

# Consultation Report Milton Keynes Mobility Strategy 2018-2036

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This document has been prepared by  
**Milton Keynes Council**

For further information please contact:  
Milton Keynes Council  
Transport Policy & Programme  
Civic Offices  
1 Saxon Gate East  
Central Milton Keynes  
MK9 3EJ

Tel: 01908 252546

Email: [transport.policy@milton-keynes.gov.uk](mailto:transport.policy@milton-keynes.gov.uk)

Web: [www.milton-keynes.gov.uk/transport-policy](http://www.milton-keynes.gov.uk/transport-policy)

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# **1. Introduction**

## **1.1 Overview**

Milton Keynes's Local Transport Plan (LTP) was adopted by the council in 2011. As Milton Keynes is at the forefront of technology and innovation, developments in these areas since 2011 are changing travel. These advancements, coupled with the expected growth in the area, have led the council to review and refresh the LTP to ensure that Milton Keynes is an exemplar transport city with a modern, efficient and well run transport system now and in the future. The updated LTP will be known as the Mobility Strategy for Milton Keynes. Development of this Strategy includes engagement with a range of stakeholders to gather views on the strategy and its interventions and if appropriate, make changes.

The aim of the consultation was to engage as many stakeholders as possible via a range of platforms, in order to capture views on the Draft Mobility Strategy, identify anything that has been missed and whether it adequately describes the key projects and programmes for the development of the city's transport system.

## **1.2 Report Layout**

Following this Introduction, Section Two explains the consultation process with the findings of the questionnaire set out in Section Three. Section Four shows summaries of the written responses with a summary and recommendations provided in Section Five.

## 2. Consultation Process

### 2.1 Introduction

The eight week consultation period for the Draft Mobility Strategy for Milton Keynes ran from 15th December 2017 until the 12th February 2018. During this period the Draft Mobility Strategy could be viewed via links on the council's website which also housed a self-completion questionnaire to capture feedback on the strategy. 414 questionnaire responses were received.

Respondents could also email, telephone or write to the council's Transport Policy Team; an approach taken by stakeholders such as councillors, parish and neighbouring councils, cycling groups and freight organisations. Thirty seven (37) detailed written responses were emailed to Milton Keynes' Transport Policy Team. All correspondence was logged and a response prepared which is provided in Section Four of this report.

This report details the findings of the self-completion questionnaire, formal responses and other written correspondence received during the consultation period.

### 2.2 Questionnaire

A self-completion questionnaire was devised to capture views of the Mobility Strategy and this was housed alongside with the Mobility Strategy document. The questionnaire determined support for Strategy's Ambition and each of the four Objectives and captured how important Outcomes were to respondents. Support for the interventions that will deliver the objectives was also defined. Respondents were encouraged to cite any additional interventions that the Strategy should consider as well as detailing any that they did not support. The final section of the questionnaire determined respondents' mode of travel for a range of trip types and also collected their views on sustainable travel provision in Milton Keynes. Demographic data was also collected along with the option to provide further comments on the Strategy. A copy of the questionnaire is in **Appendix A**.

### 2.3 Publicity

Publicity for the consultation was undertaken by the council making use of radio, local press, Facebook and Twitter.

### 2.4 Wider Stakeholder Engagement

During the Consultation period, Milton Keynes Council supported by Aecom, attended a number of stakeholder workshops where the Mobility Strategy was discussed. At the time of publication, Minutes of these meetings were not available. Neighbouring councils and a wide range of stakeholders were also sent copies of the consultation pack, these organisations are listed in **Appendix B** of this document.

### 3. Questionnaire Findings

#### 3.1 Introduction

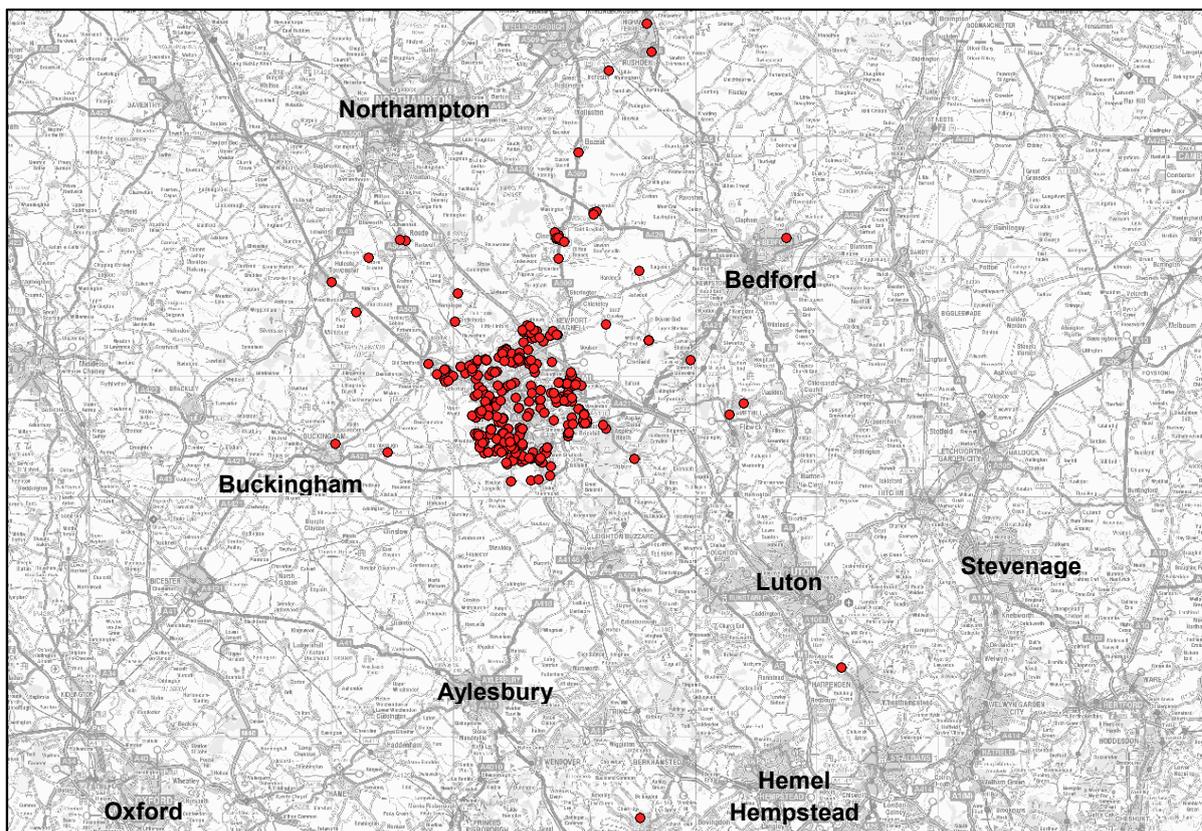
There were 414 online responses to the questionnaire. However, three online responses were incomplete, with each respondent answering just one question. Whilst their response to the question that they answered has been included, responses to all other questions are listed as 'missing' resulting in the base for all tables and charts being 411 unless stated.

All Census data is based upon the 2011 Census for the Milton Keynes Unitary Authority.

#### 3.2 Location of Respondents

Overall, 309 respondents entered a full and valid home postcode. A map showing their given home location can be seen below in Figure 1. All but 19 valid postcodes fall within 20km of the centre of Milton Keynes with only 2 being 50km+ away. Respondents to the questionnaire are therefore likely to be familiar with Milton Keynes and could potentially be affected by the Strategy.

Figure 1. Plot of respondents' home postcodes



Respondents were asked whether they were resident, employed, in education or a visitor to Milton Keynes; the question allowed for multiple responses. Table 1 shows these data. The majority (92%) of respondents were residents in Milton Keynes with 29% stating they were employed in the area.

Table 1 . Respondents' relationship to Milton Keynes

		Count	%
Are you...	Resident in Milton Keynes	375	91.5
	Business owner / operator in Milton Keynes	19	4.6
	I do not live or work in the Milton Keynes area but I travel to it regularly	12	2.9
	Employed in Milton Keynes	118	28.8
	Student in Milton Keynes	8	2.0
	Other	17	4.1
	<b>Total</b>	<b>410</b>	<b>100.0</b>

### 3.3 Questionnaire Demographics

#### 3.3.1 Key Demographics

In order to gauge how representative the resulting sample is of Milton Keynes respondents' their age, gender and working status have been compared with the latest Census data (2011). Figure 2 and Tables 2 to 4 show these data.

In all cases the survey respondents are within 10% of the Census suggesting the sample is broadly representative of the population of Milton Keynes. The highest differences between sample and Census are seen with females and the 45-64 age group, with both being 8.9% lower in the questionnaire sample than the Census.

