1) Introduction.................................................................................................................3
2) Problems and Issues.................................................................................................4
3) Objectives..................................................................................................................6
4) Transport Policies......................................................................................................8
5) Priority Initiatives......................................................................................................13
6) Monitoring and Targets............................................................................................16
1) Introduction
The Local Transport Plan (LTP4) for Milton Keynes comprises the Mobility Strategy adopted in 2017 and a suite of position papers which provide further detail and direction to support the delivery of the Mobility Strategy objectives. The first of these position papers, the Transport Infrastructure Delivery Plan, was adopted in 2019. We are now consulting on this position paper covering the related topics of road safety, walking and cycling and smarter travel. Smarter Travel is the umbrella term for a various activities undertaken to encourage travel behaviour change, encouraging reductions in single occupancy car use, and encouraging travel by more efficient, safe and accessible modes of travel with an overall low impact on the environment.

By covering these topics in a combined position paper, we have produced a more integrated approach to delivering the mobility strategy objectives which represents better value and should result in better outcomes. Delivery of the mobility strategy objectives will not only improve the quality of life of residents but will also support the continued growth of the borough to 2050. It will also support the council’s carbon reduction agenda, outlined in its declared ‘Climate Emergency’ and Sustainability Strategy 2019-2050. Reducing emissions from transport, industry and agriculture is one of the three principles of this strategy. The promotion low emission vehicles and public transport will play a key role. However if Milton Keynes is to achieve the strategic aim to be carbon neutral by 2030 and carbon negative by 2050, technological solutions are unlikely to be sufficient and more fundamental transport behaviour change in the short and long term will be required.

The walking and cycling section of this paper includes reference to key changes in the new Redway Design Guide, which will be adopted alongside this position paper. As well as the design guide the position paper is supported by technical reports on each of the topics covered which forms the evidence base. The paper has also been subject to a Strategic Environmental Assessment screening and an Equalities Impact Assessment.
2) Problems and Issues

Below is a summary of the problems and issues relevant to road safety, walking and cycling and smarter travel in Milton Keynes, which have guided the development of this position paper:

- In keeping with the national picture there has been a lack of progress in reducing rates of killed and seriously injured road casualties in recent years.
- Fast interurban roads and urban grid roads can encourage inappropriate speed increasing the severity of injury when accidents occur.
- Reduced road safety partnership activity and joint working with other local authorities in recent years.
- Limited funding dedicated to road safety and lack of political priority/national targets driving casualty reduction.
- Fewer concentrations of accidents meaning localised engineering solutions return less benefit. Some locations show a concentration of casualties over a larger area (Central Milton Keynes, Bletchley, Kingston) but interventions should be guided by a more holistic approach to benefit non-car modes and reduce road danger, rather than engineering solutions seeking to maintain traffic flow and speeds above all other considerations.

- Four Priority Road User Groups identified to focus actions on; young road users, rural road users, motorcyclists, older vulnerable road users.
- Need to embed a Safer Systems approach as per national recommendations.
- Importance of partnership working and local communities (regarding enforcement, education and campaigns, behaviour change, and emergency response).
• Opportunities with growth and investment to reengineer public realm, highway network and within new developments to support active travel, quality of place and reduce road danger.
• Benefits associated with MK built form such as segregation of vulnerable road users from faster grid roads, but need to move away from the marginalisation of these users in other locations where there are higher levels of unsegregated walking and cycling activity. Particularly where car dominated environments result in the needs of/provision for non-car users being compromised.

• Low commuting mode share for cycling and walking despite existing infrastructure provision, high self-containment of residents who both live and work in the borough, reasonable cycling distance between employment sites and residential areas of the city, and favourable topography.
• Routes provided are indirect, lack sufficient pedestrian and cycle priority where they interact with highway carriageway, and suffer from poor wayfinding.
• Poor personal safety perception of walking and cycling on Redways.
• Poor ride comfort for cyclists reported in many locations.
• Lack of secure cycle parking provision around the city.
• Missing links in the redway network, and not all areas well served by Redways (such as in the older towns) where the urban form makes it more challenging to implement.
• Safety risk and conflict which could arise from new forms of mobility sharing space on the Redways.
• Increasingly inactive population reducing willingness to travel by walk and by cycle.

