

Public Realm Mobility Strategy: action plan



www.milton-keynes.gov.uk

Contents

1.0 Background	3
2.0 Action plan deliverables	3
2.1 Current transport delivery	3
2.3 Supporting position statements	4
2.4 MK Futures 2050	5
2.5 Progress of the Mobility Strategy	6
2.6 Stakeholder engagement	6
Appendices	7
Appendix A	7
Appendix B	12
Appendix C	15
Appendix D	16

1.0 Background

The Milton Keynes Mobility Strategy was approved by Cabinet and Full Council in March 2018. This action plan explains the next steps being undertaken to implement the Strategy.

The Action Plan provides details of how;

- the Mobility Strategy will be progressed using an updated suite of Local Transport Plan (LTP) supporting Position Statements.
- a delivery of a Transport Infrastructure Plan (TIP) is being prepared that will contain more specific deliverables and timescales for planned interventions.
- the Mobility Strategy complements the MK Futures 2050 work
- the Mobility Strategy is monitored
- stakeholders will be engaged

It also provides a summary of projects and initiatives already underway.

2.0 Action Plan Deliverables:

2.1 Current Transport Delivery

The Council has many ongoing transport initiatives that are currently being developed and delivered. These have been assessed to ensure that they align with the Mobility Strategy and work is continuing on these in the short-term. These are listed in **Appendix A** and effectively form the immediate 'Action Plan' for the Council, pending completion of detailed Position Statements and Transport Infrastructure Plan, as outlined below.

2.2 Transport Infrastructure Plan:

A Transport Infrastructure Plan is being formulated, which will lead to a prioritised list of specific interventions to support the Mobility Strategy and long term growth of the city as outlined in Plan:MK and the MK Futures 2050 programme.

Effective delivery of this growth will likely require new forms of transport connectivity and a smooth transition away from a traditional transport system that has served Milton Keynes well in the past which has been heavily focused on private car use. In identifying a pipeline of infrastructure schemes for the future the Transport Infrastructure Plan will take into account new technologies, business and community needs, social inclusion and climate change.

This plan will address:

- current short term needs;
- intermediate infrastructure needs for the largely known land use planning period to 2031;
- ensure transport infrastructure is sufficiently adaptable to and supportive of likely longer term growth scenarios

The plan will provide clear actions and guide policy to optimise and prioritise transport infrastructure whilst supporting new and effective mobility technologies. The identified schemes will provide a better service to residents, businesses and visitors to Milton Keynes. Overall the plan will help secure future

investment and ensure this investment is deliverable, effective and provides value for money. Stakeholder engagement and consultation will be undertaken during the development of the Plan and it will be presented to the Cabinet Member in March 2019.

2.3 Supporting position statements:

LTP3 included a suite of sub-strategies, detailing the Council’s position on specific transport modes. Given the variable age of the existing suite of LTP sub-strategies, we will prioritise some for a full refresh and others for a more modest update, renaming these as ‘Position Statements’. Full consultation will be undertaken with stakeholders as appropriate to the subject of each Position Statement.

Mobility Strategy Position Statement	Previous LTP Supporting Strategy (s)	Update actions required	Update rationale	Time Frame
Public Transport	Bus strategy (2008) & Bus Information Strategy (2013)	Develop a comprehensive Public Transport Position Statement	The strategy is significantly out of date, and needs a broader coverage including new mobility options and technology.	By Sept 2019
Cycling & Walking	Cycling Strategy (2013) & Walking Strategy (2003)	Review and update	Strategies still largely relevant and align with Mobility Strategy	By Sept 2019
Smarter Travel	Smarter Choices Strategy (2015)	Light touch review	Strategy still relevant and aligns with Mobility Strategy	By March 2019
Parking	Parking Strategy (2012) & CMK Transport & Parking Statement of Intent (2016)	Replace with new Position Statement to define the council’s preferred approach to parking management and how the Mobility Strategy parking interventions will be delivered.	Strategy is significantly out of date.	By March 2020
Road Safety	Road Safety Strategy (2013-18)	Light touch review	Strategy still relevant	By Sept 2019
Traffic Management & Intelligent Transport Systems	Intelligent Transport Systems Strategy (2016)	Light touch review, reflecting implications from the development and delivery by March 2020 of the new Urban Traffic Management and Control (UTMC) system.	Strategy still relevant and aligns with Mobility Strategy	By March 2020
Freight Management	Lorry Management Strategy (2009)	Develop a new Position Statement	Strategy is significantly out of date.	By March 2020