Figure 2. Comparison between questionnaire sample and Census 2011 for Milton Keynes

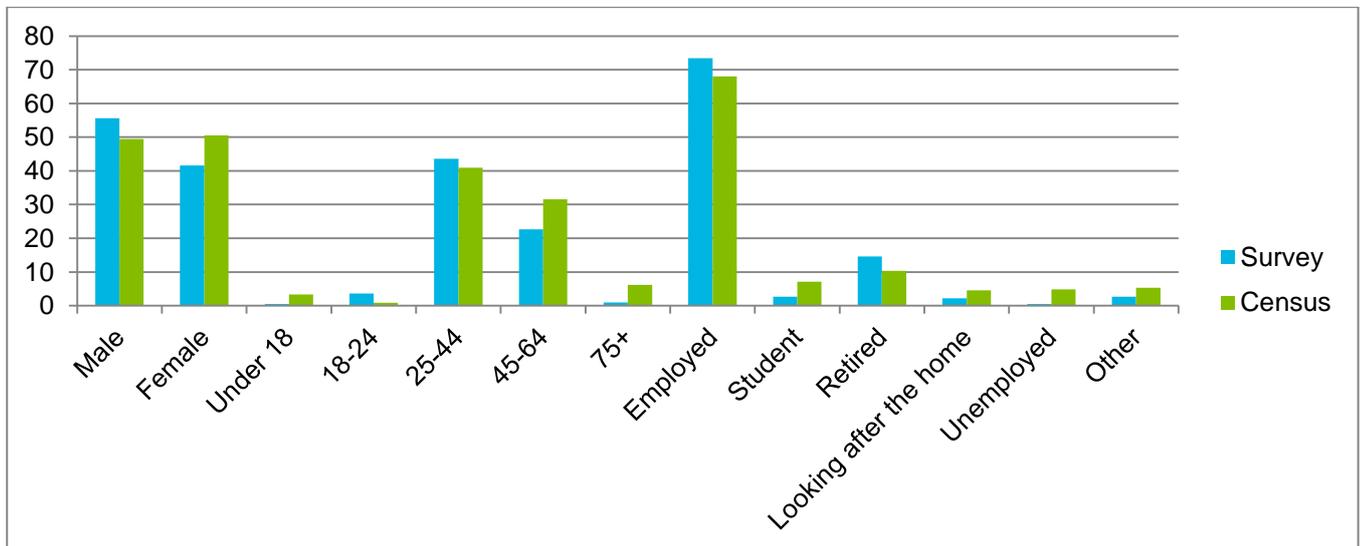


Table 2. Respondent Gender (sample vs Census)

		Survey Frequency	Survey Percentage	2011 census
Gender	Male	228	55.6	49.5
	Female	171	41.6	50.5
	Unspecified	12	2.9	0.0
	<b>Total</b>	<b>411</b>	<b>100.0</b>	

Table 3. Respondent age (sample vs Census)

		Survey Frequency	Survey Percentage	2011 census*
Age	Under 18	2	.5	3.3
	18-24	15	3.7	9.9
	25-34	66	16.1	40.9
	35-44	112	27.3	
	45-54	93	22.7	
	55-64	66	16.1	31.6
	65-74	43	10.5	7.9
	75+	4	1.0	6.2
	Prefer not to say	9	2.2	0.0
	<b>Total</b>	<b>410</b>	<b>100.0</b>	

\*NB for the Census data sample to match the consultation sample, those aged 15 and under have been removed from the census data and the base recalculated. .

Table 4. Respondent working status (sample vs Census)

		Survey Frequency	Survey Percentage	2011 census
Working status	Employed full time/part time	301	73.4	68.0
	Student full time/part time	11	2.7	7.1
	Retired	60	14.6	10.3
	Looking after the home	9	2.2	4.6
	Unemployed	2	.5	4.8
	Other	11	2.7	5.3
	Prefer not to say	16	3.9	0.0
	<b>Total</b>	<b>410</b>	<b>100.0</b>	

### 3.3.2 Other Demographics

Extra demographic questions were asked regarding disabilities, car availability and flexible working. All questions regarding transport use and views on the Mobility Strategy were cross checked by the demographic questions to show particular issues potentially faced by specific groups.

Tables 5 to 7 show that respondents predominantly had cars available at all times (76.5%); this is roughly in line with the regional average of 81%. 54% have agile/flexible working and 11% have a disability which affects their travel.

Table 5. Availability of flexible working

		Count	%
Do you have agile/flexible work at home patterns?	Yes	160	53.5
	No	136	45.5
	Don't know	3	1.0
	<b>Total</b>	<b>299</b>	<b>100.0</b>

Table 6. Disability

		Count	%	2011 census*
Do you consider yourself to have a disability which affects the way that you travel?	Yes	44	10.9	18.0
	No	346	85.9	82.0
	Prefer not to say	13	3.2	0.0
	<b>Total</b>	<b>403</b>	<b>100.0</b>	<b>100.0</b>

\*NB Census question had different wording – “Do you have a limiting long term health problem or disability that limits your daily activities?”

Table 7. Car availability

		Count	%
Do you have a car available to you?	Always	312	76.5
	Sometimes	57	14.0
	Never	39	9.6
	<b>Total</b>	<b>408</b>	<b>100.0</b>

### 3.4 Transport Use

Respondents were asked their primary mode of travel for four main trip types; findings are shown in Figure 3. ‘Car as a driver’ was the most common mode choice for all trips types particularly shopping where this mode was use by 68% of respondents (number=403). 56% of commuters (number=346), 44% of school run (number=144) and 41% of leisure trips (number=402) are made by respondents driving.

Walking and cycling is used by around a fifth of respondents making leisure trips (21% and 22% respectively) with 39% of respondents citing they walk for the school run; 7% cycle. Commuters are more likely to cycle (13%) than walk (7%) with 10% of respondents walking to the shops and 6% cycling.

Bus use is around 6% for the school run, leisure and shopping trips rising to 9% for commuting. Train use is highest for commuting trips at 9% falling to 2% for school run and leisure trips. Fewer than one percent of respondents use the train for shopping trips.

Respondents using trains for journeys were asked how they travelled to the station; 42 respondents answered this question. Due to the low number of responses, percentages should be treated with caution. Fourteen respondents (33%) cycle to the station, nine (21%) walk, nine drive, four are a car passenger (10%) and six (14%) catch the bus.

Figure 3. Modes of transport use for various trip types

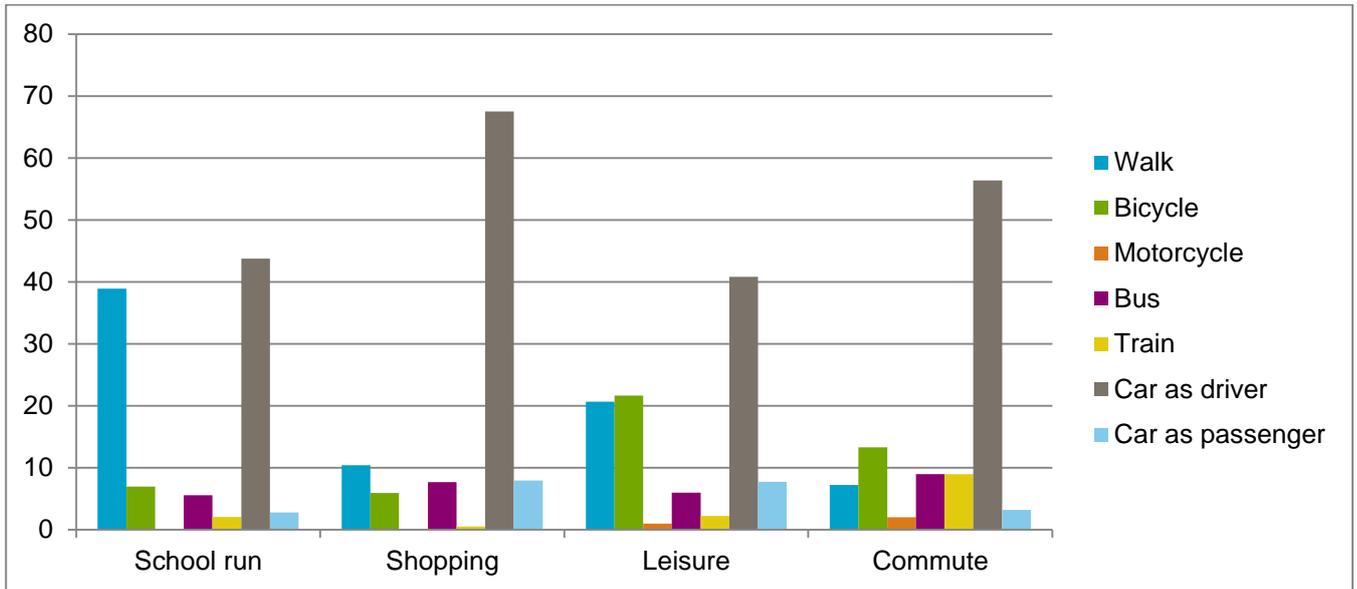
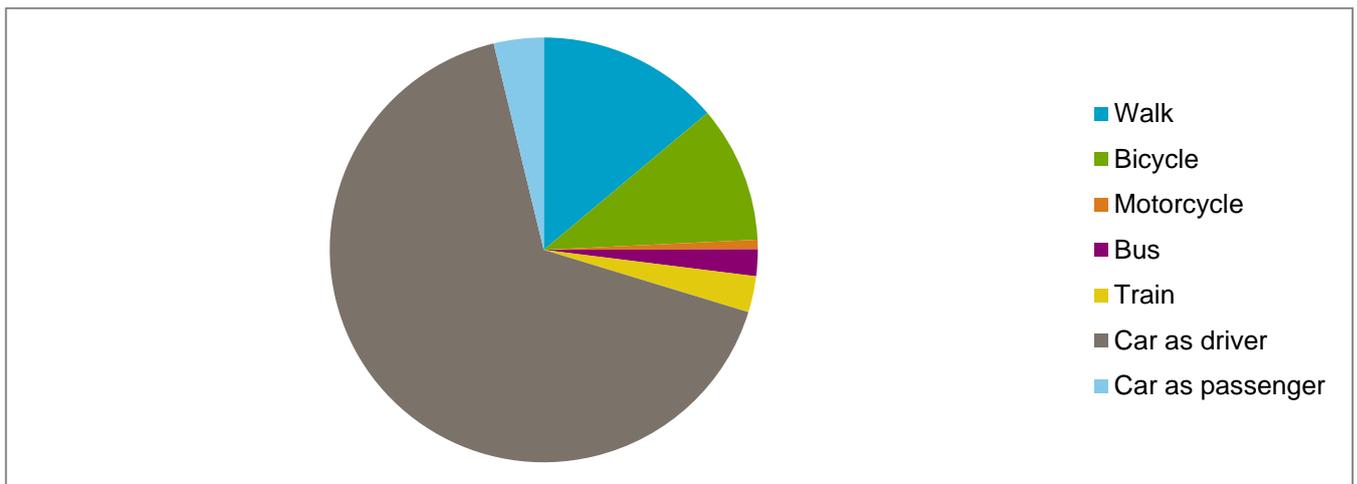


Figure 4. Modes used for respondents who always have a car available



When looking at mode selection by those respondents for whom a car is always available (number=312) (Figure 4), public transport (bus and train) accounted for just 2.8% of trips compared with 10.1% overall.