• Ample and affordable car parking in Milton Keynes making car use the default transport option for car owners.
• Poor perception of public transport reliability and speeds.
• Dispersed employment and residential sites make sustainable travel a challenging option to promote.
• Limited car club availability and provision of alternatives to car ownership.
• Rural areas are a challenge to serve by public transport and broadband.
• Necessity of some demand management for car use to achieve behaviour change but sensitivities concerning the implementation of this.
• Risk that land use policies and new technology such as electric vehicles could further encourage car use to the detriment of other transport modes.
3) Objectives
The Mobility Strategy has four objectives: 1 - Support Growth and provide mobility for all. 2 - Provide an effective network. 3 – Maximise travel choices. 4 – Protect transport users and the environment.

To inform the amended policies and priority initiatives outlined in this paper, the following sub objectives have been identified to support delivery of the Mobility Strategy.

Road Safety
1. To reduce the number of people killed or seriously injured on the Milton Keynes road network;
2. To reduce the number of pedestrians and cyclists killed or seriously injured on the Milton Keynes road network;
3. To adopt a Safe System approach to road safety delivery in Milton Keynes;
4. Through targeted behavioural interventions with road users most likely to be involved in collisions, encourage people to use the road network in a more considerate manner;
5. To deliver road safety infrastructure improvements prioritised at high collision sites, prioritising the needs of vulnerable road users;
6. To work with our partners on education and promotional programmes to improve the education and skills of drivers, particularly younger drivers;
7. Leverage our smart city capability to make Milton Keynes the leading city in the UK for the deployment of technologically-enabled solutions that will improve road safety in Milton Keynes

Walking and Cycling
1. To make walking and cycling the default choice for Milton Keynes residents for the majority of trips less than 3 miles;
2. To make the cycling infrastructure of Milton Keynes the best cycling infrastructure of any UK city, which is accessible to all residents regardless of their cycling proficiency;
3. To deliver improvements to our streets that are accessible, and can be easily used by anyone, regardless of mental or physical impairment;
4. To provide walking and cycling links between key services that are convenient, direct, and prioritise the movement of pedestrians and cyclists;
5. To increase the amount of cycling undertaken by vulnerable groups*;
6. Reduce the number of pedestrians and cyclists killed or seriously injured in Milton Keynes;

7. Leverage our smart city capability to make Milton Keynes the leading city in the UK for the deployment of technologically-enabled walking and cycling solutions;

8. To create a mode shift from private car to walking, and scooting to school.

**Smarter Travel**

1. To achieve a modal shift for all journeys from single occupancy car user to walking, cycling, and public transport.

2. To minimise the overall increase in vehicle traffic in Central Milton Keynes every year until 2030 through encouraging sustainable travel;

3. To reduce the carbon footprint of local transport in Milton Keynes through targeted behaviour change initiatives;

4. To contribute to a healthy, happy city by raising awareness of active travel modes, particularly in schools;

5. To support investment in physical infrastructure – particularly for sustainable transport – with targeted promotional campaigns that achieve modal shift;

6. Leverage Milton Keynes’ smart city capability to make the city a testbed for innovative travel behaviour change solutions and new technologies that encourage regular use of sustainable modes of travel.

*Vulnerable groups includes children, older age groups and people with impaired mobility.*
Following a review of the existing Local Transport Plan (LTP3, 2011) policies relevant to road safety, walking and cycling and smarter travel, this section presents an updated policy set to strengthen delivery of the Mobility Strategy objectives.

How new development is allocated, designed and delivered will significantly impact on the objectives. The policies presented align with and support the delivery of Plan:MK (March 2019). This paper does not seek to replicate policies already agreed as part of Plan:MK, and there are numerous policies which support the objectives of this paper (see policies within chapters 5 on Strategic Site Allocations, 8 on Transport and Connectivity, and 15 on Design).

