outside the entrance still requires further intervention, particularly for first-time users. We also suggest drastic improvements to access at Wolverton, Bletchley, Fenny Stratford and, to a lesser extent, Bow Brickhill and Woburn Sands.</p> <p>Wolverton’s access is extremely poor at a busy junction, but nearby routes do exist but require ‘joining up’. The last piece of the jigsaw will make a difference if users are offered an attractive, safe, segregated route throughout their journey. This needs incorporating within this strategy and the proposed Wolverton Station Travel Plan.</p>	<p>Section 4.3 and intervention Cwo2 in Section 5.0 deal with improved signage. Section 4.8 and intervention Cwo8 in Section 5.0 deal with improved cycle access and facilities at public transport locations.</p>	None
91.3	<p>Bletchley’s access is some way off the Redway network, the nearest point being at Bletchley junction. We suggest the potential to extend this around a redeveloped bus station and under the railway bridge, perhaps by taking a traffic lane away. There is an overprovision of capacity for motor vehicles at the location, leading to high speeds, whereas the footway is narrow and causes conflict with cyclists forced to use it as the road is “too fast”.</p> <p>Fenny Stratford has a very informal Redway link to the north, along the V4 Watling Street, yet this is inconsistently marked and signed, leading to doubt about its usefulness. This is an important route linking the Marston Vale Line (and future East-West Rail) with the growth area around Stadium:MK. We suggest seeking funding for cycle shelters at this location, to be consistent with other Marston Vale Line stations.</p>	<p>Comments noted.</p> <p>Section 4.8 and intervention Cwo8 in Section 5.0 deal with improved cycle access and facilities at public transport locations.</p>	None

Ref	Expansion / connections	Council Response	Change to document
91.4	<p>Bow Brickhill has good connections to the Redway network going towards the MKDC area, but no links towards the village, despite aspirations to provide one in a previous Walking Strategy. We suggest funding for cycle shelters is sought, given the popularity of the station amongst schoolchildren, who walk or are dropped off by car nearby, causing congestion.</p> <p>Between Bow Brickhill and Woburn Sands, there has been a footway improvement, with resurfacing to create a better path. We suggest further widening this path for cyclists and horse riders to use. This would offer opportunities for an alternative route when the line between the two is closed on Sundays, and in future when improvement and electrification works take place, as rail replacement buses do not officially carry bicycles, although local discretion is sometimes given.</p> <p>Woburn Sands has had immediate improvement with the “informal” Redway around the Taylor Wimpey housing development (former Nampak site). However, the signage and marking remain incomplete. The route should be extended further towards Woburn Sands town centre.</p>	<p>Comments noted.</p> <p>Section 4.8 and intervention CWo8 in Section 5.0 deal with improved cycle access and facilities at public transport locations.</p>	None
91.9	<p>Item 3.1 highlights the Redway network not extending into CMK, older towns and rural areas, but offers little suggestion on potential routes. The lack of trip end facilities is also highlighted, but does not make the case (suggestions) where these might be useful.</p>	Noted.	None
91.12	<p>Item 4.6 – Expansion of the Redway network – detail is required – CMK, Woburn Sands and Bow Brickhill schemes were promised back in the last decade – but have yet still to be delivered.</p> <p>Item 4.12 – Widening of the Redway network – this mentions electric vehicles – would this incorporate electric moped scooters, Segways, and mobility scooters?</p>	<p>Comment noted.</p> <p>The types of vehicles legally permitted to use the Redway network is governed by national criteria. We will ensure that users are aware of the appropriate vehicle types.</p>	<p>Add new Redway map and Redway rules – see 4.2. Incorporate guidance on permitted vehicles into the guide on Redway use.</p>

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93.7	<p>11. The Redway network should penetrate into and across CMK. There is now a N-S Redway; an E-W Redway is also required. 12. The Redway network should extend out to towns and villages surrounding the MK urban area, for example to Haversham, Castlethorpe and Hanslope. Some form of cycleway, Redway or cycle lane on carriageways, should extend into the old towns and housing estates, eg Bletchley area. 13. Housing estates should be made more permeable for pedestrians and cyclists. This would reduce the actual distances that have to be travelled to reach local facilities such as shops and bus stops. The reduced distance makes walking and cycling more attractive thus encouraging modal shift. Many estates are designed with meandering roads and many cul-de-sacs. That is acceptable for motor vehicles but pedestrians and cyclists need more direct routes, such as out of the closed end of cul-de-sacs. Greater permeability for pedestrians and cyclists should be planned into all new estates and all existing estates should be examined to see if their permeability can be improved.</p>	<p>Sections 4.5 and 4.6 and interventions CWo4 and Cwo5 in Section 5.0 deal with expansion of the Redway network and more direct Redways</p>	<p>None</p>
93.10	<p>18. Redways into new housing developments should be constructed before the new housing is occupied, not many years after, as is often the case.</p>	<p>Comment noted.</p>	<p>None</p>

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95.7	<p>11. The Redway network should penetrate into and across CMK. There is now a N-S Redway; an E-W Redway is also required.</p> <p>12. The Redway network should extend out to towns and villages surrounding the MK urban area, for example to Haversham, Castlethorpe and Hanslope. Some form of cycleway, Redway or cycle lane on carriageways, should extend into the old towns and housing estates, eg Bletchley area.</p> <p>13. Housing estates should be made more permeable for pedestrians and cyclists. This would reduce the actual distances that have to be travelled to reach local facilities such as shops and bus stops. The reduced distance makes walking and cycling more attractive thus encouraging modal shift. Many estates are designed with meandering roads and many cul-de-sacs. That is acceptable for motor vehicles but pedestrians and cyclists need more direct routes, such as out of the closed end of cul-de-sacs. Greater permeability for pedestrians and cyclists should be planned into all new estates and all existing estates should be examined to see if their permeability can be improved.</p>	<p>Sections 4.5 and 4.6 and interventions CWo4 and Cwo5 in Section 5.0 deal with expansion of the Redway network and more direct Redways</p>	None
95.10	<p>18. Redways into new housing developments should be constructed before the new housing is occupied, not many years after, as is often the case.</p>	Comment noted.	None
97.4	<p>6. Crossings - Give priority to cyclists At at-grade crossings the presumption should be in favour of priority for cyclists over motor traffic.</p> <p>7. Access to the network - Remove barriers and improve local links All barriers should be removed from paths to allow full access for all types of cycle (and also pedestrians with pushchairs, those in wheelchairs, etc.). All links on to existing paths - informal or otherwise - should be properly surfaced as proposed on Railway Walk) - The same principles should also apply to any new paths (on new developments, etc.).</p>	<p>As part of the network review to be carried out we will review the safety of road crossings.</p> <p>Grade separation will continue to be the preferred crossing type, particularly for more major roads. Where this is not feasible, road safety considerations require a consistent priority at road crossings. Changing the priority at thousands of crossing points is not feasible and in some cases could be hazardous.</p> <p>Comment noted.</p>	Add network review including safety at crossings - see 4.7

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99.3	Representatives from rural communities highlighted the need not to 'forget the requirements of the non urban areas and that their views need full consideration	Comment noted. Section 4.10 deals with improving cycle links to rural areas.	None

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5.5	In my own experience, I cycle from Heelands to Bletchley several times a week during the summer months on the Redways, but find it difficult during the darker months. Signage is certainly a very important issue, since people do not want to have to back track and search for signs and direction once it is clear that they are not heading in the right direction.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes.	None
7.2	What about signage on the Redway itself? New riders may not be fully aware of cycle etiquette and the rules of 'riding on the left'. I am a regular cyclist and my main fears are collisions with other cyclists coming in the opposite direction, particularly on the approach to junctions without clear sight lines and underpasses. A simple solution would be to paint white lines and / or intermittent arrows along the Redways or provide clear signage to remind cyclist (and pedestrians) to ride on the left. Excellent proposal to place signage at key decision points together with cycle times.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
12.1	My observation (i didn't pick any thing up in the documents), when i have used the Redways a simplified signage would be useful, but copies of the Redway map at regular intervals would be the most helpful thing, (as a big sign - you are here).	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
13.2	I welcome the idea of improved signage. The one time I did cycle in MK I got completely lost and the routes snake through estates away from any streets or roads.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
17.4	Division lines to indicate walking / cycling and directions. Redway behaviour is quite odd in this respect. People often walk right down the middle, or spread out across the path, and often don't respond to bells because of being on the phone or listening to music. A visual reminder of where to walk and where to cycle would be beneficial in avoiding accidental collisions.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2

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18.3	<p>Signage was always unreliable in the past due to the old green signs spinning easily on their poles. I'm not sure this is still the case but I have been warned many times to be aware of this from well meaning colleagues - so there may be a perception issue there. The route arrows on the ground obviously negates that, especially in the dark when the signposts are out of lamp range. Some of the indicators for the longer distance routes sometime seem a bit arbitrary - a sign near Bradville I think lets me know how to get to TONGWELL but not to, say, NEWPORT PAGNELL. Maybe I missed the growth of Tongwell as a major centre or maybe it's the only place that particular track goes to. I think your trunk route plan will fix this?</p> <p>The green routes (e.g signage to Haversham) are handy.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
18.4	<p>Because a lot of the routes are similar is there a case for some public art commissions to be used as landmark/aesthetic enhancement/reason to cycle to go see them? Map boards would also be neat. Maybe a combination of the two? Encourage art trail/heritage trail/orienteering/geo-cache activities. An online route map would be great but easy access to a readable, reasonable sized, print version is still essential. I'm still wondering where I go to get a print version. Also better representation of routes in the A-Z would be a good idea if the publisher was amenable.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
20.4	<p>Improve signage, show routes, not just the next name on the grid system Allow more Redways to follow grids, not veer away from known routes. Land marks and buildings help navigation. Being in a cutting, or following a river /canal are not familiar routes..</p>	<p>Sections 4.3 and 4.5 and interventions Cw02 and Cwo4 in Section 5.0 deal with improved signage and more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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26.1	<p>I am a regular cyclist, but I do not, or very rarely use the Red ways.</p> <p>It is very easy to become disorientated when using them. Because a lot of Milton Keynes looks the same, there are very few landmarks that you would normally use to co-ordinate where you are going.</p> <p>It is all too easy to 'suddenly' appear in a housing estate and have absolutely no idea which direction you need to go, or where indeed the estate is in relation to your journey. I have been 'lost' numerous times, hence I stick to the roads. They are very poorly signposted and lit, especially going under the grid roads.</p>	<p>Section 4.3 deals with improved Redway signage and Section 4.4 includes provision for an online journey planner. Interventions Cwo1, Cwo2 and Cwo3 cover improved signs, information and journey planning.</p>	None
28.1	<p>For me, probably the most difficult thing about using the Redways is the poor signage, and I welcome recognition of this in the draft strategy (point 4.3).</p> <p>Can I make a serious suggestion that, as an exercise, the committee concerned, plus the other relevant staff, assemble at a point on their bikes, each to be given a destination that they are unfamiliar with, and see how easy/difficult they find the journey - hands-on experience will be very helpful to illustrate the problems. For example, give them 30 minutes to get from Shenley to MK centre - assuming they don't already know the routes - without a detailed map or bike route app to hand.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	Add new Redway map and Redway rules - see 4.2
28.2	<p>The destination boards are really unhelpful - one can very easily find oneself simply riding round in circles, unless you already know the area very well. The destination boards should be much more specific - not just to an area name - and also consistent - so you do not just reach some point with no further signage evident.</p> <p>It would help to know if you are going north or south, east or west.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	Add new Redway map and Redway rules - see 4.2