However, car use for these respondents varied by trip purpose from 53% of school run trips to 86% of shopping trips.

Respondents who sometimes have a car available (number=57) were significantly more likely to use a bicycle for their commute to work with 33% stating it is their primary mode compared with 14% (never available) and 10% (always available).

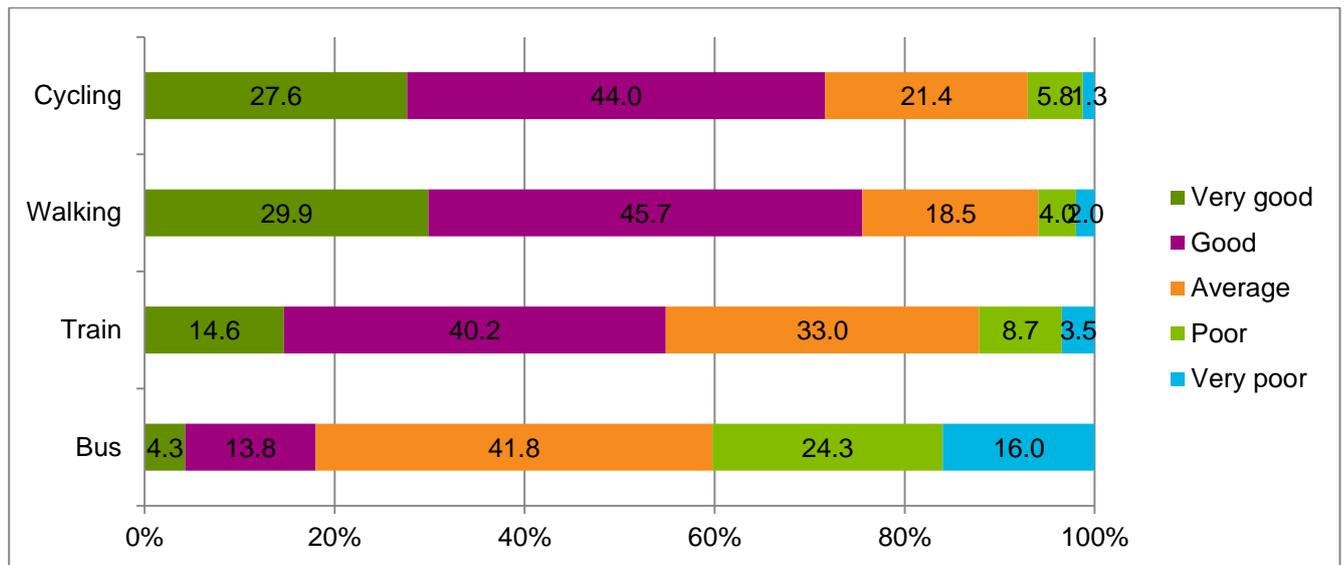
Disability and flexible working patterns showed no differences in the mode choice of commuter trips; however, the survey does not take into account the frequency of these trips;

flexible workers may use a car to get to their place of work but only do so say twice a week rather than five times. This survey was not designed to show these data.

### 3.5 Opinion on Sustainable Modes

Respondents were asked for their views on the provision of facilities for sustainable modes in Milton Keynes. As can be seen below in Figure 5, sustainable modes in Milton Keynes, with the exception of bus, are considered to be very good/good with over 50% positive responses. Buses are considered poor or very poor by 41% of respondents with just 18% having a positive opinion of the service. Car availability had a negligible effect on the results.

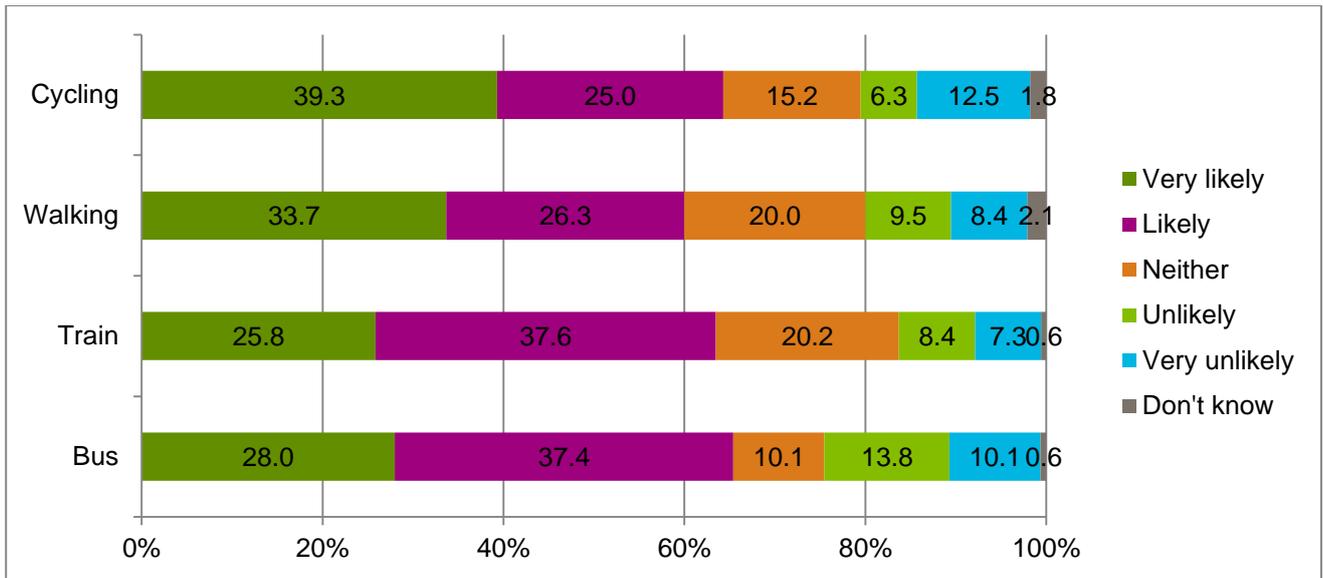
Figure 5. Views on provision of sustainable modes Milton Keynes (n=400 for bus, 403 for train, 405 for walking and 398 for cycling)



Those respondents who had answered 'Average', 'Poor' or 'Very poor' about a specific mode of transport were asked a follow up question "If [Mode] facilities in Milton Keynes were improved, how likely would you be to increase your use of this mode?" The responses to this question are shown in Figure 6.

Almost 40% of respondents said they would be very likely to cycle more if facilities were improved, with this increasing to 64% if 'likely' responses are included. All modes had positive responses from at least 60% of respondents. Respondents with cars always available were slightly more likely to state they wouldn't increase their use of modes (Bus: 29% compared with 24% overall).

Figure 6. Likelihood of using modes if facilities improved (n = 318 for bus, n=178 for train, n=95 for walking, n=112 for cycling)

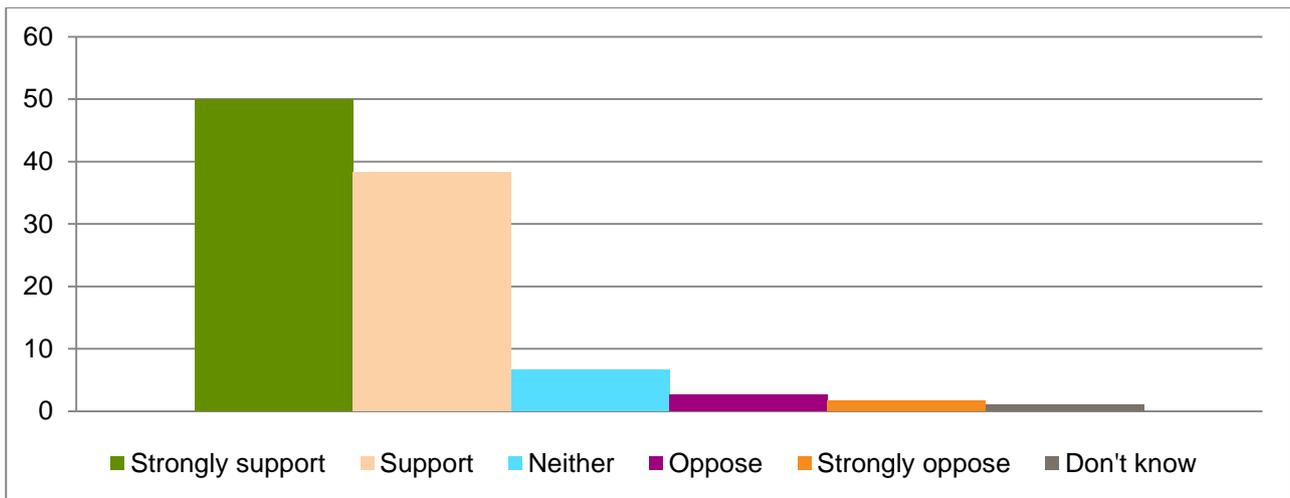


### 3.6 Views on Draft Mobility Strategy

The Mobility Strategy Ambition is for transport to support the long term population and economic growth of Milton Keynes by embracing new technology to maintain journey times and provide smart, sustainable and shared mobility for all. Respondents were asked for their level of support for the ambition with overwhelming support indicated; 88% support/strongly support (Figure 7). Of the 18 respondents to oppose the ambition, 17 were in full time employment. Their opposition predominately related to objection to specific items within the strategy or an observation about the need to improve transport services. Analysis of comments from those who opposed showed that 6 referred to public transport, 4 to traffic management and 3 each to technology and network improvements. A selection of these comments include:

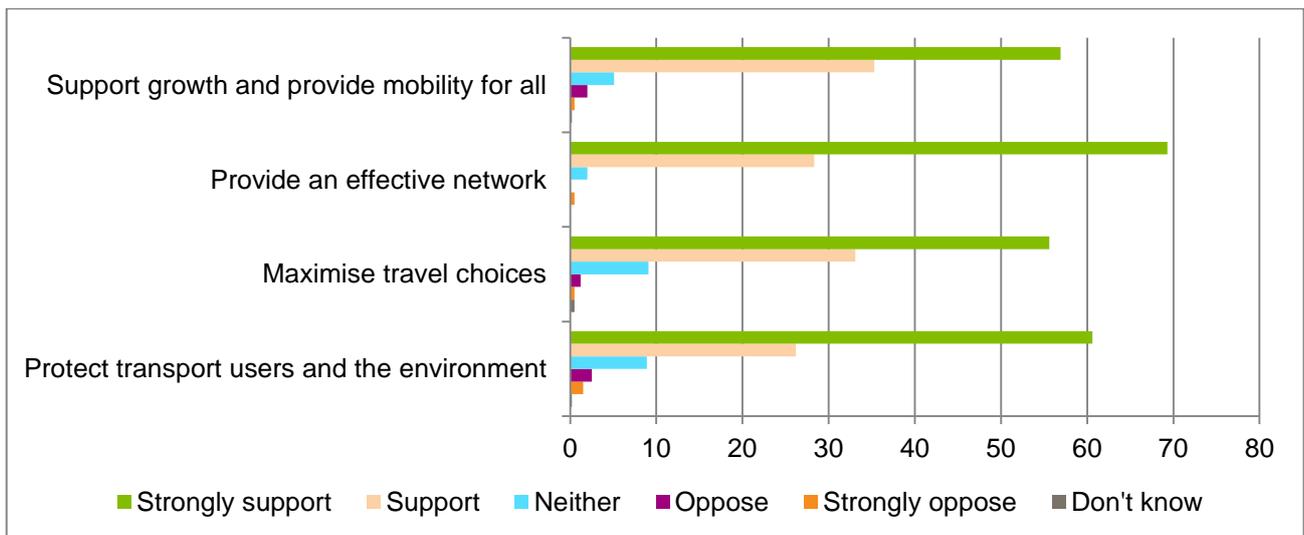
- “We need a light railway in Milton Keynes”
- “It should not take an hour to go between Kingston and Walton park by bus”
- “Buses need improving, more frequent, reliable and other routes”

Figure 7. Support for Mobility Strategy Ambition (n=411)



To deliver its ambition, the Mobility Strategy has four Objectives; respondents were asked to indicate their support for each one (Figure 8). As with the ambition, levels of support were very high (over 85% positives) for all objectives. Due to the very low numbers of negative responses, no significant groups could be determined as opposing any.

Figure 8. Support for Mobility Strategy Objectives (n=408 for growth, n= 410 for network, n= 408 for choices and n=404 for protect)



To deliver the Objectives the Strategy identifies a number of desired outcomes. Respondents were asked to indicate the importance of each; Tables 8 to 11 show these data. Again the response was largely positive as, with the exception of autonomous vehicles and MaaS which were deemed important by at least 59% of respondents, over three quarters of respondents indicating each other outcome as very important/important. Full wording of each outcome is available in questionnaire in Appendix A.

Table 8. Support Growth and Provide Mobility for All

		Count	%
Reliable journey times	Important/Very important	390	95.4
	Neither/don't know	11	2.7
	Unimportant/Very Unimportant	8	2.0
A transport system to support growth	Important/Very important	381	93.6
	Neither/don't know	20	4.9
	Unimportant/Very Unimportant	6	1.5
Modern regulatory system	Important/Very important	320	78.6
	Neither/don't know	71	17.4
	Unimportant/Very Unimportant	16	3.9

Table 9. Provide an Effective Network

		Count	%
An integrated traffic management system	Important/Very important	335	82.3
	Neither/don't know	48	11.8
	Unimportant/Very Unimportant	24	5.9
A proactive approach to asset management	Important/Very important	359	89.1
	Neither/don't know	33	8.2
	Unimportant/Very Unimportant	11	2.7
A network that is available, well maintained and safe for all users	Important/Very important	381	94.1
	Neither/don't know	17	4.2
	Unimportant/Very Unimportant	7	1.7

Table 10. Protect Transport Users and the Environment

		Count	%
Supporting and encouraging use of active modes which deliver health benefits	Important/Very important	306	75.6
	Neither/don't know	72	17.8
	Unimportant/Very Unimportant	27	6.7
Supporting and encouraging use of modes which minimise CO2 and other pollutant emissions	Important/Very important	341	84.2
	Neither/don't know	38	9.4
	Unimportant/Very Unimportant	26	6.4
Ensuring the safety of all travellers is a key part of transport planning	Important/Very important	367	90.6
	Neither/don't know	27	6.7
	Unimportant/Very Unimportant	11	2.7

Table 11. Maximise Travel Choices

		Count	%
Integrated journey planning available on a variety of technology platforms	Important/Very important	317	77.7
	Neither/don't know	57	14.0
	Unimportant/Very Unimportant	34	8.3
Making the most of new innovation in autonomous vehicle technology	Important/Very important	255	62.5
	Neither/don't know	83	20.3
	Unimportant/Very Unimportant	70	17.2
Exploiting Mobility as a Service (MaaS)	Important/Very important	240	59.3
	Neither/don't know	93	23.0
	Unimportant/Very Unimportant	72	17.8

Significance tests were run for all outcomes by gender, age, working status, car availability, disability status in Milton Keynes and method of commute.

Due to the high number of positive responses there were few significant differences for most outcomes. Outcomes where differences were visible include:

- A Network that is available, well maintained and safe for all users – Females more likely to support this (98%) than males (92%).

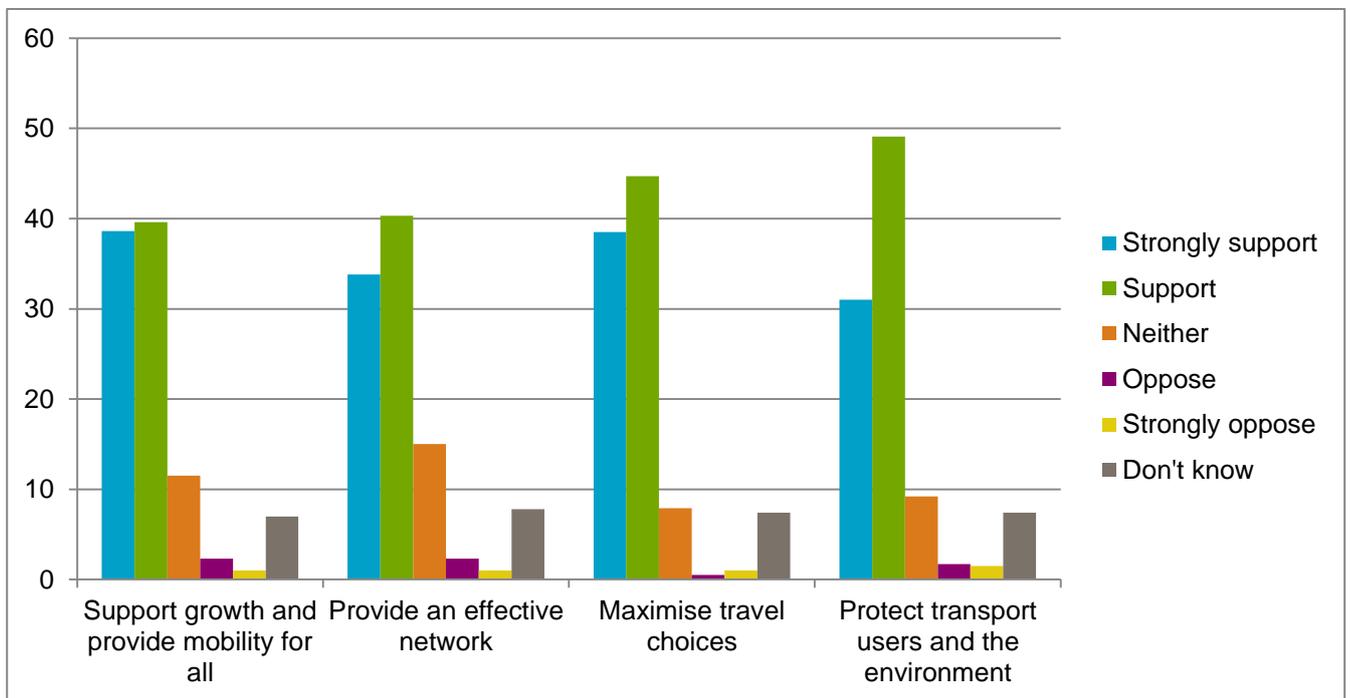
- Making the most of new innovation in autonomous vehicle technology – Respondents with no car availability more likely to consider it important (82%) than respondents with cars available always (61%) or sometimes (59%).
- Exploiting Mobility as a Service (MaaS) – Again, respondents with no car availability more likely to consider this important (85%) than those with cars available to them (57% always, 58% sometimes).

### 3.7 Views on the Delivery Plan

The Delivery Plan of the Strategy provides details of interventions for each of the four strategy objectives. There are 50 interventions set out over three time periods of short, medium and long term covering the period from 2018-2036 and beyond. Respondents were asked to indicate their level of support for the interventions that will deliver each of the objectives (Figure 9). As with support for the objectives and outcomes, the response has been very supportive for the proposed interventions.

- In all interventions, females were between 9% and 11% more likely to state they support the intervention than males.
- Younger respondents (Under 35) were 90% in favour of the interventions (cumulative) compared with 76% for those aged 35 +.