With the exception of policy TUH1 below, the following policies align to the activity area they are most relevant to, denoted by their prefix (RS = Road Safety) and are either retained or adapted versions of the Local Transport Plan 3 policy set they now supersede. TUH1 is a cross cutting policy which contributes to all three activity areas covered by this position paper, as well as future position papers on topics such as Public Transport.

**TUH1 Transport User Hierarchy:** To support the creation of built environments that encourage greater and safer use of sustainable transport modes, development and new transport scheme proposals should meet the needs of transport users in the following order of priority:

- Pedestrians and those with impaired mobility
- Cyclists
- Passenger transport users
- Powered two wheeler (mopeds and motorbikes) users
- Other motor vehicle users

**RS1 Vision Zero and Safe Systems Approach:** The Council will seek to continually improve road safety, working towards an ultimate vision of zero fatalities and serious injuries. This will include the application of a Safe Systems approach to road safety activity with a particular focus on managing speeds to reduce collision severity, and developing a comprehensive multi-party road safety management framework. This will include reductions in speed limits supported through appropriate lining and engineering measures to a maximum speed of 50mph where the case for doing so is supported by road collision statistics and in support of carbon emissions and noise reduction.
RS2 **Road Safety Audit Policy and Procedures**: The Road Safety Audit Policy will apply to any highway scheme from the preliminary design through to implementation of the scheme.

RS3 **Engineering measures to reduce the number of fatalities and serious injuries**: Engineering measures will be considered where there are clusters of collisions, and after analysis of these collisions, the speed of vehicles, the local environment and other traffic conditions. This should be informed by IRAP proactive survey methodologies and would consider engineering tools such as signage, road markings, re-engineering junctions, speed limits and detection, traffic regulation orders, and banning turning movements where appropriate and justified. The Transport User Hierarchy will apply to any scheme designed.

RS4 **Ongoing funding for safety education, training and promotion**: Well informed and targeted, proactive interventions will be delivered for road safety education, training and promotion. Ongoing funding is required to keep providing the service to a changing population and to keep road safety promotional messages ‘fresh’. The impact of these measures should be carefully monitored to inform future activity. Initiatives should be delivered in partnership with national and local agencies, including neighbouring local authorities, to enhance the impact.

RS5 **Maintain a Highway Design Guide**: The Highway Design Guide will be retained and periodically updated to set out the general principles and minimum standards for the layout and dimensions of highways and paved areas in all new developments and for major maintenance works. The guide will not be seen as a prescriptive solution to all highway layouts. The aim will be to provide a broad framework within which development of a high standard of road safety and environmental quality can take place to the benefit of all members of the community.

RS6 **20mph Speeds**: 20mph should be the target vehicle speed in all residential areas in Milton Keynes. Where there are opportunities to encourage greater adherence to a 20mph speed as part of any transport improvement scheme implementation, these should be applied where feasible.

CW01 **Increase promotion, education and training for cycling and walking** - The council will continue to support the delivery of ‘Bikeability’ training. As part of school travel planning work, the council will continue to encourage schools to incorporate Sustainable Travel and Road Safety (STARS) into their school curriculum and adapt to relevant national government policy and the direction of the curriculum. All promotional and educational activities will be delivered through an integrated works programme. Through ongoing travel planning, and promotional and education campaigns with workplaces, cycling and walking will be further encouraged.

CW02 **An online journey planner** - Get Smarter Travel MK, allows bespoke identification of cycle and walking routes across the borough, integrated with other modes of transport. The tool will be further developed to include Real Time Passenger Information, cycle parking provision and link to smart ticketing.

CW03 **Super routes** – The Super Route Project will deliver significant improvements to 13 identified routes (priority routes parallel to the grid road network) including widening of
the routes, re-surfacing, wayfinding, lighting improvement, vegetation cutting, review and improvement of junction and crossing provisions for active travel. The project aims to make these routes attractive, quick, safe and direct.

**CW04** Expansion of the Redway network into Central Milton Keynes, new developments, and existing urban areas with limited existing provision - The Redway network will be expanded to help realise its full potential as a choice network for short and medium length trips in Milton Keynes, and for leisure and active travel purposes. Schemes and priorities will be determined by a Local Cycling and Walking Improvement Plan. The Council seeks to maximise the use of the Redway network, and so will be open to new forms of mobility using the network, providing it does not compromise safety and deter active mobility.