Accessibility: In developing the above documents, we will address accessibility issues for the disabled and elderly residents & visitors to achieve our objective of providing mobility for all. As part of monitoring the progress of the Mobility Strategy we will develop Accessibility indicators (as outlined in Appendix C).

Appendix B provides more information on how the Mobility Strategy interventions are covered by these position statements, as well the treatment of legacy strategies not included in the table above.

2.4 MK Futures 2050

The Milton Keynes Mobility Strategy is the reference point for how the city wishes to maintain, improve and develop its transport system and begin investing over the short term in the development of the city's long term future transport system to 2050 to deliver the vision for mobility set out in the MK Futures 2050 report "Making a Great City Greater", and to ensure connectivity to new infrastructure such as East West Rail and Expressway.

To accommodate growth in travel demand, the Mobility Strategy promotes the development (and investment where necessary) of smart, shared sustainable, mobility as described in the MK Futures 2050 report such as improved public transport, cycling and walking as well as promoting our wider wellbeing and health objectives.

Project One of the MK Futures 2050 programme reflects Milton Keynes' strategic position in the East-West technology corridor envisaged by HM Treasury and the National Infrastructure Commission.

Project Four of the MK Futures 2050 programme – **Smart, Shared, Sustainable Mobility** – states that for the city to be successful in the future, everyone who lives, works, studies or does business here must be able to move freely and on demand, and not be reliant on access to a private car. The Smart, Shared, Sustainable Mobility project reflects the growing move towards 'mobility as a service' and the use of autonomous and electric vehicles, and the opportunities that these trends could create for Milton Keynes.

A series of Commission Working Papers were prepared to support the preparation of "Making a Great City Greater". The two papers that are most relevant to the Mobility Strategy are:

- **Commission Working Paper 10 - Transport and Structure of the City** – highlights future trends in transportation including the move to de-carbonisation of transport through the use of electric cars as well as the integration of smart technologies e.g. managed motorways, the importance of behavioural strategies, focusing on encouraging multi-modal journeys, including cycling and walking through advances in intelligent and sustainable transport systems.
- **Commission Working Paper 11 - Intelligent On-Demand Mobility** – considers the challenges facing Milton Keynes related to provision of bus services and improved passenger satisfaction, facilitating walking and cycling, increased use of smarter choices, highway improvements, and parking.

To support the development of the Strategy for 2050, which will be a long term, holistic strategy setting out how the growth of the city to a population of around 500,000 people should be delivered, further evidence documents have been prepared or are in the process of being developed.

The Mobility Strategy Position Statements and Infrastructure Plan will align with MK Futures 2050 work, notably the work being delivered under Project One, Project Four and the Strategic Growth Study.

2.5 Progress of the Mobility Strategy

The Mobility Strategy Objectives are to:

- **Support Growth and provide mobility for all** – support the growth ambition of Milton Keynes and provide good connectivity throughout the Borough and beyond.
- **Provide an effective network** –provide a transport network that is well maintained, free flowing, and operating efficiently at all times.
- **Maximise Travel Choices** –maximise the use of technology and innovation to both inform the traveller and to provide travel options.
- **Protect transport users and the environment** –the safety of all transport users is a key part of this strategy as is the need to reduce transport pollution and CO2 emissions, protect the natural environment and promote improved public health and wellbeing.