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29.2	<p>There is a poor and uncoordinated approach to signage - the recently introduced green and yellow signage system actually only serves to add to the muddle.</p> <p>The network is difficult to navigate due to a number of issues such as low visibility, submerged levels and very little identifiable landmarks.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
33.1	<p>As a regular user of the Redways both as a cyclist and pedestrian I have a few suggestions for improvement:</p> <p>1. Better signage as to which side of the Redway pedestrians, joggers and cyclists should keep to, my suggestion is printed markings on the Redway. These should state that cyclists keep left and pedestrians / joggers keep right as they would on a road.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
34.2	<p>I would like to see a proper online mapping solution maintained by the council, which as you suggest, could incorporate a journey planner. Of course we're all already familiar with Google Maps and, increasingly, OpenStreetMap. It would be good to see the council using its knowledge of the Redways to enhance the mapping already in place on sites like these - after all, Google Maps already has many of the routes, and a journey planner that makes use of them. The sort of information sharing also available on OpenStreetMap means that cyclists and runners can load the Redway data onto their own running/cycling mapping devices, to use out-and-about.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
35.1	<p>Just read your cycling strategy for Milton Keynes and it does look as if you may going in the right direction at last. I do commute by cycle 15 miles each way and my route takes me through MK, for several year I never bothered with the cycle routes at all as they were and still are very poorly signed and one just continually finds oneself cycling in the wrong direction however I did finally work out the most direct route for travelling through the MK part of the journey, however I am far from being impressed having spent a couple of years living and cycling in Holland.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. Section 4.4 deals with the development of online journey planning. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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36.1	You've got a fantastic network which I, being new to the area, find a bit bewildering. I would love better signage in the Redways. Also, it would be amazing if you could devise a flash/IOS/android mapping app that could plot A to B routes via the Redways.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. Section 4.4 deals with the development of online journey planning. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
37.1	1. Redway signage More signs are needed on Redways, particularly the priority Redways, detailing how far to certain locations and how long it would take to get there at say 10mph average speed. At the moment it seems like only CMK and the train station are signposted? Why not include how many calories are burnt riding to certain locations... eg CMK Train Station, 2 miles, 15 mins, 200 KCal	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. Section 4.4 deals with the development of online journey planning. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
38.3	Signage, there aren't many signs, and those that do exist usually just point to the next district. Although there are a few towards CMK & Bletchley	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
39.2	Better education for pedestrians (including dog walkers) and cyclists, wouldn't go amiss; an outer page on the Citizen paper detailing the Redway code (so users know where to walk/ cycle on them), with Redway Code signs on well used routes.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
40.2	For several years I never used the Redways or cycle paths through MK because they are so poorly signed I found myself continually having to get back on the road just to find out where I was, however after much effort I finally found the route available to me using the Redways and route 51 that my journey required to take me in the direction I need to go.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2

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42.3	3. Signing Can the design of the signs be improved to stop people from stealing or breaking them? In the outskirts there are no signs; it's very difficult to use the Redways if you want to go somewhere new. There are often no signs or landmarks. There needs to be a decent sign at each junction, preferably giving you a pointer to the city centre as well for reference. Some Redways in the estates seem to have been put in as an after thought; they appear and then disappear with no rhyme or reason. If I want to get somewhere new I end up having to using a smartphone to find out where I am and where the Redway is. Then I give up and go onto the grid road until I can get my bearings again.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
44.2	Please could we have a symbol on the Milton Keynes map and/or proposed online journey planner to show the location of cycle racks? I recently wanted to attend a meeting at Rectory Cottages in Bletchley but had no idea if there were any cycle racks any nearer than Bletchley town centre, so I didn't go. I do not use buses in MK – they are never direct enough. When I broke my arm, it was quicker to walk to work from Shenley to Bletchley than catch two buses, even though the walk took an hour.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
48.3	Better signage would help people who are unfamiliar with the routes.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
49.3	The signage on the routes is not sufficient The Redways are not a straight forward route to any destination therefore if you do not have any idea of the area you will get lost	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
52.1	My only comment is that that signs on Redways are sometimes damaged or moved by people. If it is possible to make them better, clearer and more accurate, it would attract more people to cycle.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2

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55.3	The rules for Redways (which already exist) are not well known. Specifically, pedestrians walk on right, cyclists must have and use a bell and have lights at night. Dogs should be kept on a leash on Redways.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
57.1	too many Redways to 'nowhere' - great for a recreational ride but useless if you want to go somewhere instead of using the car never seems to be a Redway leading to your intended destination - need to look at 'popular' routes and ensure Redways cover them lack of signposts too easy to lose direction under roundabouts - Westcroft is a good example existing Redway maps could be improved.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
58.2	When you are using the Redways it is also difficult to often tell where you are. Would it not be possible to have some small maps at regular intervals so that you can check progress?	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
59.3	4. Provide clear signs and rules about rights of way on Redways and especially at all Redway junctions (accident black spots).5. Provide traffic warning signs on roads at points where cycle routes cross them. 10. Provide a dedicated cyclists' hotline for emergencies and include the number on all cycle signs. 11. Provide cycling maps and leisure routes with information showing places of interest, hostelryes, and a contact address/email/phone number for feedback and reporting problems.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
71.3	Wayfinding Getting lost is undoubtedly a problem. Better signposting would indeed help. Is there any scope for making the Redway mapping available for satellite navigation devices or even mobile phones that have gps?	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. Section 4.4 deals with the development of online journey planning. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2

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84.3	Provide clear signs and rules about rights of way on Redways and especially at all Redway junctions and potential accident spots. Provide traffic warning signs on roads at points where cycle routes cross them. Ensure that visibility is not impaired at these junctions by obstructing vegetation or 'road clutter'.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
86.4	4. I would fully support better signage and mapping (possibly online). It should be noted that Redway signs are a target for vandals, so any signs near CMK should be of a vandal-resistant design to stop them from pointing in the wrong direction.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2
86.5	5. The 'gear change' facility on Witan Gate is never more than 25% full on any one day, but whenever I try to rent a place, I'm told it is full. Any new gear change units should include some form of observation of disused cages so their leasers can be contacted to ask if they still want it. 6. One beneficial facility would be a 'Redway hotline' or online form where people can report broken glass, rogue foliage, vandalised signs or any other problems. After reading the Council's recent supplement in the MK Citizen paper, I was surprised by the number of hotlines, and that none of them were relevant to my day-to-day existence. If it is possible to have a dedicated contact for things such as recyclable nappies, it should certainly be possible to have a dedicated contact for Redways.	The unit is currently being refurbished and will be re-launched with a new booking system to increase usage. The Council has a Redway hotline available through the Environmental services help desk.	None
87.3	The Redways could really do with painted markings in some places, e.g. indicating give way at points where Redways cross. This would be of increasing importance if this strategy succeeds in encouraging even more cyclists on to the Redways. There is also a need for improved signposting (page 16). On occasion, I have come across a temporary diversion on a Redway while work is taking place and have got lost within estates that I am not familiar with due to the lack of signposting.	Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers maintenance and more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.	Add new Redway map and Redway rules - see 4.2

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88.1	<p>Education and information Rules and guidelines for Redway use (which already exist) are not well known and certainly not followed by many cyclists and pedestrians. Much more effort needs to be devoted to promulgating these rules. Specific issues: Lack of clarity in the priorities for cyclists and pedestrians on paths and Redways. Pedestrians should walk on right and cyclists should keep left. Cyclists should have and use a bell (or other audible warning of approach) must use a bell and lights during the hours of darkness. Pedestrians using earphones often do not hear approaching cyclists. Dogs must be kept on a leash on Redways and paths. Set up a hotline for emergencies and include the number on Redway and path signs. Provide of more and better cycling maps and leisure routes with information showing places of interest, hostelrys, and a contact address/email/phone number for feedback.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
88.3	<p>Provide clear signs and rules about rights of way on Redways and especially at all Redway junctions and potential accident spots. Provide traffic warning signs on roads at points where cycle routes cross them. Ensure that visibility is not impaired at these junctions by obstructing vegetation or 'road clutter'</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
89.4	<p>Item 4.2 – “The Council will investigate installation of information points in CMK and other locations to promote and inform cycling issues.” Some of these boards already exists, and require updating. Other boards were promised to be provided via Local Transport Plan 2 and ATOC Station Travel Plan funding, but never materialised. Further clarification on siting, funding and maintenance of these is required.</p>	<p>We will be developing proposals for information points as part of the early initiatives under intervention CWo1.</p>	<p>None</p>

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89.5	<p>Item 4.3 – “The cycling network will benefit from exemplary signage” – can examples of this be provided. Will this be a named or number route, or coloured arrows? Will the signage be erected within CMK, where we have our own wayfinding standards, to a bespoke design.</p> <p>Item 4.4 – Online journey planner – a non-profit, bespoke one already exists – cyclestreets.net/miltonkeynes. Is it necessary to duplicate what Cyclestreets, Sustrans and Transport Direct already offer?</p>	<p>Proposals for improved signage will be developed as part of intervention CWo2. A journey planner tailored specifically for destinations in Milton Keynes will be investigated under intervention CWo3.</p>	None
90.10	<p>7. Little attention is given in the draft Strategy to the differing needs of pedestrians and cyclists on the Redway system, but Redways need to work well for both and this needs to be reflected in the Cycling Strategy. The Redway ‘rule of the road’ is unknown by many people, not least because it is little publicised. The Council is in the best position to communicate this and needs to do more than have this on its website and on Redway maps. It could be a valuable poster campaign on Redways for example. Ideas such as white lines down the middle, or segregating pedestrians and cyclists are unnecessary, but dog-owners need to be made more aware of danger caused to cyclists by dogs running loose or on long leads on Redways</p>	<p>As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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90.11	<p>8. Navigating the Redways is confusing for several reasons. The most basic is that there is no easy way of describing a route. It would be unthinkable for all the roads in MK to lack a name or number to enable drivers to find their way around. But Redways have neither a name nor a number. This is a far more fundamental issue than direction signage. Unless numbers are provided and displayed for the main cross-city routes (just as grid-roads are numbered) and local Redways are provided with names and nameplates, those wanting to find their way by bike across the city will continue to be confused, even if direction signs can provide some assistance. Serious consideration needs to be given to numbering and naming Redways and signs by them or on their surface to communicate these.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
90.12	<p>9. Page 16 promises “exemplary signage and wayfinding” which is a bold claim, given the ineffectiveness of much existing signage for cyclists. There are several dilemmas that make direction signing on Redways less effective than it needs to be. Signs have to function well for both cyclists and pedestrians, each of whom has rather different needs. Those walking will generally be travelling shorter distances, so need to know the direction to only the next grid square or two. Cyclists may well be travelling across several grid squares, so want signs to more distant places.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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90.13	<p>Some signage that has been installed on Redways appears to expect users to be travelling much longer distances, so has little or nothing about nearby areas, which is probably where a majority of people want to reach. For example, on the H5 edge of Bradwell Common, there are finger posts where two Redways intersect, with south-west-facing signs to Wolverton although many using this route are aiming for nearer places such as MK Central Station and Rooksley, or perhaps Bradwell village, Loughton or Great Holm, none of which are mentioned on the sign, but distant places such as Wolverton and the Coachway are. A better way to do this would be comparable to the principles behind grid-road signage which carries out the dual function of directing to the nearest grid squares and locations and to more distant objectives.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
90.14	<p>Given the complex needs of pedestrians and cyclists, finger posts may never meet the need entirely. Compass direction may be more helpful, which could be achieved by putting the four points of the compass on the top of a finger post and painted into the Redway surface at or before junctions.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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91.10	<p>Item 4.2 – “The Council will investigate installation of information points in CMK and other locations to promote and inform cycling issues.” Some of these boards already exists, and require updating. Other boards were promised to be provided via Local Transport Plan 2 and ATOC Station Travel Plan funding, but never materialised. Further clarification on siting, funding and maintenance of these is required. Item 4.3 – “The cycling network will benefit from exemplary signage” – can examples of this be provided? Will this be a named or number route, or coloured arrows? Throughout MK, the route towards the railway station(s) must be shown to ensure visitors (or residents!) do not get lost on the complex network. This would easily be a instantly-recognisable National Rail logo on the sign, as per good practice, rather than the “train station” on recent examples.</p>	<p>We will be developing proposals for information points as part of the early initiatives under intervention CWo1. Proposals for improved signage will be developed as part of intervention CWo2.</p>	None
91.11	<p>Item 4.4 – Online journey planner – a non-profit, bespoke one already exists – cyclestreets.net/miltonkeynes. Is it necessary to duplicate what Cyclestreets, Sustrans and Transport Direct already offer?</p>	<p>A journey planner tailored specifically for destinations in Milton Keynes will be investigated under intervention CWo3.</p>	None