Figure 9. Level of support for interventions



### 3.8 Further considerations

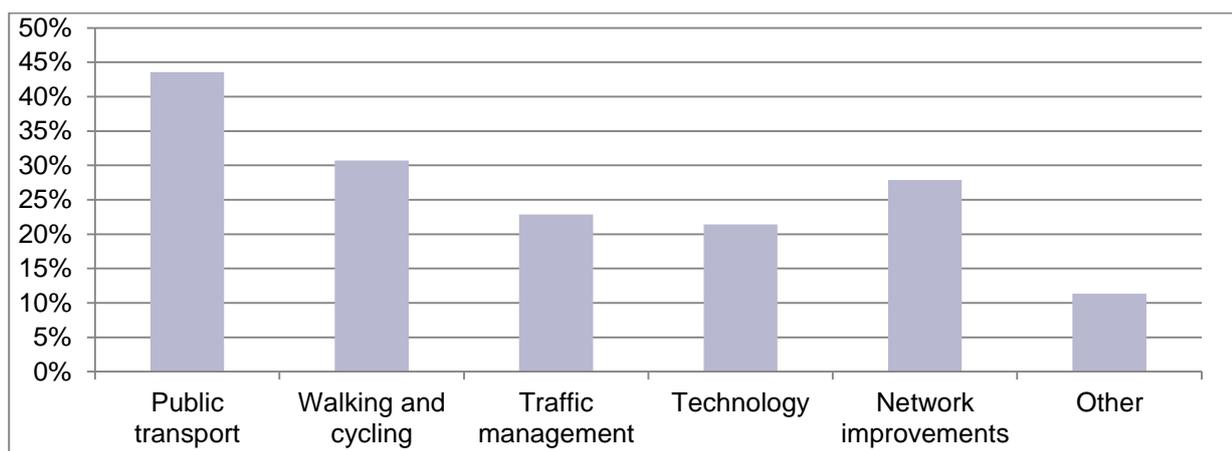
Respondents were asked to provide information on any additional interventions that the Strategy should consider or any interventions that the respondent did not support. 150 respondents made comments to this question.

Each of these comments has been read and coded into themes; these themes have been grouped into the following:

- Public transport (PT)
- Network Improvements (NI)
- Traffic Management (TM)
- Technology (Tec)
- Walking and cycling (WC)
- Other

Figure 10 shows the comments by theme. The highest proportion of comments related to public transport followed by walking and cycling. A further breakdown by coded comment and responses to them is in Table 12.

Figure 10. Nature of comments made by theme



Public transport comments mentioned the need for a mass transit system such as trams, trains or Monorail. Respondents suggested cheaper bus fares and increased route coverage as well as improving sustainable modes and possible Park and Ride sites. Under traffic management, the need for direct routes was mentioned for walking, cycling and buses and safety of underpasses and Redways was mentioned.

Network Improvements included a high proportion of comments relating to improving infrastructure for walking and cycling, keeping the grid system in new build areas and increasing road capacity.

This is similar to the response to LTP3, in which the preferred development planning intervention of respondents was the expansion of the grid road and Redways networks into expansions areas. Respondents to LTP3 also felt the priority for transport should be to focus on bus, rail and parking. However, the second most popular intervention in LTP3 was to improve broadband coverage, increasing the provision for home working, video conferencing and home shopping, something which has been rarely mentioned by respondents to this consultation.

Table 12. Coded responses from question 'The Delivery Plan includes a number of high level interventions to deliver the Objectives and Outcomes. Please let us know if there are any additional interventions that should be considered or any interventions that you do not support'.

Coded comment	Theme*	Count	%	Response
Monorail	PT	6	4.0	A mass transit system for Milton Keynes will be considered; its form it to be determined.
Trams	PT	18	12.0	
Mass rail transit system	PT	5	3.3	
Address loss of bus services	PT	3	2.0	We will undertake a review bus services in Milton Keynes and consider a pilot demand responsive service which may be more suited to those locations where a bus service is not commercially viable.
Increase bus coverage	PT	15	10.0	
More regular buses	PT	11	7.3	
Cheaper public transport	PT	18	12.0	
Improve alternative modes	PT	17	11.3	We will undertake a review bus services in Milton Keynes and consider a pilot demand responsive service which may be more suited to those locations where a bus service is not commercially viable. Our programme of improving and extending the Redways will continue, together with the provision of more direct routes to make walking and cycling more attractive.
Park and ride	PT	5	3.3	We will consider locations for new park and ride sites around the city.
Underground	PT	1	0.7	Comment regarding the use of an underground light rail system has been noted and will be considered during option development for the system.
Don't reduce parking spaces	NI	7	4.7	We will work with retail, business and developers to review current parking provision to ensure it is used efficiently at the right price point for users.
Don't increase parking charges	TM	6	4.0	
Prioritise and Improve walking/cycling infrastructure/Redways	NI	42	28.0	Our programme of improving and extending the Redways will continue, together with the provision of more direct routes to make walking and cycling more attractive.
Increase road capacity/fix roads	NI	16	10.7	We will review the need for the different types of transport infrastructure as

Coded comment	Theme*	Count	%	Response
Widen to outlying areas	NI	15	10.0	Milton Keynes grows.
Keep grid system in new build areas	NI	17	11.3	
Encourage/increase parking in residential areas	TM	1	0.7	Comment noted and will be considered as part of the parking review intervention included with the Mobility Strategy.
Do not support speed limit reductions	TM	7	4.7	Comment noted and will be considered as part of the post-consultation review of the Mobility Strategy.
Evaluate traffic lights and roundabouts	TM	10	6.7	Comment noted and forms part of the 'Effective Network' interventions defined in the draft Mobility Strategy.
Educate drivers	TM	1	0.7	Education training and promotion campaigns will continue as part of our programme of improving safety for all transport users.
Traffic calming/restrictions	TM	9	6.0	Comment noted and will be considered as part of the post-consultation review of the Mobility Strategy to determine whether needs separate reference as an intervention.
Emissions	TM	8	5.3	Promotion of electric vehicles as well as other non-car modes will act to reduce overall emissions in Milton Keynes.
Direct routes (buses, Redways, footpaths)	TM	14	9.3	Our programme of improving and extending the Redways will continue, together with the provision of more direct routes to make walking and cycling more attractive.
Lower speed limit	TM	1	0.7	Comment noted and will be considered as part of the post-consultation review of the Mobility Strategy.
Improve signage/direction lines	TM	6	4.0	Improvements to Redways and other walking and cycling routes will be accompanied by improved wayfinding,
Reduce motor vehicles	TM	2	1.3	The strategy seeks to provide balanced interventions. Therefore it is designed to provide travellers with viable non-car options and opportunities which reduce the need to travel by car; it also recognises the need to manage demand of car use and so include network interventions to increase the resilience of the road infrastructure.
Use smart technology across road network	Tec	6	4.0	The strategy promotes the use of exciting new technologies to help improve mobility in Milton Keynes as the city grows.

Coded comment	Theme*	Count	%	Response
Improve journey planning	Tec	6	4.0	The provision of new Apps to aid multi-modal journey planning will take place in the short term.
Ban driverless vehicles	Tec	4	2.7	Comment noted, however view is not shared by MKC which recognises that Connected and Autonomous Vehicles are an emerging technology which may have a role to play in our mobility future, subject to regulatory environment.
Accessible transport for elderly/disabled	PT	9	6.0	We will undertake a review bus services in Milton Keynes and consider a pilot demand responsive service.
Safety of underpasses/Redways	WC	10	6.7	Maintenance of the network includes delivery of safety improvements such as cutting back vegetation to improve visibility and installing lighting.
Comment about survey	Other	14	9.3	Comment noted and will be considered as part of the post-consultation review process.
No changes are needed/ fine as is	Other	3	2.0	Comment noted.
<b>Total</b>		<b>150</b>		

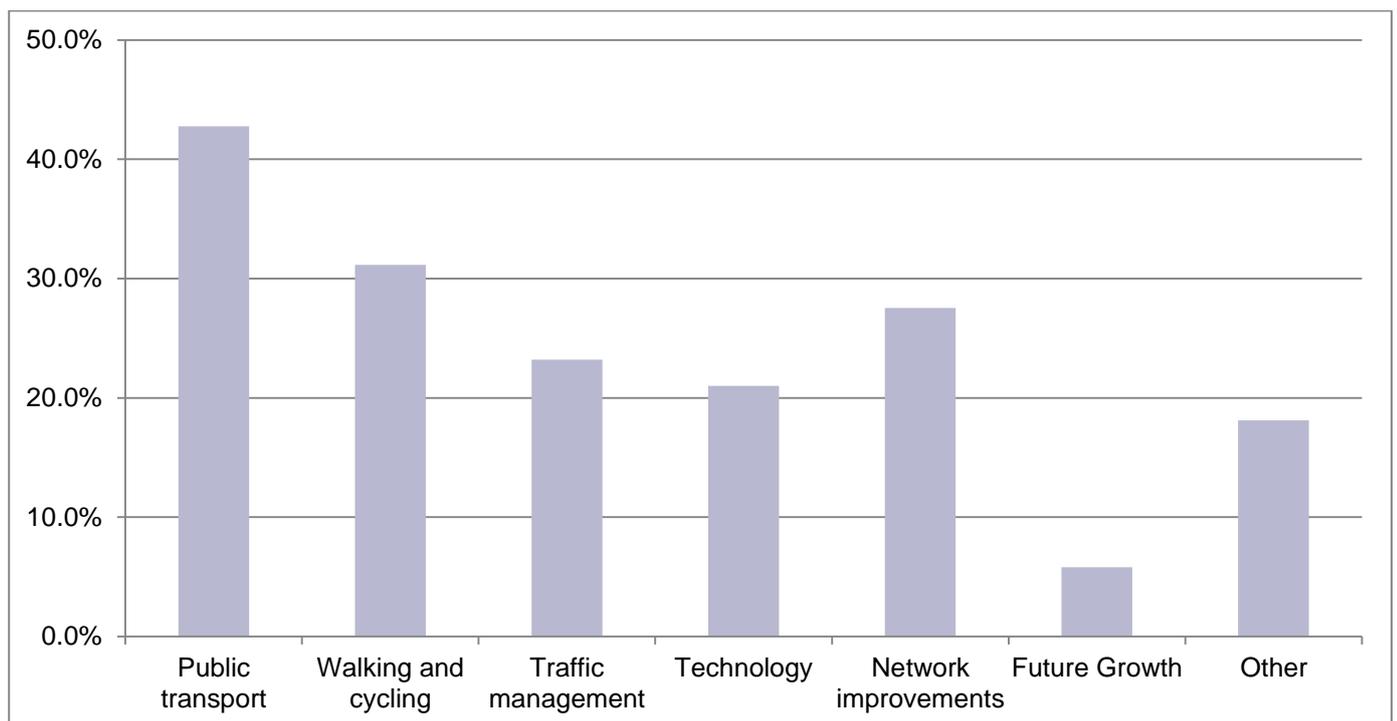
\*See bullet points in Further Considerations for abbreviations

At the end of the questionnaire, respondents were asked for any further comments on the Mobility Strategy. Again, all comments were read and coded into themes which have been further grouped into those listed for the previous section plus Future Growth (FG). Figure 11 shows these data.