We will monitor the delivery of these objectives and the progress of the strategy by using the indicators outlined in section 4 of the Mobility Strategy. In addition the Position Statements outlined in 2.3 will identify further indicators that will be monitored.

Sustainable Urban Mobility Indicators (SUMI):

Milton Keynes is also participating in a European Commission funded project to test Sustainable Urban Mobility Indicators (SUMI). SUMI has a pre-defined set of 19 indicators endorsed by the commission, which will enable urban mobility benchmarking across Europe. MKC will be supported over the next 12 months to populate the indicator set, and this will further strengthen our monitoring of the Mobility Strategy and inform our activities.

Appendix C includes the Mobility Strategy Indicators and the European Commission SUMI set.

2.6 Stakeholder Engagement

As we progress the work on the Position Statements and Transport Implementation Plan, we will engage with relevant stakeholders to inform and obtain feedback on proposals. Updates on Mobility Strategy progress will be reported through regular Cabinet Member briefings.

Councillors will be engaged on the following:

- Annual Mobility Strategy Monitoring / Progress Reports
- Development of Position Statements
- Transport Infrastructure Plan development

Further engagement will be through various methods as appropriate to specific programmes, scheme and initiatives:

- Formal public consultations
- Stakeholder workshops and briefings
- Ward & Parish Councillors workshops and briefings
- Officer workshops / information sessions /briefings

A full statement of engagement is included in **Appendix D**.

APPENDICES:

Appendix A:

This outlines the current transport projects and initiatives being delivered by Milton Keynes Council that align with Mobility Strategy interventions.

Public Transport:

Infrastructure Works		When
CMK bus stops – Xscape	Upgrade of two bus stops between the Food Centre and Xscape. New shelters and Real Time Passenger Information (RTPI) displays will be installed.	Aug-19
CMK Bus stops - Santander House	Upgrade of two bus stops outside Santander head office. New shelters and RTPI displays will be installed.	Aug-19
CMK Interchange	Complete a review of future CMK bus interchange options, making recommendations in light of Mobility Strategy objectives and emerging development plans. This will be consulted on as part of wider MK Renaissance proposals before any changes are implemented	Sep-18
Other Areas		
Grange Farm	Installation of a fixed bus stop to replace the hail & ride section on a key bus route, used by local residents and students of Hazeley Academy.	Dec-18
Newport Pagnell, Market Hill - north side	Installation of a fixed bus stop. Removal of two car park spaces required so that buses have adequate space to turn on the roundabout.	Mar-19
Moulsoe	Installation of replacement shelter with solar-powered lighting.	Oct-18
Magna Park	Installation of two bus shelters on Crossley Drive.	Mar-19
Crownhill/Whitehouse	Installation of a new fixed bus stop with shelter on the Whitehouse side of Dansteed Way, with footpath link to estate. Installation of bus shelter at existing bus stop on Crownhill side.	Mar-19
Power & Lighting		
Power and lighting upgrade	Upgrade to power supply in shelters, including solar panels and LED lamp units.	Mar-19
Westbury Lane	Installation of raised kerb outside care home.	Mar-19
Hospital, Standing Way	These two stops are the busiest in MK. Extension of laybys will enable three buses to pull into the stop.	Aug-19
Local Bus Services		
Local Bus Network Review	With stakeholders carry out a review of existing bus services (patronage/costs etc), with a core objective of identifying a commercially sustainable network. This will help inform discussions with operators, and development of the 2019 bus service tender strategy.	Mar-19
Demand Responsive Transport (DRT): Commercial undertakings	Partner with providers to facilitate the introduction of commercial DRT operations within Milton Keynes - e.g. licensing, promotional activities and infrastructure supply.	Oct-18
DRT: Supported network	Enable operators to include DRT solutions within 2019 tender bids, through development of appropriate specifications. Long-term budget savings may accrue from such an approach.	Oct-19