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93.8	<p>14. There should be a campaign to educate both pedestrians and cyclist how to use the Redways so as not to get in each other's way. For example cyclists should be advised to ring their bell when approaching pedestrians from behind and pedestrians should be advised to keep left and keep dogs and children under control.</p> <p>15. The barriers to Redway use – both literal and metaphorical – should be removed. For example, some years ago 4 pairs of staggered barriers were erected on the Redway that runs northwest across Bradwell Common. A pair of barriers was erected across the Redway on each side of Booker Ave and Ibstone Ave. This forces cyclists to dismount 4 times in the space of 100m. This is not compatible with encouraging more people to cycle. These barriers were erected at the request of a ward member. These barriers and others like them should be removed. If there is a safety issue other solutions should be implemented, such as road humps or narrows.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
93.9	<p>16. There should be a centre white line on Redways in order to reduce collisions between cyclists and between cyclists and pedestrians and to smooth flows. Cyclists meeting or overtaking pedestrians or other cyclists often have to slow down while the pedestrians or other cyclists decide which side of the Redway they are going to move to. This is inconvenient for both cyclists and pedestrians. The separation could be for both cyclist and pedestrians keep left of the line, except when overtaking. Alternatively one side could be for cyclists and the other for pedestrians. This is common practice in other new towns in England.</p> <p>17. There should be a Safe Routes to School programme to cover all schools in Milton Keynes.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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95.9	<p>16. There should be a centre white line on Redways in order to reduce collisions between cyclists and between cyclists and pedestrians and to smooth flows. Cyclists meeting or overtaking pedestrians or other cyclists often have to slow down while the pedestrians or other cyclists decide which side of the Redway they are going to move to. This is inconvenient for both cyclists and pedestrians. The separation could be for both cyclist and pedestrians keep left of the line, except when overtaking. Alternatively one side could be for cyclists and the other for pedestrians. This is common practice in other new towns in England.</p> <p>17. There should be a Safe Routes to School programme to cover all schools in Milton Keynes.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p> <p>The Safe Routes to School programme includes all MK schools.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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97.3	<p>4. Signs - Improve navigability of the Redway network We welcome measures to improve signing on the Redways (yellow/green coding, etc.). We feel it would be useful to build on this by creating branded routes and including CMK as a specific destination on all routes to the centre.</p> <p>5. Signs - National Cycle Network The NCN should also be fully signed in its own right, throughout MK. (At the moment there are some gaps in the signing and elsewhere the signing is sometimes unclear or consists of temporary stickers.)</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
98.4	<p>4. Although signage could be improved, consider also marking cycle stands on the main city street maps (would need liaison with Heron Maps/A-Z);</p> <p>5. More could be done in terms of relatively low cost promotional events with workplaces, such as the 2010 and 2011 Cycle Challenges;</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage. We will develop a new Redway map and improve distribution of it and other information.</p> <p>Intervention CWo1 includes promotion of events.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
98.6	<p>7. Redway signs are not always accurate (and this is not as a result of vandals turning the signs). For example at the Northeast end of Ashland, there is a sign to Ashland pointing out of the grid square, and on the East edge of Netherfield, a sign points in the wrong direction for the Open University. As with potholes, there seems to be no straightforward mechanism to report issues such as these;</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
99.2	<p>There was consensus from many within the meeting that advise and guidance should be given to Redway users. It was suggested that this could be in the form of a 'Redway users' guide which could focus on regular issues such as use of lights, bells and maybe a keep left rule. Use of markings and lining was a suggested priority to keep users safe.</p>	<p>Section 4.3 and intervention Cwo2 deal with improved signage and Section 4.5 covers more direct Redway routes. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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7.1	There is a need for better cycle security, especially in high crime areas such as the CMK Train Station. Possible relocation or additional 'Gear Change' at the station and/or central location would increase security as well as convenience.	Section 4.9 and intervention CWo10 in Section 5.0 deal with more and better cycle parking.	None
8.2	<p>My biggest concern about cycling in MK is safety awareness of cyclists about lighting. I would say 60% of cyclists (Based on my observation last 2 years. They include commuting cyclists and casual cyclists) don't have any lights or don't wear anything with reflective material and they cycle at night time or dark area after the sunset.</p> <p>I am from Japan and they are tightening rules for cyclists these days with penalties such as fines. They penalise cyclists without lights. If it is enforced already in Milton Keynes, then they should enforce it more</p> <p>I think it's good idea that police can be entitled to warn cyclists without lights or penalise them and also legalise that cyclists shops have to sell lights when people buy new bikes.</p>	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
9.3	<p>Don't have sharp 90 bends after a subway as in stony – dangerous cannot see and slippery - there is no way through by bike</p> <p>Also no Redways in main area or roads leading to - have to use pavement.</p>	Section 4.5 deals with more direct Redways and maintenance.	None

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11.3	Redways should be planned better with better sight lines less 90 degree corners and less severe kerbs and speed bumps. Priority to cyclists at junctions would be good J Segregation or putting a line down the middle of Redways would be a great idea so people know to walk or cycle on one side. Education of people that they are a shared resource and should be aware of each other, people with iPods, dog walkers with long leads or dogs not on leads are a real hazard	Section 4.5 deals with more direct Redways and maintenance. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
13.3	When planning routes in new developments I think it would be a good idea if they follow the road layout. Riding on Buses in MK I very rarely see a cyclist on the roads, or near a road. Cycling needs to be visible to road users and act as an NLP to encourage people out of their cars. Also safety in numbers; cyclists will feel safer if there are other people about – even if they are in vehicles – cycling on some of the Redways you can feel very isolated, hence unsafe.	Section 4.5 deals with more direct Redways. There is a balance between 'following roads' thus being more visible and the Redway being convenient to use.	None
14.2	I would simply observe that pedestrians and cyclists are not always the best of bedfellows on the Redways. Whilst understandable, I'm not sure lumping the two together is particularly helpful. Common scenarios here are dog-walkers with leads do not mix well with cyclists (and frequently assume that they have priority); similarly i-pods, groups of people walking abreast oblivious to cyclists around them. I'm sure from the pedestrian's side there are also issues with cyclists travelling too fast – exacerbated by winding paths.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
15.1	I have just read the Cycling strategy for Milton Keynes, and heartily endorse the points made that people at the moment do not think that cycling along the red ways is particularly safe or direct.	Section 4.5 deals with more direct Redways and maintenance.	None

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16.2	<p>There does not appear to be any reference to making the grid roads safer for cyclists. No doubt this is a deliberate decision? I believe that it may now be unwritten policy to try to persuade people that the grid roads are too dangerous for cycling on? I note that virtually all the photos are either of cyclist off road or on cycle tracks. There does not appear to be any mention of the need to enforce traffic laws and rules (or inform/educate), primarily against dangerous motorists but also against people (cyclists/pedestrians/dog walkers)who cannot use the Redways in a sensible manner.</p>	<p>The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
20.2	<p>Prioritize some Redways over roads eg where gradients exist. Pedalling a cycle is harder than driving a motorised vehicle...Stopping several times only to restart, loses the rider all momentum.</p>	<p>As part of the network review to be carried out we will review the safety of road crossings. Grade separation will continue to be the preferred crossing type, particularly for more major roads. Where this is not feasible, road safety considerations require a consistent priority at road crossings. Changing the priority at thousands of crossing points is not feasible and in some cases could be hazardous.</p>	<p>None</p>
23.1	<p>Can you arrange for areas that cycles are parked, to be lit and even to have cameras on them to deter thieves. When I had my bicycle stolen in August, this year, from the cycle park between Marks & Spencer's and the old police station, I was informed by the police and the cycle shop at Stony Stratford, that this is a common event. There are 3 cameras in that area, but none are monitoring the cycle shelter! The shelter is not lit at night, making it easy for thieves and harder for cyclist to free their cycles from the locks.</p>	<p>Section 4.9 and intervention CWo10 in Section 5.0 deal with more and better cycle parking.</p> <p>The CCTV issue is noted.</p>	<p>None</p>

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27.1	I would love to say that I regularly cycle to work which would involve travelling from one side of MK to the other (Bradwell to Walton Hall), but I am sorry to say that I feel totally isolated and unsafe on the MK Redways. I understand the idea and concept of the system, but for a lone woman cyclist they would be ideal if they run alongside the MK road system. The underpasses can be occupied by intimidating people and they have bad lighting so not ideal for early morning or evening travelling. There are a lot of blind bends, steep slopes which can mean some cyclists use them at speed.	Section 4.5 deals with more direct Redways and Section 4.7 deals with improved lighting on Redways. The Strategy aims to increase usage on the network which should help to reduce the feeling of isolation.	None
28.4	There are also conflicts of use on Redways - for example the Redway that runs along Grafton Street crosses the busy pedestrian routes from the railway station to MK centre, and isn't altogether safe for either cyclists or pedestrians. There are also many examples of blind or narrow corners where the mix of pedestrians and cyclists isn't safe. Sometimes this is because of vegetation growth (e.g. at the railway station as above).	Section 4.5 deals with more direct Redways and Section 4.12 deals with widening Redways. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
29.4	Separating user groups in this way has been proven many times to simply not work and serves only to move cyclists 'out of sight out of mind' from other road users rather than provide any additional safety or usefulness for the cyclist. Currently cyclist must give way to both pedestrians and all other vehicular traffic at all junctions, this renders the cyclist in Milton Keynes as having the lowest priority in the transport hierarchy.	Section 4.5 and intervention CWo4 in Section 5.0 cover more direct Redways.	None

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30.2	<p>Sometimes using the Redways can be frustrating because pedestrians walk several abreast across the full width of it, hiding in headphones so they cannot hear the bell of an approaching cycle. Others allow dogs to roam free. This is despite my understanding that these should be treated as country roads without the cars. I think there could be two solutions to this - one a publicity campaign to remind people they are shared use paths and not pavements. Another might be to add some road markings on Redways, which would make them feel a little more like roads and thus influence behaviour in that way.</p>	<p>As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
31.2	<p>A big concern many cyclists have is bike security when locked at work, shops etc. Many cyclists use locks that are easily defeated by thieves. I suggest include bike security as part of 4.2 etc. Information, Promotion, Education and Training.4. For reasons given in 2 above, add to provide lockable bike stands e.g. stands with a key deposit scheme such as the ones outside the CMK library. 5.Make it easy for people to find how to use 'Gear Change' and other lockable cycle storage. Incidentally cycle racks at the station need to be fixed (maybe levelled?) to prevent accidents. A bike on the top storage rack crashed down next to me presumably disturbed by vibration through the bottom racks as I stored my bike. The top rack would not stay in place at the end of the track. The problem rack was on the left looking at the racks from the station building and about the fourth cycle place along counting from the station building. Can you pass on the alert for investigation and correction or should I contact someone else?</p>	<p>Noted.</p>	<p>None</p>

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32.2	<p>For me the most important issue that is not adequately addressed is security - it is not mentioned in your objectives, even though some proposals are noted later. Improved security is essential if you are going to encourage women, often left at home when their husband needs a car for work, and children, your commuters of tomorrow, to increase participation. Another issue that is not mentioned is that of pedestrians and the conflicts that can occur with cyclists in their shared use of routes, where many of the non-Redway paths are too narrow for safety and "right-of-way" is undefined.</p>	<p>Section 4.5 deals with more direct Redways and Section 4.7 deals with improved lighting on Redways. The Strategy aims to increase usage on the network which should help to reduce the feeling of isolation. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
33.3	<p>I think more information about the Redway system as many people think they are for pedestrians only, my concern is that someone is going to get hurt soon. I have witnessed "Redway rage" people yelling and swearing at each other – most unpleasant. Also while riding on estate roads I am finding motorists don't like sharing the road with cyclists. I have been driven at, car pulling out in front of me and not giving way to me at roundabouts when I am on their right. There is an accident waiting to happen, my concern is that a child going to school could be injured or killed. Perhaps more cycling knowledge could be given to schools in the form of the Bikeability courses.</p>	<p>Section 4.2 deals with better education, training and promotion. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
35.2	<p>Using the cycle routes both Redway and route 51 adds 20 minutes to the journey crossing MK against cycling down the road, this is due to the following reasons:- a decent speed cannot be maintained on the Redway due to pedestrians often walking 2,3, or 4 abreast and refusing to give ground for approaching cycles, dog owners walking the dogs on leads that extend about 7 foot right across the path and again reluctant to give ground, people with dogs running loose who then give me abuse when there animal runs into me</p>	<p>Section 4.5 and intervention CWo4 in Section 5.0 deal with more direct Redways. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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37.4	6. Somewhere safe to leave bikes in CMK. I dont feel like I can leave the family bikes near the shopping centre and find them intact when the shopping is done!	Section 4.9 and intervention CWo10 in Section 5.0 deal with more and better cycle parking.	None
39.4	As a Bikeability instructor, I cycle to various Northamptonshire schools to teach children, and was involved in a scheme in Northampton, teaching adults to cycle safely in the hope they would find employment/ cycle to work. I hope Mark Howes is still looking at providing adults with the necessary skills to negotiate the roads and Redways in order to cycle to work.	Section 4.2 and intervention CWo1 in Section 5.0 cover the provision of better promotion, education and training.	None
40.3	I have to say I am not impressed and often still find myself using the roads, by using the Redway, route 51 option adds at least 20 minutes each way to my journey through Milton Keynes, this is due to several factors on the road I can maintain a speed of 20+ mph on the Redway one constantly encounters pedestrians walking 2, 3 and even 4 abreast and make no allowance for cyclists causing me to slow and often to stop over their selfishness, then there are the dog walkers with their animals on leads that stretch across the entire path again causing me to stop, dog walkers with dogs not on a lead and allowing them to run free who then feel they have the right to verbally abuse me when their dog runs into me.	Section 4.5 and intervention CWo4 in Section 5.0 deal with more direct Redways. As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
42.5	5. Safety The junctions with some side roads are not safe - often the view is blocked by hedges or fences so that you can't see when traffic is coming. I've seen a number of accidents at these type of junctions. Also when I am using grid roads the design of the roundabouts mean that I can't see what is coming because of trees or other things on the roundabouts. Safety on the rural roads around MK is poor. The traffic police have been regularly catching people driving at 100mph in our 40mph limit village. As a result we can't let my daughter cycle around the village unaccompanied - we'd also like to take her to school in Newport Pagnell	Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7