The most common response to the open question was regarding increasing bus services or restoring cut services (n=37) with encouraging cycling and maintaining the Redways also regular comments (n=21 and 18 respectively).

A full breakdown of coding can be seen in Table 13.

Figure 11. Further comments on the Mobility Strategy



Many comments in this section mirrored those made in the previous open ended comments box. A large proportion of comments mentioned improvements to the bus service, cheaper public transport and the need for direct bus routes. Again, this was similar to the response received to LTP3, in which one of the most popular public transport interventions was for longer bus operating hours and improved real time bus information.

The need to encourage cycling was mentioned as was improving, prioritising and promoting the Redways.

Table 13. Further comments on the Milton Keynes Mobility Strategy

Coded comment	Theme*	Count	Column N %	Response
Monorail	PT	6	4.3	A mass transit system for Milton Keynes will be considered; its form it to be determined.
Tram system	PT	14	10.1	
Increase bus services/restore cut services/improve service	PT	37	26.8	We will undertake a review bus services in Milton Keynes and consider a pilot demand responsive service which may be more suited to those locations where a bus service is not commercially viable.
Cheaper public transport	PT	13	9.4	
Negative comment about current bus operator	PT	8	5.8	We will undertake a review bus services in Milton Keynes. We are also seeking to implement a Quality Bus Partnership to work with bus operators to improve bus services.
Public transport should be 24hour	PT	3	2.2	
Direct bus routes	TM	12	8.7	
Taxis as a form of public transport	PT	1	0.7	We support the role of taxis as a form of public transport and we will continue to work with operators to make improvements.
Keep traffic lights minimal	TM	5	3.6	Distribution of traffic lights will be considered following the consultation period.
Traffic management	TM	7	5.1	Traffic management will be considered following the consultation period..
Regulate commuter traffic/parking	TM	3	2.2	We will work with retail, business and developers to review current parking provision to ensure it is used efficiently at the right price point for users.
Lower speed limits	TM	2	1.4	Lower speed limits will be considered following the consultation period.
Safety at schools	TM	1	0.7	Safety at schools will be considered following the consultation period..
Pedestrian crossings	TM	2	1.4	The location and number of pedestrian crossings will be considered following the consultation period.
Roads currently jammed/gridlock	TM	8	5.8	With its unique grid system, congestion levels in Milton Keynes are lower than in most other UK cities. However, as the city grows we recognise that demand for travel will grow. That is why we have set an ambition to stabilise current journey times through encouraging travel by other modes by making them more attractive and providing incentives for their use.

Coded comment	Theme*	Count	Column N %	Response
Environmental/Pollution concerns	TM	6	4.3	Promotion of electric vehicles as well as other non-car modes will act to reduce overall emissions in Milton Keynes.
Educate drivers	TM	1	0.7	Education training and promotion campaigns will continue as part of our programme of improving safety for all transport users.
Better policing of drivers	TM	1	0.7	How drivers are policed will be considered following the consultation period.
Do not lower speed limit	TM	1	0.7	Speed limits will be reviewed following the consultation period.
Remove ramps	TM	1	0.7	Speed ramps will be considered following the consultation period.
Publicise Redways	WC	1	0.7	Improvement and extension of the Redways will be accompanied by a marketing and promotional campaign as part of our wider cycling and walking promotion.
Improve/maintain Redways	WC	18	13.0	
Prioritise Redways	WC	9	6.5	Our programme of improving and extending the Redways will continue, together with the provision of more direct routes to make walking and cycling more attractive.
Encourage cycling	WC	21	15.2	
Direct routes for pedestrians/cyclists	WC	8	5.8	
Safety of underpasses/Redways/bicycle thefts	WC	10	7.2	Maintenance of the network includes delivery of safety improvements such as cutting back vegetation to improve visibility and installing lighting.
Don't cut parking provision	NI	5	3.6	We will work with retail, business and developers to review current parking provision to ensure it is used efficiently at the right price point for users.
Keep grid system on new buildings	NI	9	6.5	We will expand the grid network as Milton Keynes expands.
Integrate network with adjoining areas	NI	9	6.5	We work closely with our neighbouring local authorities to ensure integration between areas.
Increase road capacity	NI	6	4.3	We will review the need for the different types of transport infrastructure as Milton Keynes grows.

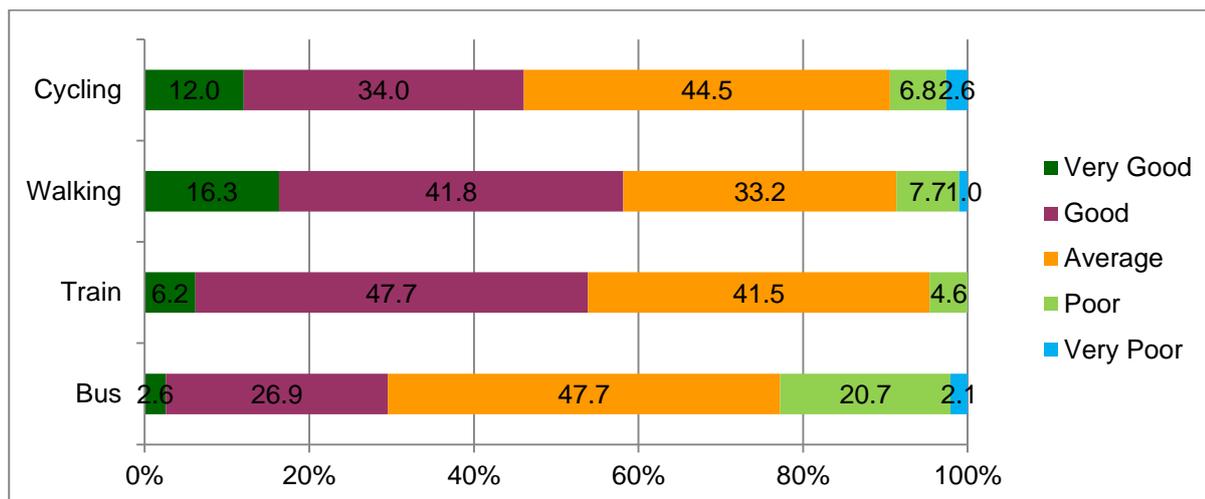
Coded comment	Theme*	Count	Column N %	Response
Future-proof improvements	NI	12	8.7	Passive Preparation is our approach to future proofing new improvements, and also ensuring regular maintenance programmes are future proofed.
Cars often only option	Tec	8	5.8	The Mobility Strategy is focused on improving non-car modes so that car is not the only option.
Real-time information/journey planning	Tec	6	4.3	We will extend our Real Time Passenger Information screens across Milton Keynes as appropriate and make the Journey Planning information available through an App.
Autonomous vehicles (For and against)	Tec	13	9.4	Autonomous vehicles will be considered following the consultation period.
Electric wheelchairs/disabled travel/elderly	Tec	6	4.3	Disabled travel and travel for the elderly will be considered following the consultation period.
Incentives for electric vehicles/disincentives for petrol & diesel cars	FG	7	5.1	Electric vehicles will be considered following the consultation period.
Major overhaul/radical thinking needed	FG	1	0.7	This strategy advocates the use of exciting new technologies that will enable mobility in Milton Keynes as the city grows.
Comment about survey/results	other	24	17.4	All comments regarding the survey/results will be reviewed following the consultation period.
Avoid private finance	other	1	0.7	Comment noted, this will be considered following the consultation period and will form part of the consideration for the development of scheme development and delivery options and the business case required.
	<b>Total</b>		<b>138</b>	

### 3.9 Youth Cabinet

To gather the views of younger people within Milton Keynes, an additional survey was carried out with the Milton Keynes Youth Cabinet. This research was conducted separately to the main consultation feedback, however below is a brief summary of the findings.

198 young people responded to the questionnaire, 44% of who were female and 24% male, the remaining respondents did not specify their gender. Respondents were aged from age 11 to 18, 46% of whom were aged 16-18.

Figure 12. Cabinet rating of current mode provision. Base: Bus (193), Train (195), Walk (196), Cycle (191)

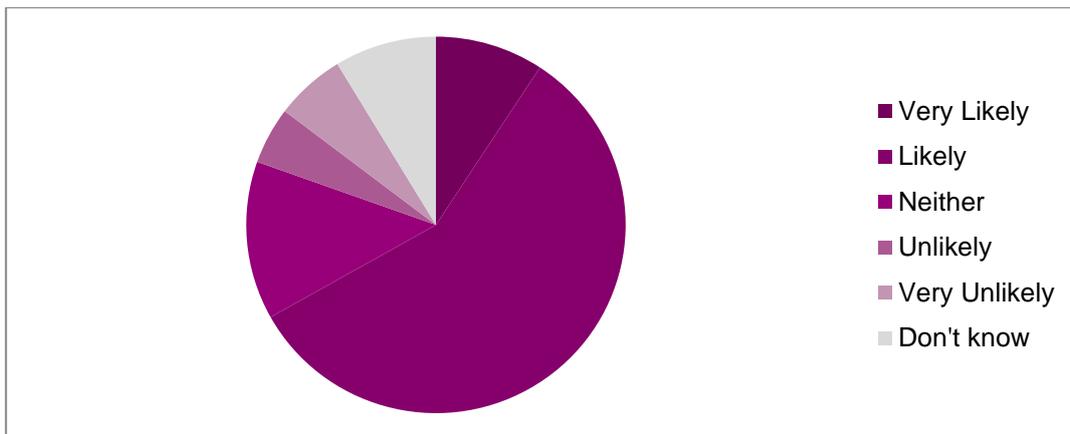


Respondents were asked how they rated bus, train, walking and cycling provision in Milton Keynes. Respondents were most happy with the walking and train provisions in the area, with 58% rating walking provisions and 54% rating train provisions as good/very good. Respondents were most likely to be dissatisfied with the bus provisions, with 23% rating the provisions as poor/very poor.