**CW05** Improve walking and cycling links and connectivity in rural areas – Subject to funding and likely demand, cycle links between the city and surrounding villages will be improved as well as links in rural areas to employment centres and local services.

**CW06** MK Waterway Park and development and promotion of cycling and walking corridors - The council recognises that waterways, including the Grand Union Canal, the River Great Ouse, the Rive Ouzel, and the Bedford and Milton Keynes Waterway are important assets. Navigable waterways provide opportunities for leisure trips, with potential for freight movement. In addition, 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.

**CW07** Redway Design – Where new redways are built or existing redways are improved these works will be in accordance with the latest Redway Design Manual. A design guide principle
will be for redway users to have priority where the redway crosses minor roads, and these crossing points will be designed to indicate this. New crossings will be retrofitted on existing redways where it is safe to do so taking into account traffic speeds and visibility.

**Cw08 Improve pedestrian and cycling access to the public transport network** - Walking and cycling will be fully integrated with the public transport network. Cycle links from city estates and villages to interchanges and bus stops will be improved, including provision of new links, removal of obstructive vegetation and improved sight lines, and improved maintenance of existing and new links.

**Cw09 Cycle Parking** - Increased levels of secure cycle parking will be provided at interchanges and increasingly at bus stops in the borough to facilitate access to public transport by bicycle. The Council will support improved cycle parking provision at key destinations including workplaces and in local centres providing high capacity, safe and secure cycle storage facilities.

**CW10 Maintenance of the Redway network (and footway and backways network)** - Maintenance of the Redway network will be a priority: damaged surfacing will be repaired or replaced and paths kept clear of broken glass and debris. Lighting will be enhanced where appropriate. Vegetation will be cut back and removed where necessary to open up the paths and so enhance feelings of safety and security for users. The Redway Design guide sets out maintenance expectations to inform the council's maintenance plans. Redway maintenance including winter maintenance activity will be regularly reviewed to ensure it meets the needs of redway users as far as reasonably possible based on budget availability and feasibility. There will be a clearly identifiable redway maintenance budget, covering all redway assets.

**CW11 Cycle hire expansion** - In the long term, council and local funded cycle hire will cover the city and then the borough. Cycle hire will enable residents, workers and visitors to travel by bicycle for multiple journey purposes. The council will work with partners to expand and develop existing schemes to meet demand and user needs

**SC01 Workplace Travel Plan for Milton Keynes Council** - Milton Keynes Council will lead by example and maintain and monitor a travel plan covering the authority’s own premises with the purpose of reducing single occupancy car use by staff.

**SC02 More effective management and enforcement of development-related travel plans** - All significant new developments across all land uses will be required to develop travel plans to ensure that the design of the development facilitates sustainable travel and also to ensure that residents have the information they require to travel by non-car modes, fully supported by promotional activities. Interventions will include working with developers and estate agents for the provision of welcome packs containing public transport, cycling and walking information; free or subsidised travel; provision of car / bike / scooter and other vehicle pools; and a visit from a travel planning officer within one week of moving in. Travel plans are required for all significant new development in Milton Keynes, including expansion of existing sites. The council will ensure that local policy is strengthened to support development-related travel planning, and officers will work with developers to ensure that travel plan considerations are incorporated from the earliest stage of the
planning process. Travel plans will be monitored and enforced through legal and financial mechanisms (such as bonds) to ensure that new developments meet their sustainable travel targets. Effective car park management will be a key travel plan measure required for all new developments.

SC03  **Increased promotion of car sharing** – The council encourages and will seek to facilitate car sharing by residents and employees through supporting car share matching services and in its parking and development management policies.

SC04  **Increased support for car clubs** – The council recognises the role car clubs can play in reducing car ownership and encouraging people to use alternative modes of travel to the car for some purposes. The council will support the development of car club provision as an additional transport choice for residents, workers and visitors.

SC05  **Agile working** - Initiatives to reduce the need to travel (e.g. tele-working, tele-conferencing, homeworking and home shopping) will be encouraged.