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	<p>on her bike but there is no safe route from outside the town into the town because of the speed of the cars.</p>		
43.4	<p>There's been a lot of publicity about cycle safety recently after Messrs. Wiggins and Sutton were knocked off their bikes by motorists. One of the biggest problems is the attitude of British drivers towards cyclists – the attitude in France and Spain is completely different. I appreciate that educating motorists is outside of your brief, but any lobbying you can do to get the laws changed so that motorists get harsher penalties for knocking cyclists off their bike, or getting the driving test changed so that motorists are much more aware of the room that cyclists need would be hugely appreciated. Cyclists need educating, too, so any funding that can be put into initiatives like SkyRide would be a great idea.</p>	<p>Noted. Section 4.2 deals with promotion, education and training.</p>	None
45.1	<p>Saw your letter regarding trying to increase cycling on the Redways on Milton Keynes - great idea. Whilst I do not own a bike, I do use the Redways for walking - both for exercise and getting to the shops. One thing I am not happy with on the Redway network are the underpasses, and also sections of Redways where you are out of sight of housing/roads - I really do not feel safe using them, particularly in the dark. If there were more Redways alongside the main roads (many have very wide grass verges, so you would still be set back from the traffic) that would encourage me to use the Redways more.</p>	<p>Section 4.5 deals with more direct Redways and Section 4.7 deals with improved lighting on Redways. The Strategy aims to increase usage on the network which should help to reduce the feeling of isolation.</p>	None

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47.5	<p>All construction vehicles using the roads in the borough should be fitted with under-run bars, turn alarms, additional mirrors and bike sensors/CCTV. This should be a requirement of planning permission, enforced by S106 agreements. All council contracts should require these safety measures to be fitted to all relevant vehicles (especially dustcarts).</p> <p>All schools/colleges should be required to have a cycling strategy. This should include mandatory on-site cycling proficiency training (with certification), and 'bike buses' (akin to walking buses).</p>	Noted.	None
47.8	<p>There's an insufficient focus on cycle security. CCTV-covered racks should be provided widely, especially at local centres, smaller industrial estates, retail parks and public transport interchanges. All bike shops in the borough should be strongly encourage to mark and register all bikes sold. The Police needs to have a much more proactive approach to cycle crime, with trap bikes, etc. routinely used</p>	Section 4.9 and intervention CWo10 in Section 5.0 deal with better cycle parking. Noted request for CCTV cameras.	None
48.5	<p>As a cyclist myself, it is clear that car drivers feel they are the most important and often this is reflected by bad attitudes and little regard to the existence of cyclists. Perhaps having speed ramps near some of the crossing points might help in some cases. Alternatively giving the cyclists priority may be better in some cases or having access to traffic lights to facilitate certain difficult crossings. Today there are many routes which are just not practical because there are too many road crossings which disrupt the cycling too much and increase the dangers. As a result many cyclists use the grid-roads because they want a quicker easier route. Only by making the Redways much more attractive will such people switch. This is a challenge. My commute is about 6 miles each way (Kingsmead to Linford Wood and return). I regularly do this on my old mountain bike and I do most of this route on the Redways and none on the grid roads.</p>	Sections 4.6 and 4.10 as well as Objective 2 in Section 4.0 and Intervention CWo5 in Section 5.0 deal with expansion and improvement of the network. Sections 4.5 and 4.12 include provision of faster and more direct Redways. Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7

Ref	Safety Issues	Council Responses	Change to document
48.6	Other than the disruption caused by the regular road crossings that are needed, another safety issue are that pedestrians show very little awareness of cyclists. Perhaps regular signs indicating which side to walk on would assist. Having and using a bell is very important to forewarn pedestrians of your approach.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
49.2	Residents do not pay sufficient attention when entering or leaving driveways that cross Redways Other Redway users do not pay enough attention and often take up the whole Redway when walking	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
51.1	Slightly cynical reply, sorry, but the best way to make cycling better in MK is to make a bylaw that makes bells (with a friendly tinkle) a legal requirement on all bicycles, tricycles, skateboards, scooters, and a compulsory course in how and when to use them. If cycles are successfully promoted without this requirement, then more accidents are predicted. Less cynically, best promotion by MK would be by bringing back a (compulsory) cycling proficiency training course for all under teens in schools.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
53.1	I have read the strategy and my major point that did not seem to be mentioned was the problem with the red ways to me is there is no divide between pedestrians and cyclists and since a lot of them are narrow it can be tricky to manoeuvre around pedestrians when trying to keep a good pace.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
57.3	too many cyclists do not have bells on their bikes - or don't use them	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
58.4	Perhaps discreet notices asking cyclists to use their bells when approaching walkers.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2

Ref	Safety Issues	Council Responses	Change to document
59.2	<p>1. Mark out separate dedicated lanes for cyclists in both directions. This would help to avoid accidents with dog walkers, joggers, walkers plugged into MP3 players who don't hear bicycle bells, large groups that straddle the width of the Redway etc. Or, at least provide clear demarcation between (i) a separate two-way cycling lane and (ii) a pedestrian walkway.</p> <p>2. Dogs should be on a lead at all times on Redways – they cause havoc!</p> <p>3. Encourage cyclists to have and use a bell and lights. Amazing how many don't have either!</p>	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
60.1	I have not read the cycling strategy document, but would like to take this opportunity of making one comment on existing Redways from the point- of-view of cyclists. Obviously the priority at all times must be safety. The one deficiency that stands-out from all others is that most Redways have a number of sharp bends, many of which have poor visibility around them due to planting. This should be reduced in height or removed.	Safety at road crossings and junctions will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7
62.3	To make anywhere ideal for Cyclists the attitude of a substantial number of other users has to improve. This would be aided by a "Hearts and Minds Campaign". I hope the views of Sky Ride have been invited. When you cycle in Milton Keynes you take your Life in your Hands!	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
71.2	<p>Safety (page 9)</p> <p>There appears to be no acknowledgement of the danger posed by the design of junctions:</p> <p>a) between Redway and Redway (often one of the Redways is on a downhill slope heading for a tunnel under a grid road, and the visibility is restricted for cyclists crossing this on a route parallel to the grid road)</p> <p>b) between Redway and estate roads leading to/from a grid road.</p> <p>Two particularly bad examples of these are experienced in one small westbound stretch of the H8 not far from where I live in West Bletchley –see blue blobs on the map below:</p>	Safety at road crossings and junctions will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7

Ref	Safety Issues	Council Responses	Change to document
81.3	<p>Visibility. The Redways been incorporated into many of Milton Keyens' green spaces makes for a stunning setting, but also leads to visibility issues to users, where Redways intersect with other Redways or roads there are many blind corners. Junction corners need to become more open.</p> <p>The Redway Code, this does really exists! It is an official council document, yet not many people know about it, WHY? Introduce the Redway code at primary school level; maybe include the main points on some of the signage throughout the Redway system, how many pedestrians' know they should be walking on the right hand side of the Redway? How many cyclists know they should be on the left hand side? Not many. How many cyclists cycling without lights on the Redway? Are any of these codes enforceable? If not why not? Safety people safety that is what the Redway Code is about predictable people are safe people, lets get the message out there and enforce it.</p>	<p>Safety at road crossings and junctions will be reviewed as part of a network review to be carried out within the next year.</p> <p>As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add network review including safety at crossings - see 4.7</p> <p>Add new Redway map and Redway rules - see 4.2</p>
84.2	<p>Education and information</p> <p>Rules and guidelines for Redway use (which already exist) are not well known and certainly not followed by many cyclists and pedestrians. Much more effort needs to be devoted to promulgating these rules.</p> <p>Specific issues: Lack of clarity in the priorities for cyclists and pedestrians on paths and Redways.</p> <p>Pedestrians should walk on right and cyclists should keep left. Cyclists should have and use a bell (or other audible warning of approach) must use a bell and lights during the hours of darkness.</p> <p>Pedestrians using earphones often do not hear approaching cyclists.</p> <p>Dogs must be kept on a leash on Redways and paths.</p> <p>Set up a hotline for emergencies and include the number on Redway and path signs.</p> <p>Provide of more and better cycling maps and leisure routes with information showing places of interest, hostelryes, and a contact address/email/phone number for feedback</p>	<p>As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

Ref	Safety Issues	Council Responses	Change to document
87.6	I think that there needs to be more publicity of the Redway code. This will be of increasing importance as more cyclists take to the Redways. I have had several near misses over the years where I have almost had a head-on collision with another cyclist. These near misses are invariably on tight bends where the other cyclist has been cutting the corner and coming round the bend on the wrong side of the Redway. I suspect that many people are unaware that cyclists should be on the left. I also think that many pedestrians need to be more aware of the Redway code. I find pedestrians are often slow to move to one side when I ring my bell, and seem to object to the presence of cyclists on the paths.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
87.7	The 'conflict' between pedestrians and cyclists that I allude to in my previous point leads me to my final observation. If this strategy succeeds in encouraging more cyclists on to the Redways then I feel that pedestrian/cyclists 'incidents' (e.g. collisions) will increase. Whilst I am grateful to have the Redway network and to be able to cycle away from main roads, it really would be better for everyone if cyclists and pedestrians also had separate facilities from one another - at least on the busiest routes.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
90.8	5. The most dangerous point on Redways is not underpasses but where they cross roads, yet the Cycling Strategy offers no improvements to these, though there are several practical options. At a minimum, some of these crossing points would benefit from central refuges for cyclists and pedestrians, in the middle of the road that the Redway crosses. Redway yellow bollards sometimes need to be placed where they are more clearly visible to road users. In some instances, there may be a case for traffic light control of Redway crossings. One of the most dangerous times for cyclists to cross roads is at night, as their bikes lack side lights visible to motorists. Consideration should be given to directional floodlighting of Redway crossing points as is done at some Zebra crossings in MK.	Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7

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91.6	The objectives state that MKC seeks to improve maintenance and lighting of Redways, but no mention is made to junction safety, in particular priority markings.	Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7
91.8	Item 4.1 – “creating opportunities for cycling for leisure & commuting purposes through infrastructure, education and promotion. Once again the emphasis needs to be on everyday “utility” (multi-trip) cycling. There is no mention of implementation of 20mph (or slower) speed limits for CMK, nor MK-wide estates, or the potential to give cycle-priority at junctions, creating improved journey times and (Dutch-style) sustainable safety	Noted.	None
92.1	<ol style="list-style-type: none"> 1. Given the high levels of delinquency present in the Milton Keynes cyclist population it is surprising that there is little if any mention of enforcement. 2. Delinquent behaviour includes cycling without adequate lights and reflectors and high visibility clothing, approaching from behind particularly at speed and without audible warning, cycling on pavements and predominantly pedestrian areas and exhibiting generally poor road craft. 3. A major disincentive to taking up cycling and walking on the Redways is the presence on the Redways of delinquent cyclists. 4. Any cyclist training appears to be aimed the younger age group and/or those susceptible to training which means that it is not reaching the majority of cyclists who are arguably those in greatest need of behaviour modification. 5. Given the inadequacy of the Highway Code on the matter of lights for example it is suggested that local bye-laws be introduced to facilitate enforcement and drive up standards. 6. The preferred method of transport of the criminal fraternity is the cycle and interdiction could yield other benefits beyond 	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2