Mobility as a Service	Mobility as a Service – ongoing engagement with private sector providers. Delivery timescales dependent on commercial developments but anticipated during 2019	2019
Ticketing		
Authority wide Smart Ticketing (most local bus services)	Implementation of smart ticketing, covering Contactless, Pay As You Go, and Smart Card solutions. Senior/Junior Concessionary cards and multi-operator commercial tickets are all within scope. Funding dependent.	Jun-19
Hopper fare	Partnership initiative with Arriva to launch and promote £1 ‘hopper’ fare for all bus journeys within CMK	May-18
Business Engagement		
City Centre Minibus	Support City Centre Bid in implementation of employees minibus service around CMK	Oct-18
Real Time Passenger Information		
New RTPI displays	See CMK references above. Passenger Transport will continue to utilise Section 106 funding to deliver additional on-street displays in identified locations.	Oct-19
RTPI research	Conduct research through Transport Focus to understand bus users RTPI preferences (mobile apps, disruption messaging, street displays etc), and perceptions of the existing system, to inform future provision. Future delivery incorporated in Urban Traffic Management Control programme.	Mar-19

Cycling & Walking:

	Delivery Activity 2018-2019
Redway Upgrade	To deliver two 'Super Redway' Routes, V8 and H6, DfT funded.
Cycle Storage	Identify areas & installation of new cycle storage units
Bikeability Cycle Training Programme	This years' Bikeability funding will enable us to deliver cycle training and guided rides to at least 3000 people
Supporting local organisations, schools & businesses	Working with Great Linford Parish Council for the third year running providing 3 weeks of Bikeability Cycle Training in August for their summer of fun programme. Supporting a local business by providing a full day of cycle training for employee's children during the summer holidays. This offer will be extended to other businesses. Working with Emmaus, the homeless charity, we have provided two bike maintenance courses for residents this year and we will continue to work with them to support with the introduction of a bike shop.
New cultural trails	Working with Pedalling Culture to provide new culture trails and routes. The trails will encompass cultural venues, public art spots, and other points of interest along the way, and will range from 5 to 10 miles in distance.
Guided Rides	During June we organised weekly rides around the 5 new cultural trails. All proved to be extremely popular with each ride averaging 10 riders. Lots of photographs and glowing feedback received about the routes, the ride leader, the council and Milton Keynes as a destination - get cycling MK Facebook group Sunday family rides continue every week until the end of September. Gentle rides for beginners and families to ride together using quiet/traffic-free routes around Milton Keynes.

Santander Cycles MK	Santander Cycles MK is supporting Milton Keynes Council and our Get Cycling MK Campaign with free access to their bikes for our rides and training courses! This is a fantastic partnership to get more new people cycling.
Dockless Bikes	Various commercial dockless bike hire schemes are being implemented across the UK. MKC is developing Terms of Reference that will enable dockless bike hire companies who may wish to operate in Milton Keynes to do so responsibly.
New Redway Guide	New Redway guide published and distributed by Milton Keynes Council to every household in the area.
Bike Register Events	Working with Thames Valley Police and local bike retailers we have organised a number of bike register events aimed at informing the public how to best protect their bikes against theft.

Smarter Travel:

Promotion/ Marketing	Activity in year 2018-2019
Campaign Calendar	MK Council supports a number of national smarter travel campaigns with activities and promotions throughout the year: Walking Month (May), Cycling Month (June and Sept), Clean Air Day (June), Catch the Bus Week (July), European Mobility Week (Sept)
'Modeshift' STARS & 'Starsfor'	Continuing work in schools to increase number of schools signed up to the 'Modeshift' travel plan scheme and submitting School Travel Plans. New main focus on business engagement and workplaces working towards a Workplace Travel Plan
	Design and production of Sustainable travel Toolkit pack for businesses
Marketing and Promotion	Promotion of new Get Smarter Travel MK website and social media accounts.
	Design, production and distribution of literature and engagement events.