SC06  **Continued promotion and support for the Safer Journeys to School programme and School Travel Planning** - The council will continue to work with schools to help them effectively implement and monitor their travel plans. A school travel plan sets out a package of practical measures aimed at improving safety on the journey to school and encouraging use of more healthy and sustainable modes of travel. We will also continue to encourage schools to incorporate Sustainable Travel and Road Safety into their school curriculum and we will adapt to relevant national government policy and the direction of the curriculum.

SC07  **Increased delivery of travel awareness campaigns and promotions** - Focussed awareness raising campaigns will be undertaken to increase the public’s understanding of the problems caused by traffic growth, promote the benefits of sustainable travel and encourage people to think about their own travel behaviour. A wide range of media will be used and targeted materials will be used to raise awareness of infrastructure improvements once completed, to maximise the benefit realised. Partnership working with local bus and rail operators will also ensure effective marketing of public transport improvements and information, and the council will also continue to support national travel awareness projects in order to raise the profile of sustainable travel.

SC08  **Increased partnership working** - The council will proactively engage with all appropriate stakeholders, including local business, public transport operators, and Highways England to deliver many elements of the Smarter Choices Strategy and to secure wide-ranging commitment and buy-in to achieving the objectives of the Local Transport Plan.

SC09  **Development of effective travel plans for all stations in Milton Keynes and other key trip generators** - The council will work with key stakeholders to ensure the effective development, delivery, monitoring and maintenance of rail station travel plans to promote alternatives to single occupancy car use. Other key trip generators such as Milton Keynes General Hospital, Stadium MK and the Central Milton Keynes shopping centres will be encouraged to also develop, deliver, monitor and maintain their own travel plans.
5) Priority Initiatives

Following a review of current activity and good practice from elsewhere, a number of initiatives have been appraised for their contribution to the delivery of the objectives, and their feasibility. The following outlines those initiatives that should be prioritised for implementation subject to funding availability and, where applicable, community support.

Road Safety

- **Data collection and analysis** - To inform interventions and campaigns, determine relevant causation factors and areas of behaviour that lead to road crashes, and to monitor and evaluate performance to gauge effectiveness of interventions.
- **Investigation** - Carry out in-depth investigation into fatal road user crashes
- **Campaigns** - Lead and coordinate promotional activities and campaigns.
- **Safety Audits** – Undertake Safety Audit and Safety Checks
- **Junior Road Safety Officers** - Provide additional support for Junior Road Safety Officers (junior school children who help their local Road Safety Officer to promote road safety issues within the school and the local community).
- **Safer School Zones** - Support community led ‘safer traffic around school zones’. This could include temporary restrictions around the school limiting vehicles access, speeds or dropping offs/pick-ups at busy times. Bobby Zones in Liverpool are an example of this type of initiative.
- **Area wide safety improvements** - Future wider public realm, land use planning or local transport improvement projects in Central Milton Keynes and Denbigh/Bletchley should include initiatives that improve road safety through an application of a safe systems approach that reduces the severity of collisions by enhanced management of vehicle speeds. In Central Milton this could be integrate with work associated with the Futures 2050 project on Renaissance CMK and improved public realm.

Walking and Cycling and Smarter Travel

- **Expand the Redway Network** - Identify gaps in the existing network and develop a set of schemes to enhance the existing network and link to strategic development sites. Scheme options and priorities will be determined by a Local Cycling and Walking Improvement Plan for the borough.
- **Redway Network Upgrades/Super Routes** - Upgrade the Redway network including improved wayfinding; widening; cycle priority at junctions / side roads; surface quality enhancements; improving lighting (Council’s city-wide LED street lighting programme); providing CCTV and taking opportunities to improve junction safety, reduce the number of crossings and remove street furniture obstructions.
- **Redway Expansion within CMK** - Expansion of the existing Redway cycle routes into CMK. The extensions would provide direct, high-quality segregated cycle routes. Work will be progressed to identify a preferred option informed by its feasibility and deliverability.