Ref	Safety Issues	Council Responses	Change to document
92.2	<p>7. The public image of the cyclist is poor and therefore visible or high profile examples enforcement could be not only well received by the public at large and would encourage an improvement in cyclist behaviour. Thus enforcement would be to the benefit of the non-cyclist as well as to the cyclists themselves. 8. We need much clearer indications of where cyclists can and cannot ride. For example it seems unsatisfactory to have cyclists riding virtually silently at speed on the pavement in Stony Stratford High Street or along the pavement past the door of Marks and Spencer in the central area. 9. The police appear to ignore or are in denial about the cyclist problem. These days they have tasers and drone aircraft and nets with which to pursue the delinquent cyclist. 10. Future developments need to recognise that cyclists, pedestrians and road vehicles do not mix.</p>	<p>Section 4.2 and intervention CWo1 deal with promotion, education and training.</p>	None
93.11	<p>19. The speed limit on residential roads within grid squares and housing estates should be 20mph. This will make those roads, which cyclists have to use in order to reach the Redway network, safer and more convenient. Fear of accident on their local roads deters many people from cycling. In the case of young people they are sometimes forbidden from cycling by their parents because the parents are concerned about road safety. 20. Cyclists are allowed by law to use any road in MK, except the M1. The council has a duty to make those roads safe for all types of traffic, including cyclists. To improve road safety the speed limits on grid road network should be reduced. We suggest to 50mph. This would also improve bus punctuality and reliability because it would reduce delays for buses getting out of grid road laybys and housing estates and crossing oncoming traffic when turning right into housing estates.</p>	<p>Whilst the Council is generally supportive of 20mph zones in residential areas, and these are being introduced more widely, this is not a matter for the Cycling Strategy.</p> <p>As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p> <p>Section 4.2 and intervention CWo1 deal with promotion, education and training.</p> <p>The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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95.11	<p>19. The speed limit on residential roads within grid squares and housing estates should be 20mph. This will make those roads, which cyclists have to use in order to reach the Redway network, safer and more convenient. Fear of accident on their local roads deters many people from cycling. In the case of young people they are sometimes forbidden from cycling by their parents because the parents are concerned about road safety.</p> <p>20. Cyclists are allowed by law to use any road in MK, except the M1. The council has a duty to make those roads safe for all types of traffic, including cyclists. To improve road safety the speed limits on grid road network should be reduced. We suggest to 50mph. This would also improve bus punctuality and reliability because it would reduce delays for buses getting out of grid road laybys and housing estates and crossing oncoming traffic when turning right into housing estates.</p>	<p>Whilst the Council is generally supportive of 20mph zones in residential areas, and these are being introduced more widely, this is not a matter for the Cycling Strategy.</p> <p>As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p> <p>Section 4.2 and intervention CWo1 deal with promotion, education and training.</p> <p>The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>
98.6	<p>9. Other users on the Redways can be a problem – electric buggies can be a real nuisance (and the strategy seems to envisage more of them in 4.12) – and dog owners who allow their dog leads to stretch across the Redway are a pain. In general, people often walk in the middle of Redways and it doesn't make it easy for the cyclist to judge which side they should be on. It might be helpful to mark some busy/fast Redways or sharp corners/junctions with Cycle bike on one side and a pedestrian sign on the other? This appears to work well in other cities but we are not convinced it always stops people walking on the wrong side (the new signs at the train station platform steps is a classic example of this not working!)</p> <p>10. An educational campaign for drivers could be useful, as would better signage warning drivers when they are crossing a Redway as they leave the main grid roads.</p>	<p>As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p> <p>Section 4.2 and intervention CWo1 deal with promotion, education and training.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

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99.6	B+FS Bus Station to Tesco converted to Redway has issue over width / conflicts Oldbrook Redway on H6 with spur that is dead end, need to look at deteriorating use of underpass to avoid cyclists	Comments noted. A network review will be carried out following adoption of the strategy.	Add network review - see 4.7
100.4	What are the barriers to cycling and how do we overcome these? Conflicts with dog-walkers, pedestrians, poor lighting on underpasses, grid road junctions safety issues, speed of vehicles turning, visibility blocked, constant stopping for cyclists	<p>Safety at road crossings and junctions will be reviewed as part of a network review to be carried out within the next year.</p> <p>As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add network review including safety at crossings - see 4.7</p> <p>Add new Redway map and Redway rules - see 4.2</p>
100.5	Redway behaviour rules need clarifying, demarcation / guidance for users, cycle bells, estate road crossing, angle between Redway and grid roads crossing	<p>Safety at road crossings and junctions will be reviewed as part of a network review to be carried out within the next year.</p> <p>As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.</p>	<p>Add network review including safety at crossings - see 4.7</p> <p>Add new Redway map and Redway rules - see 4.2</p>

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1.2	There is no mention of bridleways anywhere in the document – improvements to these both physically and with signage, could help the rural communities with accessing MK – not sure why this has been left out	Cycling is permitted on Bridleways, but these routes often are permissive rights across third party land. As such the Council has limited influence on issues such as surfacing and routes. Where improvements are achievable we will pursue this under Section 4.1 - working with partners.	None
1.3	There needs to be some consideration as to how cyclists behaviour will be moderated through education as we have seen a huge increase in complaints about cyclists behaviour due to the increase in numbers of cycling and the attitudes of the cyclists who are treating the Redways and leisure routes as race tracks and forgetting that there are other users on the paths.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
3.1	I realise I am wasting my time and energy even bringing this to the notice of those people who are involved in the cycling strategy for future use of red-ways, but sometimes it is necessary to let people know that there is life outside central Milton Keynes who want to take advantage of a cycle path rather than get into a car.	Section 4.6 and intervention CWo5 deal with expansion of the network and Section 4.10 deals with improving cycling in rural areas.	None
5.2	What is worrying are the claims of potential benefits, both materially in finance, and ethically in improved lives, when they are based on good portions of the population taking up the scheme. It is well known that people are very slow to change work and life patterns, and the project would need a 'sexy' fashionable lead in the form of a well known cycling celebrity such as Victoria Pendleton, Sir Chris Hoy, or Bradley Wiggins for example.	Section 4.2 deals with Information, Promotion, Education and Training.	None
5.4	I dearly hope that Milton Keynes can embrace such a healthy and economic style of leisure and transport.	Comment noted.	

Ref	Other comments	Council Response	Change to document
6.2	<p>I live in Lavendon which means that I need to use the very busy public roadway to get to Olney where there is a gesture of a connecting cycleway towards Newport Pagnell.</p> <p>Furthermore, the local children that are resident in Lavendon are unable to safely cycle to the Olney schools for lack of even a footpath!</p>	Sections 4.6 and 4.10 deal with expansion of the Redway network and improving cycling links in rural areas.	None
7.6	I believe there has been some discussion about priority routing for cycles and I cannot see this issue discussed within the strategy. Whilst it may be difficult to give priority to cycles within existing estates (with some creative thinking it may be possible), there is an opportunity to provide priority routing for cycles in new estates. This has worked well in other areas.	Sections 4.5 and intervention CWo4 in Section 5.0 deal with more direct routes.	None
9.1	Compared to Holland we are 20 years behind, I had holiday there on a bike – great fun trails using numbers on posts etc, Groups cycling along together, Locals shop using panniers, Nearly all shops have cycle parking racks	We constantly review best practice from all cycle cities throughout the world.	None
11.1	<p>I have lived in and around Milton Keynes since 1973 so have seen it grow, I remember when the roads were quiet and there was only one roundabout between Stony Stratford and Bletchley!! I have been a keen cyclist and enjoyed participating in races and social activities by many of the cycling clubs in Milton Keynes.</p> <p>Unfortunately traffic growth has meant that many of the evening time trial events have been pushed further and further out to avoid conflict with traffic. However the MK Bowl cycle circuit has been a real asset and this is a vital resource to cyclists for safe training and racing of both young and old. A Velodrome in MK would be even better!! commute to work by bicycle from Lavendon to The Open University when the weather is fine. (a distance of 14.5 miles each way on a variety of roads and Redways</p>	Comments noted. We are currently working with partners to investigate the feasibility of developing cycling facilities at locations such as the MK Bowl and will be investigating rural cycle route links.	None

Ref	Other comments	Council Response	Change to document
12.2	To establish a Cycling Centre of Excellence as part of our International Sporting City initiative - What would this be like what are the plans for it?	We are currently working with partners to investigate the feasibility of developing cycling facilities at locations such as the MK Bowl. This work is ongoing.	None
13.1	I have lived in Northampton for the past 30 Years. From the ages of 15 to 30 I always cycled to work whatever the weather. I then started working in Milton Keynes. Currently I travel via public transport (train & bus) from Northampton but I did once travel in via the train with my bike and I found it very difficult to find my way to work. Next year I plan to move nearer to MK so that I will be able to start cycling to my workplace again with the aim of having a healthier lifestyle.	Section 4.3 deals with improved Redway signage and Section 4.4 includes provision for an online journey planner. Interventions Cwo1, CWo2 and CWo3 cover improved signs, information and journey planning.	None
16.1	I have just read this document and I have a number of comments. Firstly I am disappointed that you have made no mention of the CTC, of which I am a member (please note that I am writing this as an individual rather than as a representative so the views expressed are purely my own). I do not understand why you seem to be suggesting that the Ramblers can somehow deliver an increase in cycling since I would assume that their expertise is elsewhere?	Section 4.1 refers to working together with all partners and stakeholders to achieve the objectives.	None
17.2	That is not to say that it can't be considerably improved - especially to achieve the 'behaviour change' that you see as desirable. I think for this to happen, people in cars must continually 'see' the advantages of going by bike, rather than getting in their cars. One way to do this (and which the Dutch do) is to give some right of way to cyclists at every point where a road has to be crossed - usually at grid-square entrance/exit points. This reinforces the idea that bike means 'moving', while car means 'stopping'. It could also be achieved visually by extending the Redway surface across road junctions, and doing away with kerbs.	As part of the network review to be carried out we will review the safety of road crossings. Grade separation will continue to be the preferred crossing type, particularly for more major roads. Where this is not feasible, road safety considerations require a consistent priority at road crossings. Changing the priority at thousands of crossing points is not feasible and in some cases could be hazardous.	Add network review including safety at crossings - see 4.7
18.1	I have just moved back to MK after 20 years. The trees have matured and the Redway network too.	Noted.	None

Ref	Other comments	Council Response	Change to document
20.1	<p>Have read the MK council's draft cycling strategy document, (Written by a motorist ?) Make MK a place where the cycle is King, NOT the motorist.. Good luck ! At least you are attempting to developed a strategy</p>	Noted.	None
21.1	<p>On 8 Oct about 8.30 I was cycling from Stony Stratford to MK station via H4 Redway and had to cross Kensington Drive. There was a long queue of stationary cars waiting to enter H4. Unfortunately I misjudged and had just set off to cross when the front car suddenly accelerated and clipped my front wheel throwing me violently to the ground. I was taken to A&E MK hospital with a shattered tibia and fibula and internal injuries to my pelvis. I had a 2.5 hr leg operation on 11 Oct. Police said the blame was 50:50. I feel that Kensington Drive is an especially dangerous crossing for cyclists as there are fences and markings that force you to cross near the junction. Otherwise I would probably have crossed safely a short way back along Kensington Drive. I now face several months of recovery and perhaps a further operation on my pelvis area.This is my first accident after many years of enjoyable MK Redway cycling.I never believed the cyclist's lobby who claim it is safer to ride on the road, now I am not so sure. Nevertheless if I manage to get back on my bike I shall still feel safer on the Redways provided dangerous crossings are tackled.</p>	Safety at road crossings will be reviewed as part of a network review to be carried out within the next year.	Add network review including safety at crossings - see 4.7

Ref	Other comments	Council Response	Change to document
22.2	<p>My first concern is that commuting by bicycle on the Redways takes longer than it should because the majority of the Redways are very winding, narrow, and poorly surfaced. It is all too easy to get lost, and generally slower than it should be for those who are weighing up whether to cycle or ride to work.</p> <p>I'm lucky to have secure storage at work, but sadly I avoid many bike journeys because there is nowhere I'd be happy to leave my bike. Basic bike racks on there own are insufficient. There needs to be secure lockers, well positioned nearby CCTV cameras, other security measures etc.</p> <p>I note the mention of Team MK, don't forget other groups like MK Cycle Touring Club. Overall I am very pleased that Milton Keynes council are addressing these issues, and I'd be happy to be informed of developments in this area.</p>	Section 4.5 and intervention CWo4 in Section 5.0 deal with more direct Redways. Section 4.9 and intervention CWo10 deal with more and better cycle parking.	None
23.2	<p>How are you going to encourage anyone to use a bicycle, if the bike cannot be put into a secure area. I would happily pay to park my bike, if there were such areas</p>	Section 4.9 and intervention CWo10 deal with more and better cycle parking.	None
24.1	<p>The cycling network in Milton Keynes is great for families and young children to get around safely, however for any cyclist who wishes to commute any distance the system is useless. The cycle lanes force riders to give way at every road junction and even for private drive ways, which prevents any real progress.</p>	Section 4.5 and intervention CWo4 in Section 5.0 deal with more direct Redways.	None
25.1	<p>Just read the Cycling Strategy for Milton Keynes Consultation Draft</p> <p>Impressed with the level of commitment to cycling as an alternative mode of transport and would like to add another suggestion that i believe would encourage more people into cycling and that is 20mph on all housing estates and 40mph max on all grid roads with cycle lanes added.</p>	The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.	None