The Youth Cabinet respondents were less likely to rate current cycling and walking provisions as good than the respondents to the main consultation. Just 46% rated cycling provisions as good/very good compared to 72% of respondents to the main consultation. Similarly only 58% of Youth Cabinet respondents rated current walking provisions as good/very good compared to 76% of respondents to the main consultation.

On the other hand, Youth Cabinet respondents were more likely to rate bus facilities as good/very good, 30% compared to 18% of respondents to the main consultation.

Figure 13. Youth Cabinet likelihood of using bus/train/walking/cycling facilities should these facilities be improved. Base 184



Respondents were asked how likely they would be to use these modes if facilities were improved. Sixty seven percent stated they were likely/very likely to use them, whilst 5% were unlikely and 6% very unlikely.

NB: Unable to provide breakdown by mode. When crossed by gender, the difference was minimal.

#### 4. Written responses

Thirty four written responses were received by Milton Keynes' Transport Policy Team. Table 14 overleaf shows the comments and the responses to them. Comments 24 onwards were received after the consultation closed, all of which have been addressed in this report and have been given unbiased consideration in the revisions made to the Mobility Strategy.

Table 14. Written responses received and responses to them

Comment number	Comment	Response	Amendment to Draft Mobility Strategy
1	<p>Wants base numbers included in all charts and provides examples where this has not been done. Wishes to know typical journey length for Fig 10 and wants clarity on trip section (from home to mode or whole trip). Wants to see the committed interventions in map form. Wants a map showing super- Redways. States document not aimed at lay person and requests bullets on para 4.2 and 4.4 be simplified. States that different officers are using different comparator towns and requests data be added near Fig 21 to clarify this. Finds that text in Section 4.5 doesn't match the heading and could be more powerful if re-structured. Opposes any reduction in parking supply unless it becomes surplus to requirements. Document doesn't specify nature of parking spaces to be reduced (residential or visitor) so either clarify or delete. Cites no mention of 'pay on exit' parking which is 'widely regarded' as 'hugely beneficial'. Further concerns about who document aimed at and concern that authors do not understand life in MK or the issues it faces. Suggests an Exec Summary aimed at that lay person with one page setting out the challenges, another the strategy to address them. Explains these are personal views and not those of any wider group.</p>	<p>The finalised Mobility Strategy will provide absolute numbers as well as percentages. Census data does not record typical journey length by local authority for commuting. The preference in the survey was to collate all non-car modes. An up to date list was provided in the Milton Keynes Multi Modal Model report on the council's website and can be provided in the Evidence Base document. We will also provide a map of the super-Redways. Figure 21 was taken from an internal MK document. It is also worth noting that because of MK's unique makeup, there is no direct comparator city in the UK. Section 4.5 - comment noted and document will be reviewed and amended. Parking supply - we will need to be clearer in the final document about parking supply as it being a review of all parking rather than specific elements. "Pay on Exit" parking is not widely used however as technology and other levers are used more often to "empower" drivers in terms of parking. Executive Summary needs to go on the consultation/policy page at the end of the process. The reason for leaving it off so far is to encourage people to look at the main consultation response.</p>	<p>Simplify language</p> <p>Provide a map of the super-Redways.</p> <p>Add clarification that parking will be reviewed, not just parking supply. Parking supply through a consideration of factors such as the expected increase in visitor numbers and dwell time targeted for CMK, additional residential, retail, leisure and office developments likely to generate journeys, changes in transport options, and efforts to encourage better parking supply.</p>
2	<p>Congestion hotspots shown in Fig 11 don't show those caused by the level crossing gates when closed at Bow Brickhill and Woburn Sands. States that congestion at Bow Brickhill will increase as services on East West rail line increase. Feels figure 17 is inaccurate as it doesn't show any hot spots. States that the area south of the rail line in SE MK expansion is to be served by Woburn Sands and Bow Brickhill and has a C classification so all traffic must travel along Station Road or The Leys/Theydon Ave. Mentions proposed employment site (in Plan MK) at Caldcotte South which promises to bring Brickhill Street up to grid road standard. However, author feels this not possible where it crosses the railway. Feels these facts have been excluded from the Mobility Strategy and should be given proper consideration.</p>	<p>Congestion hotspots are those that are generated using the Milton Keynes Multi Modal Model. Further work will be carried out as part of the East West Rail project around the levels crossings and the impacts on journey times will be mitigated. Figure 17 shows congestion hotspots, as modelled, in 2031. The narrative provided is based on the outputs generated by the Milton Keynes Multi Modal Model. A comprehensive Evidence Base was published alongside the draft Mobility Strategy and is available online.</p>	<p>No change, subject to review of detail in comment.</p>
3	<p>Stated that sections of questionnaire cover more than one element and does not always have the same view on all elements but can only give one response. For example, supports goals for transport but does not</p>	<p>Mobility Strategy focuses on the transport requirements to support growth. Plan:MK is the local development plan dealing with growth in housing and employment. There has been opportunity to send comments separately as many</p>	<p>No change, subject to post-consultation review of Mobility Strategy.</p>

Comment number	Comment	Response	Amendment to Draft Mobility Strategy
	support the continuing enlargement of MK. Found that links took her to formal documents. Doesn't think pages or survey do a good job of gathering opinion; feels biased towards 'agree' statements. She's given up responding to this consultation as she can't express her views as she would wish. Adds that the new road lighting, fixing cycle paths, removal of yellow bollards and new signage are 'all good - thank you.'	consultees have done.  Your comments are noted and will be considered as part of the post-consultation review process for the Mobility Strategy.	
4	All grid roads should be made dual carriageway to aid congestion and traffic flow. Investment into this should be made a priority starting nearest city centre and latest building programmes. Estate junctions when crossing grid roads should be reviewed for safety in terms of sight line obstructions and traffic conflicts. Truck rest stops (with toilets) are needed throughout the city. Query whether the expansion of Woburn Sands and Bow Brickhill train crossing will cause congestion. More investment in providing charging points for electric vehicles	Grid roads will be extended into the growing areas of Milton Keynes where appropriate. All interventions are subject to a safety audit prior to implementation. We will implement a Freight Quality Partnership to work closely with the logistics industry to ensure facilities for drivers are sufficient to meet their needs. We will expand the current network of electric vehicle charging points to encourage increased take-up.	No change, subject to post-consultation review of Mobility Strategy.
5	Wish to see a continuation of a bus service in Emberton when considering the Mobility Strategy	We will undertake a review of bus services in Milton Keynes. We are also piloting a demand responsive service which, if successful, could be extended to areas where commercial bus services are not viable.	No change, subject to post-consultation review of Mobility Strategy.
6	Concerned that the plan is too focused on the urban area of the borough ignoring rural and wider issues. Concerned by lack of reference to Olney bypass which was supported in principal in LTP subject to feasibility work. Predicted growth for the area will lead to increased traffic volumes on the A509 which will increase the case for the bypass. The shortcomings of the strategy are shown in Figures 18 and 17 which fail to show current and anticipated increased congestion on the A509 through Olney. What the strategy amended to include the consideration of need for the Olney bypass. Strategy should also reference the expected decrease in air quality in the Olney AQMA from increased traffic volumes.	The council supports, in principle, the Olney and Bletchley Southern bypasses subject to design, feasibility (including affordability), public consultation and funding. These two new roads projects will ease traffic and air pollution in Olney and Bletchley, as well as easing traffic accessing Central Milton Keynes on arterial routes.	Following the East West Rail and East West Expressway studies and implementation, there will be an opportunity to re-visit the bypasses for further studies and business case development
7	Remains concerned that the data on commuters is "so counter-intuitive as to be barely credible, unless commuters have been defined in some very odd way."	The data on commuting was taken from Census 2011, published by the Office for National Statistics. It is standard practice for transport studies to use this data for the evidence base. Please note, that travel from Milton Keynes to London by train is not included in the Evidence Base data.	Add note to Figure 10 that trips to / from London have been excluded from this mode share data as they are mainly by public transport (rail) and would skew the results. As per Section 3.11 of the Evidence Base Report.  Figure 10 in the Consultation Draft is now Figure 21 (page 53) in the Detailed Context & Evidence Base document to which Table 16 (page 51 relates).