- **Cycling and walking infrastructure improvements around schools** - Create a programme to focus on infrastructure/design improvements around schools, which will include measures to reduce car dominance and improve pedestrian and bike accessibility.

- **School Travel Planning** – STARS programme encourages cycling and walking to schools through schools accreditation. Council will continue working with schools and DfT to encourage modal shift. It is essential to secure further funding to continue providing support to schools.

- **Junction and Crossing improvements** - Physical improvements to walking and cycling road crossings in accordance with the transport user hierarchy to improve safety and accessibility for all users.

- **High Quality Destination Cycle Parking** - Implementation of secure, covered, high-quality cycle parking at key destinations including: regional centres; CMK; schools; nurseries and employment sites. Also include public transport interchanges such as at train stations and bus interchanges.

- **Wayfinding** - Implementation of a comprehensive wayfinding scheme, for Milton Keynes. The wayfinding scheme would provide a consistent set of information totems with local maps, walking and cycling times and directions to key local destinations. The wayfinding markers would be situated in key strategic locations on the main pedestrian and cycle routes (Redways), transport hubs and destinations.
• **Bikeability** - Fund cycle training for businesses, schools and local communities through the Bikeability programme. The programme provides trainees with an understanding of how to cycle on roads safely, whilst learning the practical skills to gain confidence in cycling on the road. The programme has a variety of levels which take trainees from the basics of balance and control, to planning and undertaking an independent journey.

• **Cycle hire schemes** - Expand and promote cycle hire schemes (Santander, Lime, Dockless Bikes) to cover a larger area. New hire stations can be incorporated into existing and new developments, local centres and transport hubs. If legislation and technology advances this could expand to include electric scooters.

• **District Centre Public Realm Improvement** - Improve connectivity in district centres including to public transport interchanges through improvements to the public realm. Reducing the car dominance and improving connectivity will bring social, environmental and economic benefits along with the opportunity for new community and commercial land-uses.

• **Local Community Pedestrian Connectivity Improvement** - Package of local walking connections to enable improved local community connectivity. Implementation of a permeable network of direct, open and overlooked pedestrian routes that embrace the principles of the Manual for Streets. The pedestrian routes would be attractive to users by providing local connectivity to schools, shops, bus stops and adjacent residential areas and communities.

• **Get Smarter Travel Initiatives** - Continue to develop and promote Smarter Travel Campaigns through Get Smarter MK project. Include new campaigns that target different user groups.

• **Travel Planning in new developments** - Provide direct support to developers through a standardised package of sustainable transport promotions. Includes local information, discounted fares, bike share subscriptions, and targeted reward.

• **Workplace Travel Planning** - Continue to support transport planning for businesses. Encourage travel champions amongst businesses by providing support, tools and information for sustainable travel. Promote agile working to reduce the need to travel.

• **Smart ticketing and development of Mobility as a Service** - Work with the smart ticketing provider to enable users to access multiple modes of transport such as bike share and car share in future. Build on smart ticketing to develop a Mobility as a Service (MaaS) tool covering the borough providing a single journey planning and payment platform for all legs of a multi modal journey.

• **Car club development** – Support deployment of car clubs across Milton Keynes.

• **Get Smarter Travel website review** - Upgrade the tool to allow interactive Personal travel planning which allows access to real time information on public transport and other innovative features.

• **Liftshare** - To continue promoting the Liftshare car sharing application to Milton Keynes Council and other business employees.

• **Car Share parking permit scheme** - Undertake a review of the existing car parking scheme that offers discounted parking permits for members that share cars, and recommend improvements that are needed.

• **Multi Modal Travel Hubs** – Urban Travel Hubs with co-located access to public transport, redway routes, cycle facilities, information, car clubs and other transport services.
6) Monitoring and Targets

The following performance indicators will be used to monitor the contribution of the activities covered by this paper to the delivery of the Mobility Strategy. Specific targets will be agreed once reliable baseline data is obtained and the strategy detailed in this paper is agreed.