Road Safety: Initiatives around schools & promotion and marketing of safer driving.

School	Description	Location
Wavendon Gate School	Refresh zigzags, white 'keep clear' markings for staff carpark.	Gregories Drive, Wavendon Gate
Oxley Park Academy	2 new 'groovy crossings'	Redgrave Drive, Oxley Park
St Mary & St Giles School	Footway defect repair (King George's Crescent), refresh zebra crossing markings on Wolverton Road	King George Crescent
Willen School	Refresh zigzags	Beaufort Drive
Ashbrook School	Refresh zigzags	Corn Hill, junction with The High Street Two Mile Ash
Christ The Sower	Refresh disabled bays in car park	Singleton Drive, Grange Farm
Shepherdswell Academy	Refresh zigzags	Billingwell Place, Springfield
Emerson Valley Junior School	Signing & lining for new school crossing patrol site	Rusland Circus, Emerson Valley
Jubilee Wood School	New groovy crossing, refresh all existing restrictions lining (zigzags & Yellow Lines)	Fishermead Blv

Middleton School	Refresh disabled bays in car park	Noon Layer Drive
Simpson Road	Installation of dropped kerbs	Opp St Thomas Simpson Church
Hanslope Primary School	Refresh yellow school keep clear zigzag markings, refresh raised table markings	Long Street Road, Hanslope
Road Safety Education, Training & Publicity Initiatives/Events	<ul style="list-style-type: none"> • Business Driver Presentations in partnership with Institute of Advanced Motorists, Fire Service & Thames Valley Police. • Tyre safety initiative in partnership with tyre companies, Fire Service & Thames Valley Police at Shopping Centres & Supermarkets. • Safe Drive Stay Alive, a Theatre in Education performance delivered to all Secondary schools across MK in partnership with Fire Service & Thames Valley Police at the Ridgeway Centre. • Winter Driving Events in partnership with tyre companies, Fire Service & Thames Valley Police at Shopping Centres & Supermarkets. • In car Safety initiative, seatbelts, child seats & booster seats in partnership with Thames Valley Police, in car safety centre & Primary Schools. • Young driver post-test training through secondary schools & colleges, in partnership with local Driving Instructors. • Motorcycle post-test training in partnership with Institute of Advanced Motorists & Thames Valley Police. • Community Speedwatch to Parish Councils & local communities in partnership with Thames Valley Police. • Park Smart & Junior Road Safety Officer Initiative to all MK Primary Schools in partnership with Thames Valley Police & Parking Enforcement Team. 	

Traffic Management & Intelligent Transport System (ITS): UTMC Project: Following successful funding bid MKC have received £2m grant funding from DfT to deliver the Urban Transport Management & Control System (UTMC) over the years 2018-2020. Consultation will take place once suppliers appointed.

Progress on Delivery of UTMC	Cabinet's approval to release £500k to proceed with feasibility study to develop outline design and progress project ready to go out for procurement.
	Procurement of UTMC design consultants underway.
	External technical consultant and PM appointed to work with Project Team to delivery feasibility stage.

Parking:

Parking	Implementation of new parking enforcement and technology contracts (Sept 2018)
	Review of Parking Strategy for Milton Keynes to establish long term approach, including stakeholder engagement (by April 2019)
	Continued development of proposals for new multi-storey car park at MK Railway station (by January 2019)

	Management of Residents Parking Zone scheme, reviewing need for new schemes and removal of schemes as required.
--	---

East West Rail:

EWR – Bletchley Station	Supporting delivery of the project and funding an Eastern access at Bletchley Station (ongoing – opening 2023)
--------------------------------	--

Appendix B: Where the broad mobility strategy interventions mostly fit within the suite of current / proposed Position Statements. Note that some interventions as listed in the Mobility Strategy will be supported by multiple Position Statements.