Ref	Other comments	Council Response	Change to document
26.3	<p>Extremely unattractive as the buses are old, dirty and the drivers give the impression of not really caring. Considering that Milton Keynes wants to be a 'sustainable' City, it seems at odds with these bus company's using old, polluting buses. It gives the buses a stigma of the only people who use them are the people who cannot afford a car. Trams are the way forward. Just look at Manchester, Sheffield Nottingham and Croydon. Trams are attractive, clean, fast and attractive. 'Campaign for Better Transport' said: The cities that ranked bottom of the table showed poor accessibility to key services and high numbers using cars to commute to work. Milton Keynes, which came last in 2010, has also not improved its position as the cities lower in the table were not measured in the last scorecard.</p>	Comments noted, but not related to cycling.	None
26.4	<p>As can be seen from the bad traffic jams across the city at 'rush' hour, transport is getting worse. When the Council redeveloped 'Station Square', it should have taken the opportunity to build in a tram system. Even if it is only to go to the city centre and back. It would be a start, and with the grid system, not a particularly difficult civil engineering project. It makes the City attractive and reinforces its credentials of striving to become a less car dependent City. Instead we got more of the same. (Expensive) Taxi's and buses. Even if it is a different layout. I feel very let down by the Council and its Transport Policy. It is not looking to the future. The Council is obsessed with the bus and the car. No Imagination. No strategy into building a tram system. I hope this new strategy changes this</p>	Comments noted, but not related to cycling.	None
27.3	<p>I think they are idea for family cycling around the park and lake areas or for leisure cyclists. But for those of us who want direct routes to and from our places of employment they don't necessarily work in my opinion.</p>	Section 4.5 and intervention CWo4 in Section 5.0 deal with more direct Redways.	None

Ref	Other comments	Council Response	Change to document
28.5	<p>Until recently I lived in Bradwell and commuted the half-hour to my workplace (the OU) fairly regularly, enjoying good health benefits, so have used the Redways quite a bit and would really like to see more use made of them. I've now moved nearer to Buckingham, and hope to continue commuting wherever possible. I could probably add to this list, but I just offer it as the experience of somebody who is quite a committed cyclist, even if I didn't grow up in MK and don't know all of it very well. Can I add that I have a degree in geography? I find it helpful - perhaps essential - to use a bike route app, but I do feel that navigating ought to be easier and more accessible than this!</p> <p>I'd be happy to offer any further input if you feel it might be helpful.</p>	<p>Section 4.2 and intervention CWo1 deal with improved information, Section 4.3 and intervention CWo2 deal with improved signage and Section 4.4 and intervention CWo3 relate to introduction of a journey planner.</p>	None
31.3	<p>In promotion with companies about cycling to work, try to encourage social outings on a bike with work colleagues. It is great fun straight after work to cycle from work with colleagues to go exploring the leisure routes and pubs, and it is good team building too.</p>	<p>Section 4.1 deals with working together to achieve these objectives by encouraging participation in bike clubs, social cycling and employee schemes.</p>	None
34.1	<p>I'd like to comment in reply to the letter posted last week about the Draft Cycling Strategy. hat a superb initiative! My wife and I work outside Milton Keynes, but we cycle on the Redways recreationally at the weekends. I'm pleased to see the idea of an online journey planner - we currently rely on Redway maps that we've found online to try to find new routes. However the major problem here is inconsistency. It feels as though the maps are not kept up-to-date, and in fact there seem to be different variations available. On your own website, there are two map halves as images, for some reason pushed into two separate word documents! Other sites such as mkweb have PDFs available. Kingsmead isn't always covered, and some Redways aren't on the maps, and some that are marked on the maps don't actually exist.</p>	<p>Comments Noted.</p> <p>Section 4.2 and intervention CWo1 deal with improved information, Section 4.3 and intervention CWo2 deal with improved signage and Section 4.4 and intervention CWo3 relate to introduction of a journey planner.</p> <p>We will develop a new Redway map and improve distribution of it and other information.</p>	<p>Add new Redway map and Redway rules - see 4.2</p>

Ref	Other comments	Council Response	Change to document
35.4	<p>Unless these issues are addressed I feel that cycling as a serious alternative to the car for commuting will never appeal to anyone apart from the dedicated cyclist such as myself and I find myself back using the roads more and more these days while crossing through MK and while tangling with the motor vehicles is not pleasant it is often better than having an extra 20 minutes of cycling and endless punctures to repair. I often cycle into the town centre at the weekends as well and find that although there are plenty of cycle parking virtually none of it is covered over and and nowhere to leave items securely meaning unless you are prepared to take the risk of things being stolen then all the quickly detachable items have to be taken of and carried about while you are shopping. I dont know how viable it would be but a covered cycle parking area with some sturdy lockable lockers to store items while away from the cycle would be great.</p>	<p>Section 4.9 and intervention CWo10 deal with more and better cycle parking.</p>	None
37.2	<p>2. The Hub More bike racks are needed in the hub central square. Since almost all the cafes and restaurants have al fresco dining, it makes sense to be able to park your bike within eyesight of where you will be sitting.</p> <p>3. Redways Why were they called 'red'ways? Red is colour associated with danger, with 'stop' (slow!) etc etc. You allude to the negative feeling towards Redways after dark. To tie in with the sustainable living, CO2 reduction etc etc surely they would be better branded as 'greenways'? Green signs, green paths etc?</p> <p>4. Incentives from attractions in MK to arrive by bicycle Just one example - Gullivers land. Free to park at the moment which does not encourage travel by bike... this attraction is near many Redways and the canal path. If the attractions could charge for parking (and the money be re-invested in cycling) this may encourage more cycling travel.</p>	<p>Section 4.9 and intervention CWo10 deal with more and better cycle parking.</p> <p>Comment noted; however, it is not feasible to resurface all of the Redways.</p> <p>Comment noted; however, we cannot control parking charges in private locations.</p>	None

Ref	Other comments	Council Response	Change to document
39.3	<p>I have seen an increase in the use of the Redway network by commuters and leisure cyclists, but let's not forget the roads, which cyclists have a legal right to use, and can shorten journey times. I have encountered drivers who are of the opinion that cyclists have to use the Redways, shouldn't be on the road, and don't pay road tax (abolished in the 1930's). I use a mixture of Redways, estate roads and grid roads when cycling around Milton Keynes. Because of this choice, I make practically all my journeys by bicycle.</p> <p>As a recreational cyclist in the CTC and Team MK (including racing), I have seen an increase in this area. People do see cycling as a way of keeping fit, making new friends, and exploring their surroundings (all easier than in a gym).</p>	<p>Comments noted.</p> <p>Section 4.2 and intervention CWo1 deal with improving information, promotion, education and training.</p>	None
40.6	<p>On another point I often cycle into the centre at the weekends and it would be a lot more encouraging if there were more covered cycle parking areas and even better if some sort of lockers could be installed in them so we have somewhere to leave items that would/could be easily stolen from the cycle without the need to resorting to carry them around in the shopping area.</p> <p>If you are after inspirations I suggest you look at the way the Dutch manage there system or Berlin now where they have made incredible advances for cyclists since 2005 with some 400 miles of dedicated cycle paths where the path is clearly defined as to which part is pedestrian and which is cyclist use only.</p> <p>I posted a comment on your website regarding this matter and I notice today it still states "There are currently no comments for this article, why not be the first?" what is the point if you are not going to allow other people to see what is being said?</p>	<p>Section 4.9 and intervention CWo10 deal with more and better cycle parking.</p> <p>Comments noted.</p>	None

Ref	Other comments	Council Response	Change to document
41.1	<p>I live in a village near Bedford and commute by train every day to Birmingham from MK railway station. I park in the Grafton Car park and walk on the pavement under the main road and across the large square in front of the station. Recently, the council has completed a £2.3m traffic and parking scheme around the station and the square. One element has to be to introduce two new cycle parking areas in the middle of the square. Cyclists are now cycling on the pedestrian way under the main road and across the square. Last night one unlit cyclist with no fluorescent safety jacket dangerously and silently flew past me and in between a number of pedestrians. It is illegal for cyclists to ride on pavements for obvious safety reasons. The footway and the square are wide enough to accommodate both pedestrians. Please may I suggest that you provide a dedicated cycle lane for cyclists to and from the cycle parking places and provide signs warning them that it is illegal to ride on the pavement.</p>	<p>Comments noted. Section 4.2 and intervention CWo1 deal with improving information, promotion, education and training.</p>	None
42.7	<p>7. Incentives. I've noticed in some areas with a lot of warehouses that people tend to cycle without lights in the dark evenings. They are endangering themselves and others. Perhaps a free light scheme or something like that - maybe Madison could help with this. I am in a very tiny minority of people in my city centre office who cycle to work. I have asked people who live in MK why they don't and the simple answer is that they can't be bothered. Extra facilities, better cycle parking, cycle hire won't make a blind bit of difference to them. The only thing that will stop people from driving into the city centre is a massive hike in petrol prices and/or car parking costs. My friends in London saw a huge increase in cyclists after the introduction of the congestion charge. Although your positive changes are welcome and laudable I doubt that they will make a big difference to the number of cyclists unless you also make car driving in MK less attractive. They will make my life a lot better though!</p>	<p>Section 4.2 and intervention CWo1 deal with improving information, promotion, education and training.</p> <p>Comment noted.</p>	None

Ref	Other comments	Council Response	Change to document
44.4	Finally, I think more cycle racks available at places of interest, not just shops, eg churches, pubs, restaurants, would encourage people to cycle.	Section 4.9 and intervention CWo10 deal with more and better cycle parking.	None
45.2	I live on Kingsmead, early this year the bus route was changed - previously I was able to catch a bus after a short walk into Oxley park (rather than use the nearer bus stop at Kingsmead which only seems to have access via underpasses). Now, when I use a bus (I do have a car but about once or twice a month need to use bus or other), I either have much longer walk to the Tesco at Oxley Park or walk along the main road to the Kingsmead bus stop - or as I have done recently in the darker mornings/evening - use taxis which are much more expensive - I just do not feel safe using the underpass on my own. There is pavement all along Picton Street on Kingsmead but it does not extend round to the bus stops - I have seen other people now using the main road to get to the bus stop too - and yet there is plenty of grass verge width to extend the footpath round which would make things much safer, and encourage more people to use the public transport system.	Comments noted, but not related to cycling.	None

Ref	Other comments	Council Response	Change to document
47.3	<p>The document has an excessive focus on Redways, and excludes consideration of grid road cycling. Whilst Redways are important, cycling on the grid is not necessarily dangerous - and it needs specific consideration to safely encourage it. Some grid roads may benefit from cycle lanes. Roundabouts need bike lanes - on the left hand side (with kerbs), and also between lanes 2 & 3 (without kerbs) There is a strong argument for split-phase signal control, wherever traffic lights are used. Where split phase is not available, the Police should be encouraged to make allowances for cyclists who carefully and safely cross red lights. This is not the case at present, and Thames Valley Police are generally inflexible in their approach to cycling - in stark contrast to the Met's much more pragmatic view. Stop lines, especially at traffic lights, should routinely have bike boxes ahead of them. Roundabouts also need bike boxes, especially where traffic lights are used.</p>	<p>The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.</p>	None
47.4	<p>Employers should be required to make adequate provision for bikes - e.g. lockers, showers and racks. Where this is not done, workplace parking levies could be imposed as an incentive to comply. All new developments and change of use should require the submission of a cycling strategy, to include provision of facilities for residents, staff and visitors as appropriate. The level of details required should be commensurate with the size of the development, and buildings such as supermarkets and schools should require very detailed consideration of cycling. A bike friendly employers' accreditation should be launched. (The Big Green Helmet Award?)</p>	<p>Section 4.9 and intervention CWo10 deal with more and better cycle parking.</p>	None