<table>
<thead>
<tr>
<th>Indicator title</th>
<th>Description</th>
<th>Baseline</th>
<th>Target (5 years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number killed or seriously injured on all roads</td>
<td>Number of killed and seriously injured casualties from collisions on all roads within the borough of Milton Keynes. AccsMap Accident Analysis System (MKC)</td>
<td>74 (2018)</td>
<td>Reduction</td>
</tr>
<tr>
<td>Number killed or seriously injured on all roads (excluding the Strategic Road Network)</td>
<td>Number of killed and seriously injured casualties from collisions on all roads within the borough of Milton Keynes, excluding those on the Highways England managed network (A5 and M1). AccsMap Accident Analysis System (MKC)</td>
<td>64 (2018)</td>
<td>Reduction</td>
</tr>
<tr>
<td>Number of children killed or seriously injured on all roads (3 year rolling average)</td>
<td>Number of killed and seriously injured child casualties from collisions on all roads within the borough of Milton Keynes. AccsMap Accident Analysis System (MKC)</td>
<td>7.7 (2016-18)</td>
<td>Reduction</td>
</tr>
<tr>
<td>Number of cyclists and pedestrians killed or seriously injured</td>
<td>Number of killed and seriously injured pedestrians and cyclist casualties from collisions on all roads within the borough of Milton Keynes. AccsMap Accident Analysis System (MKC)</td>
<td>29 (2018)</td>
<td>Reduction</td>
</tr>
<tr>
<td>Number killed or seriously injured on the Milton Keynes Grid Road Network</td>
<td>New indicator to be developed.</td>
<td>TBD</td>
<td>Reduction</td>
</tr>
<tr>
<td>Cycling and Walking mode share</td>
<td>The proportion of all types of trips within Milton Keynes that are undertaken by walking or cycling</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Number of cyclists recorded on the redways per annum</td>
<td>MKC Redway counters. Currently have 10 installed that have collected data since late 2018. Further counters to be installed as part of the Super Routes project.</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Indicator</td>
<td>Description</td>
<td>Source(s)</td>
<td>Data (2019)</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Public satisfaction with footways and cycle routes</td>
<td>Overall satisfaction of residents with the provision and access to Redways and other footways and cycle links across Milton Keynes. (National Highways and Transport Network, KBI 13 and KBI 11)</td>
<td>63% (cycle paths) 58% (footways) (2019)</td>
<td>TBD</td>
</tr>
<tr>
<td>Percentage of physically active adults</td>
<td>Public Health England, (C17a)</td>
<td>67.1% (2017-18)</td>
<td>Increase</td>
</tr>
<tr>
<td>Condition of the current walking and cycling infrastructure</td>
<td>TBD - <em>The proportion of the Redway asset, as assessed by asset management teams, as being in a poor condition. This includes surfaces, lighting, and street furniture.</em></td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Bikeability cycle training delivery</td>
<td>Number of children undertaking Bikeability training in MK schools at Levels 1, 2 and 3, as well as Bikeability Balance, Bikeability Fix and Bikeability Transition courses.</td>
<td>1366 (2019)</td>
<td>Increase</td>
</tr>
<tr>
<td>Percentage of all trips undertaken by walk, cycle, public transport, and car sharing</td>
<td>The proportion of all types of trips within Milton Keynes that are undertaken by sustainable modes of transport New Indicator requiring primary data collection to overcome existing reliance on census journey to work data.</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Number of vehicle trips into and out of Central Milton Keynes per annum</td>
<td>The number of trips entering and leaving Central Milton Keynes per annum, as counted by roadside traffic counters</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Local transport carbon emissions per capita (tonnes)</td>
<td>The estimated per capita CO2 emissions for Milton Keynes for local transport only. UK local and regional CO2 emissions data tables (2017)</td>
<td>1.48</td>
<td>Decrease</td>
</tr>
<tr>
<td>Percentage of primary school children who walk and cycle to school</td>
<td>The percentage of primary school children as recorded on Modeshift STARS who regularly cycle or walk to school. (Academic year 2017-18)*</td>
<td>42%</td>
<td>Increase</td>
</tr>
</tbody>
</table>

*Data from the 29 primary schools in Milton Keynes using Modeshift STARS in 2017-18 to record this data. The total number of primary school in Milton Keynes that same year was 90.