Public Transport:

Mobility Strategy Interventions	Previous Supporting Strategy
Premium Bus Route Network	Bus strategy (2008) & Bus Information Strategy (2013)
Future transit corridors	
Expand our existing local bus network and introduce bus priority lanes	
Shuttle bus service to retail core at weekends	
Ensure schools, higher education, GP & Hospital services and key employment locations are accessible by sustainable transport	
Demand Responsive Transport	
Quality Transport Partnership	
'MaaS' Mobility Planning App for Milton Keynes:	
Variety of payment options on public transport:	
Bus application for user devices:	
Rail Service Policy Position	
Milton Keynes Micro Metro	
Optimise public transport / mass transit access in new development areas	
Connectivity to East West Rail	
Expanding capacity for Central, Bletchley and Wolverton stations	

Cycling & Walking:

Mobility Strategy Interventions	Previous Supporting Strategy
Redway network upgrade and extension:	Cycling Strategy (2013)
Access to Cycles	
Improved cycle and powered two wheeler (PTW) facilities around MK	
Cycle training in businesses, schools and higher education and community	
Improve public realm and wayfinding:	Walking Strategy

Smarter Travel:

Mobility Strategy Interventions	Previous Supporting Strategy
Partner with local businesses:	Smarter Choices Strategy
Travel Planning in businesses, schools and higher education as well as new and existing developments:	
Incentivisation: Consider incentives / rewards for regular use of active modes, such money off vouchers.	
Promote Sustainable Travel	

Parking:

Mobility Strategy Interventions	Previous Supporting Strategy
Parking supply	Parking Strategy (2012)
Review parking	
Provide new park and ride sites	
Electric Vehicle (EV) Charging Infrastructure	Milton Keynes Go Ultra Low City Scheme

Road Safety:

Mobility Strategy Interventions	Previous Supporting Strategy
Road Safety:	Road Safety Strategy (2013-18)
Support Safe Urban Driving courses	

Traffic Management & Intelligent Transport Systems (ITS):

Mobility Strategy Interventions	Previous Supporting Strategy
Implementation of an Urban Traffic Management Control System:	ITS Strategy
Smart Sensors	
Local Highway Infrastructure	

Freight:

Mobility Strategy Interventions	Previous Supporting Strategy
Freight Quality Partnership	Lorry Management Strategy (2009)
Autonomous 'last mile' deliveries	
Logistical planning	
Encouraging sustainable logistics	

Cross-cutting Mobility Strategy Interventions (not assigned to a single Position Statement)

Mobility Strategy Interventions	Explanation
Milton Keynes Grid Expansion	Highly dependent on the outcome of work on Plan:MK and the MK Futures studies. Will be a consideration in a number of Position Statements.
Establish a Strategic Highway Infrastructure position	Highly dependent on the outcome of work on Plan:MK and the MK Futures studies, as well work associated with the development of the Oxford-Cambridge Expressway. Will be a consideration in a number of Position Statements.
Collaborate with neighbouring authorities	An activity that will be a feature of most if not all of the Position Statements.

Unassigned Legacy Strategies

Legacy Strategy	Coverage under the Mobility Strategy
Bletchley Transport Strategy (2011)	To be reviewed with Central Bletchley Urban Design Framework. Will be subsumed into that process and any relevant Mobility Strategy Position Statements.
Central Milton Keynes Transport and Parking Statement of Intent (2016)	To be incorporated into updates of Mobility Strategy Position Statements such as on Public Transport, Parking, Walking and Cycling.
Powered Two Wheeler Strategy (2003)	To be incorporated into updates of Mobility Strategy Position Statements such as Road Safety, Walking & Cycling and Parking.