Ref	Other comments	Council Response	Change to document
47.9	<p>Favourable consideration should be given to provision of space for bike shops/stalls, especially in key locations like the station (where currently you can't get a repair done, despite it being by far the busiest place in MK for cycling).</p> <p>Bus operators should be encouraged to source vehicles which allow the loading of bikes.</p> <p>Virgin Trains (or their successor) should be encouraged to make provision for short-notice loading of bikes.</p> <p>All doctors surgeries and similar clinics should be engaged in the promotion of cycling. The PCT (or its successor) should be encouraged to draw up a cycling strategy.</p> <p>The award of council commercial contracts should require a cycle-to-work strategy from larger employers in the borough, to ensure that the whole public sector supply chain leads by example.</p> <p>MKC should encourage rickshaw operators to set up in the city, as an alternative to taxis.</p>	<p>Comments noted. These issues are picked up in Sections 4.1, 4.2 and 4.9 as well as interventions CWo1, CWo8, CWo9 and CWo10.</p>	<p>None</p>
48.9	<p>I look forward to seeing the discussed improvements made in the coming years. The benefits to people who live and work in MK will be great if people can be encouraged to leave the car at home and use the Redways. This will only happen if sufficient resources are allocated and used consistently to make cycling an attractive alternative to car usage.</p>	<p>Comment noted.</p>	<p>None</p>
55.4	<p>Unfortunately, Redways sometimes follow circuitous routes and also have far steeper gradients than do roads. Cyclists have the right to use the roads but that is quite difficult in Milton Keynes with many large roundabouts where traffic speeds make negotiation difficult. The speed limit on grid roads must be reduced (say to 50 mph). This would improve safety for cyclists but have the added advantage of reducing the number and severity of accidents, save fuel and reduce road noise which is an increasing problem in Milton Keynes</p>	<p>The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.</p>	<p>None</p>

Ref	Other comments	Council Response	Change to document
59.5	<p>12. Finally! Some cyclists choose to use the roads rather than the longer circuitous and (often) hilly Redway routes. Roads in MK pose a huge danger to cyclists because of the big roundabouts and high traffic speeds. The volume of traffic and noise levels has increased enormously over the last few years. A reduction to the speed limit in MK to 50 mph or less would not only reduce the number and severity of accidents, but also (i) greatly improve the environment, (ii) reduce traffic noise levels and (iii) free up nhs and fuel resources and costs. Traffic speeds are beyond hectic and safe in MK these days – let’s do something about that!</p>	<p>The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.</p>	<p>None</p>
61.2	<p>I reckon I have explored over half of the 290km of Redways in Milton Keynes on my bike and the most uncomfortable stretch has without doubt been this route that is most convenient for me to get to work, the Grand Union Canal pathway. The paths I follow, from The Marina to the Willen local centre are, in comparison to other paths in MK, quite rough going. I have seen work done to level out the more extreme dips and bumps but I believe there is much room for improvement. I recall that during the weeks of the Olympics and about a month after, the number of cyclists I passed on this route in the morning and evenings had easily trebled. However, they have since vanished and now I only see 3 -5 cyclists utilising what I suspect would be a prominent route for many peoples travels.</p>	<p>Comment noted. We will work with partners such as BWB to improve non-highway routes such as canal towpaths.</p>	<p>None</p>
66.1	<p>As a person who cycles as part of my commuting I support the strategy. However on the short route I use (from my house to Wolverton station, mostly along Stratford Rd), there are no specific cycle provisions and some of the road layout is unhelpful to cyclists. The mini roundabouts have small cobbled buildouts next to the kerb which mean a cyclist has to weave and be squeezed closer to cars. Are these necessary? Could they at least have 'bypasses' so cycles could continue straight? The strategy rightly points to the positives of the Redway system, but other roads need to be looked at for cycle provision.</p>	<p>Comments noted. A network review will identify substandard sections of cycle routes and Redways.</p>	<p>Add network review - see 4.7</p>

Ref	Other comments	Council Response	Change to document
69.4	<p>· Through the forum and Council communicate the marketing message of cycling to all a MK coordinated approach must be adopted. A plan between partners would set out and best utilise marketing to ensure the 'messages' of cycling to create awareness of various cycling activities and capitalise on brand identities like the Dons. Also look to improve the quality and distribution of information regarding both existing and new cycling opportunities. · Upgrade cycling infrastructure including on the road cycle lanes this will Increase the number of people cycling to work. By installing segregated key cycle corridor lanes like London across certain MK routes in and out of the city this would develop commuting on safer sections of road into the city. Interventions for cyclist to meet outside the city and commuter together could be arranged. This would also reduce conflict amongst large vehicles and cyclists. We would be like to support and increase cycling participation in the city and bring MK well above the national average.</p>	<p>Comments noted. Sections 4.1, 4.2, 4.5, 4.6 deal with working together; information, promotion, education & training; more direct Redways and expansion of the Redway network.</p>	<p>None</p>
71.5	<p>Other reasons for people to switch to cycling In my opinion not many people will voluntarily switch to cycling for health and environmental reasons whilst car use is so attractive. It seems inevitable that car use is going to have to be made less attractive by a range of measures such as parking restrictions/charges, road pricing, speed limits, etc. But the current car culture in Milton Keynes does have to be recognised as disadvantaging those without cars and we do need to start tipping the balance towards the "have-nots" however unpopular this will be with the vociferous motoring fraternity!</p>	<p>Comment noted.</p>	<p>None</p>

Ref	Other comments	Council Response	Change to document
71.7	<p>New technological developments could well bring us vehicles like the Weather Velo, one version of which would really not be useable either on the current Redways or on the current grid roads. It is described as bridging the gap between two wheelers and cars. See the following link - http://www.weathervelo.com/ So is there another possible approach to the Express Redway which might address cycling and also the use of vehicles such as this? One solution that might be worth exploring is this: selected single-carriageway grid roads are widened and at the same time have a (say) 35-40mph speed limit introduced. The widening adds a (approx) two-thirds width lane in both directions reserved for cyclists and other slow vehicles (ie no pedestrians). Mopeds and scooters could then safely mix with cars in the wider lane. Junctions with estate roads could even be designed to give priority to the cyclists!</p>	<p>The Council does not encourage the use of the grid road network for cycling. Sections 4.5, 4.6, 4.10 and 4.12 deal with enhancing and expanding the Redway network to make it more direct and easier for commuters.</p> <p>As part of the network review to be carried out we will review the safety of road crossings.</p> <p>Grade separation will continue to be the preferred crossing type, particularly for more major roads. Where this is not feasible, road safety considerations require a consistent priority at road crossings. Changing the priority at thousands of crossing points is not feasible and in some cases could be hazardous.</p>	<p>Add network review including safety at crossings - see 4.7</p>
71.8	<p>Clearly if this was applied to selected grid roads only, then some increase in moped/scooter traffic through estates would have to be accepted as they would need a means to access the grid roads designed specifically for them. But this solution, whilst delivering a better deal for mopeds, scooters and vehicles such as the Weather Velo, would not be as good for cyclists as the following... A “world-class” solution If we want to move towards a “world-class transport system” which I believe was the phrase used in the Transport Vision and Strategy, we need to aim far beyond what is in the current proposals including any of the suggestions I’ve added above. In respect of just cycling, we could start by learning from the good practice in Holland, whose provision for cycling has resulted in it being the transport of first choice for a large proportion of the population, including huge numbers of school children.</p>	<p>Comment noted, see above.</p> <p>Comment noted. We constantly review best practice from other cities and countries.</p>	<p>None</p>

Ref	Other comments	Council Response	Change to document
71.9	<p>The following link shows photos of cycling in the Netherlands and provides some statistics:http://hembrowcyclingholidays.com/photos.html</p> <p>This one explains design approaches to maximise safety:http://www.aviewfromthecyclepath.com/search/label/sustainable%20safetyThis link shows a video clip of a child cycling home from school when the temperature was - 8°:http://www.aviewfromthecyclepath.com/2010/03/school-cycling-in-winter.htmlAnd this one shows how good roundabout design can safely accommodate cyclists – its worth scrolling down to the youtube clip towards the end of the article:http://www.aviewfromthecyclepath.com/2011/05/priority-for-cyclists-on-roundabouts-in.html I am sure that the aspirations to change behaviour and switch a significant proportion of journeys from car to cycle could be realised if we were to find the resources and determination to invest in cycling infrastructure similar to that shown in the Dutch examples referred to above.</p>	Comments noted.	None
72.1	<p>I was most impressed when I went to Los Angeles to find that buses had cycle racks on the front. If it is possible to do this in MK it would help people who need to take 2 buses to work as they could take their bike on the first bus and then cycle the rest of the way. This would be really helpful for people who have to travel right across MK.</p>	Section 4.1 deals with working with partners and intervention CW08 deals with improved public transport access.	None

Ref	Other comments	Council Response	Change to document
77.2	<p>Each theme could have a section (a suggested maximum of five themes) explaining the theme with an evidence base and a case study. This could then translate into diagrammatic form and could be easily understood and explained.</p> <p>3) If the document is to be seen as more than just another transport document and is to be used to lever funding in from health and sport then the foreword needs to include Members from these areas to be seen as a truly joined up piece of work which has cross directorate support.</p> <p>4) With regard to sport and recreational cycling it might be interesting to have separate delivery plan / working document established to concentrate on this area of work, monitored and evaluated by the Cycling forum and referenced within the main strategy and also the emerging Sport and Leisure Strategy.</p> <p>5) The emphasis of the document seems to be on the transport aspect of cycling and this can be clearly seen in the monitoring of the strategy. There is no reference to the participation levels in cycling, the significant amount of information that can be gained from British Cycling and the Council's partnership with them which needs to be highlighted based on the investment that is being made over a three year period.</p> <p>6) I think the vision could go further. Whilst I would agree it is important to get more people cycling, we also need to encourage those already cycling to do more which would improve activity levels but also improve the environment with lower carbon levels.</p> <p>"Milton Keynes to be recognised as a Cycling city, inspiring the local population to cycle more often, making better use of the Redways, enhancing facilities, improving our health, the environment and increasing activity levels across the borough."</p>	<p>Noted. The document is part of a suite of transport-led documents sitting beneath the Local Transport Plan. Material for promotion and marketing will be more narrative and inclusive of non-transport issues.</p> <p>As the Cycling Strategy is a daughter document of the LTP it does focus on increasing cycle usage in Milton Keynes, not just as a leverage to attract funding. The strategy is consistent with the objectives of the current adopted Local Transport Plan.</p> <p>comment noted, see above</p>	<p>None</p> <p>None</p>

Ref	Other comments	Council Response	Change to document
79.1	<p>Gear-change unit The council needs to sort this out. It was launched in a blaze of publicity a few years ago but has been closed and unused for quite some time, which doesn't look good. I have been in contact with both the council and various councillors for the best part of two years asking when it's going to be back up and running - in an effort to get a place in the unit - all to no avail.</p>	<p>Comment noted. Work is currently happening to resolve the issues with this unit.</p>	<p>No change to document. Action in hand.</p>
79.2	<p>Mobile app It would be good to have some sort of mobile app that people could use (quickly and easily) to report problems on the Redways - e.g. broken glass, abandoned items, potholes, overgrown bushes, etc. Using a mobile device, users could take a photo of the problem and post it on the app with a description of where it is. The app could even automatically pick up where the mobile device is, thereby giving further information on where the reported problem is.</p>	<p>Sections 4.2 and 4.4 relate to improved information, promotion, marketing and education including new technologies such as mobile apps and a journey planner.</p>	<p>None</p>
79.3	<p>Cycle storage units I think it would be a good idea to provide more cycle storage units of the kind that are at the side of the railway station. Groups of these could be dotted around the city centre. The company I work for doesn't provide secure cycle storage so, if I can't get a place in the Gear Change unit, I'd happily pay to have one of the small storage units. Congratulations on... The new cycle racks outside the railway station. The new signposts on the Redways.</p>	<p>Section 4.9 and intervention CWo10 deal with more and better cycle parking.</p>	<p>None</p>

Ref	Other comments	Council Response	Change to document
82.1	<p>While I am generally in favour of the broad aims of the strategy I feel that you have omitted one item which will help encourage more people onto the Redways to cycle and maybe also to walk and run.</p> <p>Whatever else happens to encourage cycling, there must be significant education for dog walkers to ensure that they all start using leads. I have lost count of the number of times I have had to stop, swerve, and otherwise have a near miss because dog walkers do not use leads, or have those long extendible ones. They always say that the dog is friendly and won't hurt, that is not the point, the dog is a danger when it is loose on the Redway. It is a danger to itself because it could be hit, and a danger to cyclists, horse riders and other Redway users because it could cause an accident. The owners need to be made aware that cyclists don't want to make friends with their dog, they just want to keep it and themselves safe.</p>	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
82.2	The rules of the Redways say that dogs should be kept on short leads. I have found the problem to be most severe on the old railway track at New Bradwell, where dogwalkers think they are in a park and seldom use leads in that area. There are always some good dog walkers that do use leads of course, but they are outweighed by those that don't.	As part of the improved information supplied to Redway users we will update and extend the guide for safe use of the Redway network.	Add new Redway map and Redway rules - see 4.2
84.1	Provide secure under-cover cycle parking facilities at leisure, shopping, hostelry and other establishments. Partnership with business would be appropriate here. Provide robust static lockers where cyclists can leave helmets and cycling gear allowing them to shop, visit the pub without having to take all their gear with them.	Section 4.9 and intervention CWo10 deal with more and better cycle parking.	None