Appendix C - Mobility Strategy indicators:

Outcome	Measure	LTP3 Delivery	Mobility Strategy (LTP4) Target (by 2023)
Reliable Journey Times	Average Journey Time	13% increase in journey time per mile in the morning peak	Maintain current average journey time
	Public Transport travel time (average minimum)	15% decrease	Improve on current performance
Well maintained and available transport network	Road network condition	1%	Maintain or improve current
Increasing Mobility as a Service	Bus (later MaaS) Satisfaction	84% (2016), an increase from 73% (2012)	90%
Protect the environment	Air Quality	Olney Air Quality Management Area emissions remain below the LTP3 target of 40 µg/m ³	Maintain or improve on current performance
Ensure the safety of all road users	Road Safety	39% reduction in road casualties	Continued reduction of Killed and Seriously Injured incidents

The European Sustainable Urban Mobility Indicator (SUMI) project has identified a set of 19 indicators to comprehensively describe sustainable mobility in cities.

Sustainable Urban Mobility Indicators
Affordability of public transport for the poorest people
Accessibility for mobility impaired groups
Access to mobility services
Air polluting emissions
Emissions of greenhouse
Energy efficiency
Fatalities
Opportunity for active mobility
Intermodal integration
Commuting travel time
Congestion and delays
Mobility space usage
Net public finance
Noise hindrance
Economic Opportunity
Quality of public area
Urban Functional diversity
Comfort and pleasure
Security

Appendix D: Engagement Statement for Transport Policy and Planning

Introduction

As the Local Transport Authority (LTA) Milton Keynes Council engages many different audiences on topics from from the overall shape and direction of the system; construction, maintenance and improvement of the transport infrastructure; to the provision and development of services.

Milton Keynes' population is forecast to grow significantly, up to 500,000 people by 2050. The Mobility Strategy sets out how we'll maintain, improve and develop the city's transport system up to 2036.

It also shows how Milton Keynes could invest in the development of a long term future transport system to 2050 to deliver the vision for transport set out in MK Futures 2050 and to ensure connectivity to new infrastructure (such as East West Rail and Expressway as outlined in the National Infrastructure Commission's final report '*Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc*').

How We Engage

The Council aims to engage with wide range of stakeholders representing the whole range of transport and mobility interests for the Borough.

Inclusive engagement is essential to avoid developing a system that doesn't meet user needs, and this requirement is set out by regulation and official guidance issued by government.

Frequency of Engagement

The Local Transport Plan (LTP) requires review and public consultation when it is updated around every five years, or during significant periods of change if needed before then.

Topic	Audience	Frequency
Reviews and revisions of its mobility strategy (LTP)	All transport stakeholders and the general public	Five yearly or as required
Implementation Plan	Key local transport stakeholders	Reviewed Annually
Transport projects eg. review of bus priority network, implementation of traffic management arrangements	Key stakeholder groups, residents, businesses and transport users identified by the project	Per project
Transport improvement programmes eg. modeshift, travel planning	Key stakeholder groups, residents, businesses and transport users identified by the project	Per project
Infrastructure schemes eg. rail station improvements, road improvements	Key stakeholder groups, residents, businesses and transport users identified by the project	Per project

Principles of Engagement

1. We will show respect for equality and diversity, and will approach people as we know they wish to be engaged. We will reach out to audiences via a range of accessible methods, including face to face at:

- existing meetings of stakeholder groups, such as the Passenger Transport Group
- existing engagement meetings with operators and other official bodies
- meetings and workshops called to discuss particular issues or proposals. Such meetings will most often be with specific stakeholders, communities or user groups
- public drop in sessions or 'town hall' sessions if needed.

Other than any meetings the council wishes to arrange on a regular or ad hoc basis, it will not be in a position to provide administrative support for meetings or events arranged by external groups.

2. We will give audiences plenty of time to respond.

3. When audiences give us formal feedback that requires a response, we will respond quickly and accurately

4. Audiences will be clear about what they are being engaged on and why, so that an informed view can be provided and advised about what happened as a result of any feedback.

5. We will keep councillors, as the elected representatives of their ward residents, informed and consulted about all matters of concern to their residents.

6. All feedback will be considered before final decisions are made. As the LTA the council will make decisions with the interests of all Milton Keynes residents, businesses and transport stakeholders/users in mind.