Ref	Other comments	Council Response	Change to document
86.6	7. Local business involvement could be encouraged by a 'cycle friendly'scheme where pubs and other leisure facilities can advertise that they have bike storage or other cycle friendly facilities available. They could be listed on the council website and have come kind of sticker/poster in their shop-front.8. Residents may be encouraged to cycle more often if there was some form of cycle-rescue who could be called out for a small fee to help with punctures or minor mechanical problems. Maybe this could be staffed by volunteers in peak cycling months, with sponsorship from the local bike shops who would benefit from increased custom.	Section 4.9 and intervention CWo10 deal with more and better cycle parking.Comment noted	None
86.7	9. Cycle parking facilities are sadly lacking at lots of Milton Keynes local centres. For example, across the whole of the retail and service area in Walnut Tree, the only bike parking is a single rack outside the doctor's. One of the car park spaces outside Tesco express could easily be used for 12 bikes on six racks.	Section 4.9 and intervention CWo10 deal with more and better cycle parking.	None
87.4	I absolutely agree that there is currently inadequate cycle parking around Milton Keynes (page 18). I contacted the former MK cycling officer some years ago to suggest that cycle parking was installed at all the local centres around MK. I received a positive response to this, but have not seen any improvement. This is just one example where there are inadequate facilities at present.	Section 4.9 and intervention CWo10 deal with more and better cycle parking.	None
88.5	Provide secure under-cover cycle parking facilities at leisure, shopping, hostelry and other establishments. Partnership with business would be appropriate here. Provide robust static lockers where cyclists can leave helmets and cycling gear allowing them to shop, visit the pub without having to take all their gear with them.	Section 4.9 and intervention CWo10 deal with more and better cycle parking.	None
89.7	Item 4.13 – Cycle hire – why not electric cycle hire, and how will the Milton Keynes scheme integrated with the proposed “PlusBike” and/or Brompton Dock schemes for Station Square/Milton Keynes Central Railway Station?	The feasibility study for a cycle hire scheme referred to in Section 4.13 and intervention CWo14 will include aspects such as electric bikes.	None

Ref	Other comments	Council Response	Change to document
89.8	<p>Item 6.1- Funding allocations – can a comparison be shown with the funding compared with other modes, perhaps as a percentage of overall transport spending, and in comparison with others towns/cities?</p> <p>Item 7.0 – Performance Management – As a performance indicator, I would suggest an additional indicator of recording use of lockers and racks at Station Square, as a barometer of monitoring trends to/from the station.</p>	<p>It is unclear what a funding comparison would achieve or add to the strategy.</p> <p>Comments noted</p>	None
89.9	<p>We feel it would be also useful to provide a set of “Redway” standards, led by the Cycling Officer and users/stakeholder input, rather than Highway Engineer, to better meet the requirements of the end users. These standards would incorporate signage, parking, etc., to ensure consistent quality throughout. Particularly important for CMK residents is the availability of secure parking within new residential development. We also feel that creation of a “showcase” route, building on from Priority/Express routes should be considered. This would connect the main demand drivers (CMK, MK College, Hospital, Open University, Stadium:MK, Kingston, Westcroft), from where the other routes would radiate. Some of these have BUGs (Bicycle User Groups) and potential for further demand if an improvement is delivered.</p>	<p>There are separate documents containing design standards, the strategy is not the appropriate place for this.</p> <p>Section 4.5 and 4.6 deal with more direct routes and an expanded network.</p>	None
90.6	<p>3. There is insufficient evidence that account has been taken of local cyclists’ views about the shortcomings of the Redway system. Some dislike them in principle. Others find them confusing to navigate. Some regard them as poorly-lit and poorly-maintained, though the evidence for this is mixed. In practice, the Redways I know in the Bradwell Common area are surprisingly well used for cycling</p>	<p>This is why extensive consultation exercise has been conducted, to take into account all views expressed, both of users and non users.</p>	None

Ref	Other comments	Council Response	Change to document
90.7	<p>4. Contrary to some perceptions, there is a lack of evidence that underpasses are a general problem for cyclists on Redways, but some specific underpasses are. The Cycling Strategy does not present clear evidence that underpasses are a general problem. The fact is that many cyclists use them daily without problems. But some underpasses were not designed to the standard set by 'The Milton Keynes Planning Manual' and have sinuous and hidden approaches and lack of clear views through. It is probably these that have given Redway underpasses a bad name. Many Redway underpasses function reasonably well. The erroneous conclusion that underpasses are part of the problem will lead to slower journey times for cyclists who will be required to stop at even more frequent points at which their route involves crossing a road at grade, and with the added danger of doing this. This will be an added disincentive to cycling.</p>	<p>Design of underpasses is a crucial element of Redway planning. Current underpasses will be reviewed to facilitate improvements; not as a pre-cursor to closure or alternative provision.</p>	None
90.18	<p>At several points the draft Cycling Strategy refers to a perceived need for cycle interchange with buses. The case for this is not made and it seems an odd idea. Those choosing to cycle are unlikely to want to leave their bike at a bus stop so they can travel by bus.</p>	<p>Other consultees have expressed the view that cycle provision at bus stops and on buses would encourage more mixed-mode journeys.</p>	None
90.19	<p>14. Further secure cycle parking is needed. Planning policy should require developments of places of work and retail and leisure facilities to provide secure cycle parking and changing facilities for employees and users. Such changing facilities would be far more effective than providing additional centralised, publicly-funded changing facilities. Nor does the strategy give sufficient attention to the need for additional secure cycle stands at locations throughout CMK and other centres across the city: it should.</p>	<p>Section 4.9 and intervention CWo10 deal with more and better cycle parking.</p>	None

Ref	Other comments	Council Response	Change to document
91.13	<p>We feel it would be also useful to provide a set of “Redway” standards, led by the Cycling Officer and users/stakeholder input, rather than Highway Engineer, to better meet the requirements of the end users. These standards would incorporate signage, parking, etc., to ensure consistent quality throughout. Particularly important for CMK residents is the availability of secure parking within new residential development.</p>	<p>There are separate documents containing design standards, the strategy is not the appropriate place for this.</p>	None
91.14	<p>We also feel that creation of a “showcase” route, building on from Priority/Express routes should be considered. This would connect the main demand drivers (CMK, MK College, Hospital, Open University, Stadium:MK, Kingston, Westcroft), from where the other routes would radiate. Some of these have BUGs (Bicycle User Groups) and potential for further demand if an improvement is delivered.</p> <p>We suggest a working group is set up to deliver the updated Milton Keynes Central Station Travel Plan, and the proposed Station Travel Plans for Bletchley and Wolverton.</p>	<p>Section 4.5 and 4.6 deal with more direct routes and an expanded network.</p> <p>This document is not looking at Travel Plans, which are included in other guidance.</p>	None
92.3	<p>11. There needs to be far more recognition of the inadequacy of the original Redway system in meeting the needs of the cyclist requiring rapid transit between A and B. The original Redway system is better suited to the leisure user and well may be unique in that respect but it does mean it can be cluttered with pedestrians and slow moving cyclists and is thus unattractive to those wishing to make a serious attempt to migrate from car to cycle and cover a significant distance in a short time.</p>	<p>Section 4.5 and intervention CWo4 deal with more direct Redway routes and Section 4.6 and intervention CWo5 deal with expansion of the Redway network.</p>	None

Ref	Other comments	Council Response	Change to document
93.6	<p>Transport Vision8. We support most of the aspirations in the vision but have doubts about the council's commitment to them and its ability to deliver them.9. Section 2.0 describes MK as a 'can do' borough. If only MK lost its bid to become a Cycle Town, and the extra funds that went with that, because the council was not seen to be supporting cycling. MKC also lost a £5m grant which had been allocated to it for CMK Public Transport Improvements because the council did not submit its delivery case in time. MKC is going to have to take sustainable transport projects far more seriously than it has done in the past.10. Section 2.1 states that "The world class grid road and walking and cycling networks will be improved and expanded into new developments in the city." We support the comment with respect to walking and cycling, i.e. the Redway network, but not with respect to the grid roads. Other designs, such as City Streets, are more appropriate for new developments.</p>	Comments noted.	None

Ref	Other comments	Council Response	Change to document
95.6	<p>Transport Vision:</p> <p>8. We support most of the aspirations in the vision but have doubts about the council’s commitment to them and its ability to deliver them.</p> <p>9. Section 2.0 describes MK as a ‘can do’ borough. If only. MK lost its bid to become a Cycle Town, and the extra funds that went with that, because the council was not seen to be supporting cycling. MKC also lost a £5m grant which had been allocated to it for CMK Public Transport Improvements because the council did not submit its delivery case in time. MKC is going to have to take sustainable transport projects far more seriously than it has done in the past.</p> <p>10. Section 2.1 states that “The world class grid road and walking and cycling networks will be improved and expanded into new developments in the city.” We support the comment with respect to walking and cycling, ie the Redway network, but not with respect to the grid roads. Other designs, such as City Streets, are more appropriate for new developments</p>	Comments noted	None
98.2	<p>1. Secure cycle stands are key to wider use, with the low cost Sheffield type as good as any – the new system at the railway station is a nightmare to use (it does encourage cycle helmets though, as one staff member reports that he has yet to use it without banging his head on an upper level rack). We would strongly support putting in small racks at main bus stops in residential areas (4.9). Through its planning role, Milton Keynes Council needs also to encourage commercial developers to add more stands at some shopping centres (the Kingston Centre is very poorly provided for, with only one small rack near the entrance to Tesco, hard to reach from the Redways), as well as retrofitting racks in some of the older centres (if there are any cycle stands in Fenny Stratford, we have never found them). Cycle parking provision at the Hospital and Eaglestone Health Centre is also poor;</p>	Section 4.9 and intervention CWo10 deal with more and better cycle parking.	None

Ref	Other comments	Council Response	Change to document
98.3	2. Network Rail should also be encouraged to provide lockers for helmets etc. (not sure if they would claim there's a terrorist risk of putting a bomb inside instead), and GearChange or other changing facility at the station would be excellent for commuters (saves trying to change in the toilet on the trains!);3. Thefts of bicycles remain a significant barrier to use, especially as many racks are in locations where thieves armed with bolt croppers can work more or less undetected. One suggestion could be for a collective city-wide cycle insurance scheme, possibly requiring bikes to be marked and registered centrally (e.g. on a Council database); this might be able to be opted into through schools or employers;	Section 4.9 and intervention CWo10 deal with more and better cycle parking.	None
99.6	A specific issue around the width of a Redways in Bletchley was highlighted and a detailed note was passed to officers to consider this in more detail.	Comment noted. Section 4.5 covers more direct Redway routes, Section 4.6 deals with expansion of the network and Section 4.12 deals with widening Redways.	None
100.1	Need to ensure that if the final cycling strategy is approved via DDR then we need to get a sign-off from major contributors to the draft strategy consultation	Comment noted.	None
100.4	Compared to London MK is much better, problem is not with grid roads, cycling on grid roads is easy and direct, need to do more to deter car use - left turn bypass for cyclists at roundabouts - cycle security / vandalism huge problem esp in Newport Pagnell - Should have cycle storage with CCTV and secured lockers - lighting columns are not useful for cycle parking, too fat - employers responsibility to do more - bike boxes on signals i.e. advance stop lines	Section 4.9 and intervention CWo10 deal with more and better cycle parking. Design issues such as those mentioned will be looked at as part of the network review to be carried out.	Add network review - see 4.7

Ref	Other comments	Council Response	Change to document
100.6	<p>HGV cause more KSI, should have planning conditions (or dedicated lorry routes)</p> <ul style="list-style-type: none"> - Schools / colleges need to do more to encourage cycling in next generation - Super-Redways, covered Redways??? - Cycle provision, bike loans scheme, recovered stolen bikes - split phase signals (not clock phase) - Grid road cycle lanes, shared bus lanes, PT integration with cycling, buses taking bikes including trains - cycle to work, make it part of contract with MKC - engage with health care sector, catch people that need health improvements - Rickshaw operators -- can we get some? - there are incentives for car users, parking charges low, parking spaces etc, no incentives for cyclists - need to work out incentives for cyclists 	<p>These issues are covered in the strategy in Sections 4 and 5. HGV safety is reviewed at the national and local level by Road Safety professionals.</p>	None



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