Comment number	Comment	Response	Amendment to Draft Mobility Strategy
8	<p>Surprised that not more mention of the relationship of Mobility Strategy with Joint Health and Wellbeing Strategy and how key driver on Mobility Strategy is getting more people active improving health and wellbeing. Queries how this delivers the 3rd key aim of MKC Council Plan (A Healthy City). Makes reference to the Outcome 'Protect transport users and the environment' referring to active modes that deliver health benefits but p43 of the delivery plan does not state how this will be delivered; what's included does not relate to health. Section 3 does not cover the key challenges to sustainable transport posed by the layout of MK stating that transport and land use are inextricably linked; no mention of problems or solutions. Second paragraph in 3.2.7 touches on this but needs to go further. Notes existence of over 50 bus routes stating volume makes it difficult to make them all viable; grid layout of MK makes radial services impossible. Suggests rewording 2nd paragraph in section 3.2.3 and states that there is no detail in the document on what the future programmes area. Bullet on top of page 40 fails to make proposals for Redways to be overlooked by housing to feel safer or follow existing grid roads to be safer and more direct. Queries whether it is a prerequisite to increase densities along the Premium Bus Network (p37) to at destinations at each end. Questions what a Future Transit Corridor (p38) is and whether have any relationship to higher densities alongside them. States that sentence on Milton Grid Expansion in the Delivery Plan doesn't read well and queries reference to high frequency transit priority; does it have implications for urban form/high densities? Queries whether reference in Delivery Plan linking parking to public realm is for CMK adding that if so, this should be stated. Feels that Strategy is "very silent" on the important relationship between transport and land use in terms of the challenges MK faces and what the plans are for it. Adds that Strategy is very focused on high tech solutions.</p>	<p>The Mobility Strategy is very focused on public health and wellbeing, as demonstrated in one of its key objectives 'Protect transport users and the environment', part of which is focused on improving public health and wellbeing (see p. 33 of strategy). Increased activity is a key benefit of many of the active transport interventions proposed in the Mobility Strategy.</p> <p>This section is being moved to the supporting Evidence Base which contains more in-depth analysis of Milton Keynes than is possible in a succinct strategy document. The challenge of delivering a viable bus network in a grid system is noted.</p> <p>The Mobility Strategy can ensure MK has a policy to improve Redways so that they feel safer for users which could include maintenance to cut back vegetation to improve visibility and provide lighting. Also proposes to link these to an on road network, which may feel safer in terms of being closer to urban activity.</p> <p>The Mobility Strategy is intended to be forward looking and making the most of the opportunities technology can bring to planning and delivering better transport to support growth.</p>	<p>Add summary and show link to Joint Health and Wellbeing Strategy within Section 1.4.3 'Local Policy'.</p> <p>Show link at the start of Section 5.5 to health benefits of interventions proposed.</p> <p>Update Glossary with 'transit corridor' explaining that these are suited to higher density corridors.</p> <p>Update wording on Milton Keynes Grid Expansion to be clearer about what this is trying to achieve.</p> <p>Provide further explanation about how the strategy is linked to land use now and in the future - Section 1.2 'Growth'.</p>
9	<p>Welcome and support the strategy objectives and outcomes outlined in the strategy. States that excellent road, rail and bus connections both in Milton Keynes and Northampton will be critical to ensure safe, reliable journeys and economic growth whilst catering for the predicted increase in traffic. Cites programmed Smart motorway works between the two towns. Highlights that the Mobility Strategy identifies the opportunity for a park and ride site to serve the A5 for people</p>	<p>Thank you for your comments, and we wish to advise that your comments are noted and will be considered as review and refine the Mobility Strategy following the consultation process. In response to some of the specific points raised, we would like to comment as follows:</p> <p>We will review the wording in the document to reflect the position of MKC to engage with and work with retailers and owners to refine and improve parking provision to meet the</p>	<p>Include in strategy supportive wording to enable the council to work with retailers and owners to refine and improve parking provision to reflect the needs of the local city centre economy.</p> <p>A more extensive Glossary and Terms section will be included in the final document.</p>

Comment number	Comment	Response	Amendment to Draft Mobility Strategy
	<p>approaching MK from the north and identifies their need to improve the A508 corridor. Any park and ride provision in this vicinity would need to be carefully considered in the wider context of the strategy for the A508, interaction with the A5 especially the operation of the Old Stratford roundabout and they welcome further discussion on this. Welcome bus priority and would support any bus priority within MK that supports premium cross-boundary bus services. Provides details of their rail strategy adding that East West Rail will open up a number of new destinations and they would like to see some of these services extended to Northampton. Supports proposals to improve rail station facilities within MK and onward connections via bike share schemes. Keen to continue to work with MK and others in England's Economic Heartland to provide excellent connectivity.</p>	<p>needs of the city centre economy.</p> <p>With reference to data presentation in the document, we note your comments and we will be revising this in the next version. We would note that the daily commute to London data was excluded to ensure it reflects the local travel data by mode in relevant to MK rather than a pure total travel by mode graphic.</p> <p>A more extensive Glossary and Terms section will be included in the final document, and the document overall is being redrafted which we hope will make it more readable. In connection with this, we are aware that the Mobility Strategy includes an intervention package around a 'generic' mass transit concept; the exact nature of what form this takes will be subject to the detailed necessary to develop the business case, design development, procurement and commissioning stages. At this stage the important aspect is to capture the aspiration of a mass transit opportunity for Milton Keynes.</p>	
10	<p>Explains who Cycling UK are; an organisation which campaigns for conditions where anyone can cycle anywhere. Assumes that level of funding per head in MK is £2 per head which is "too low to have any real impact" and should be stable, not fluctuate with a firm commitment for the whole Strategy. Welcomes production of Mobility Strategy for MK and the opportunity to comment on it. Disappointed by lack of cycle images on front cover. Queries whether all the walking routes in MK meet the double buggy test. States that they cycle on the Redways as well as roads, grid roads and other rights of way open to cyclists but that Strategy fails to address this. Especially concerned that there is no Rights of Way Improvement Plan in the document. Indicates that there is much in the Strategy that they support and are happy to be more involved with MK in the active promotion of cycling. Have concerns with proposed Redways Super Route network as suspect non Redways routes may receive less attention and cite pollution, headlight and cutting back of shrubs as affecting cyclists. Applauds desire to enhance and upgrade 13 cross-city routes and the adoption of best practice European design concepts and standards but wants to see whole Redways enhanced; wants a complete network. Cites issues with the existing Redways. Stresses that highway and</p>	<p>Thank you for raising lack of cycling images on front cover, cycling and mode shift is a priority for this strategy and we will therefore update the cover to also include this mode.</p> <p>Appreciate that all walking routes would benefit from a more detailed review, however that is outside the scope of the Mobility Strategy, which is an intended to provide an overview and standardised assessment across Milton Keynes and not an individual assessment of all infrastructure.</p> <p>Section 5.3 - 'Redways network upgrade and extension' mentions connecting the Redways network to other roads within the city and also ongoing maintenance of the Redways network.</p> <p>Section 5.3 - 'Increased cycle parking around CMK' identifies increase cycle parking and improved cycle parking facilities.</p> <p>Safety risks will be considered in all future proposals and trials, including the conflict between AV and cyclists. Section 5.5 - 'Road Safety' identifies the need for a road safety audit for all new measures.</p> <p>Monitoring of cycle numbers and issues on cycle routes to</p>	<p>Include cycling image on cover of strategy.</p>

Comment number	Comment	Response	Amendment to Draft Mobility Strategy
	<p>traffic management schemes need to take cycling into account. Raises concerns about air pollution and pot holes. Welcomes introduction of electric vehicles. Feels a major failure of the strategy is to address the challenge of modal shift. Provides specific locations where cycle routes need improvement. Does not agree that Redways was only designed for leisure use citing it was a multi-use network for access to school, work and shopping. Adds that Parks Trust routes are also used for non-leisure trips. Agrees that Redways integrates poorly with other cycle routes and cites locations where cycle parking is poor. Suggests that larger employment facilities should have cycle parking and showers and residential developments should have covered and secure cycle parking. Suggests the introduction of 20mph zones in residential areas, lower speed limits elsewhere and stricter law enforcement would reduce road casualties. Redways code, map and City Atlas and map should be printed annually, ideally delivered to every house. Strongly supports cycle training for all age groups. Have serious doubts about the introduction of driverless vehicles preferring to see them tested on roads rather than the Redways and city centre pavements. Concerned about how they would react to cyclists and how criminal responsibility would be addressed in the case of an accident. Raises concerns about the Redways being prepared for pods (removal of yellow bollards; an important part of road safety) stating that cyclists are legally vehicles as well. Supports Strategy Objectives. Supports Strategy Outcomes but questions how much growth MK can accept without greatly reducing quality of life of existing residents. States that the Delivery Plan section could have been more concise with a single section for walking and cycling. Strongly support interventions and the monitoring plan. Suggests an annual cycle count on the Redways and Parks Trust routes along with more detailed citywide air pollution monitoring. A problem reporting system needs to be set up for the Redways and other cycle routes.</p>	<p>be considered by MK as part of future monitoring.</p> <p>We have a programme of printing and distributing Redways Cycle maps for residents in Milton Keynes.</p> <p>The speed limits of residential estates are regularly reviewed and where necessary implemented.</p> <p>As regards to the Driverless and autonomous vehicle trials in MK, this will continue and regulations and legal positions are being worked up by the central government.</p> <p>Problems / concerns on Redways can be flagged up via email to the: Environmental Services Helpline</p>	
11	<p>Provides background to RHA and thanks MK for opportunity to comment. States that RHA and its members are active supporters of road safety. On-line consultation does not give opportunity to respond easily to aspects which RHA considers important. RHA considers MK and the surrounding area a key growth area in terms of employment and commercial growth which will be serviced by commercial vehicles,</p>	<p>Comments noted and RHA will be invited to take part in future Freight Quality Partnership where further consultation will take place on freight consolidation approaches and last mile logistics, freight routing issues, as well as the need for overnight parking facilities. These will be considered as part of the post-consultation review process for revisions of the draft Mobility Strategy.</p>	<p>No change, subject to post-consultation review of Mobility Strategy.</p>

Comment number	Comment	Response	Amendment to Draft Mobility Strategy
	<p>especially HGVs. MK is central to the proposed Oxford to Cambridge Expressway having a positive impact on the area bringing considerable logistics growth. RHA would welcome the opportunity to assist in refreshing the Lorry Management Strategy and Improved partnership working for freight along which are both cited in table 4 of LTP3 interventions but have not been started. Also mentions improved signage for routing freight and promotion of more sustainable freight movements. Would welcome establishing a Freight Quality Partnership mentioned at 5.2. Consideration to be given to overnight parking facilities and explains what facilities would be required. States that A5 and A421 must be used for resilience purposes when M1 free flow is interrupted - strategy mentions these routes as key access points to MK. RHA supports last mile alternative logistics stressing that one size does not fit all and sector specific requirements must be considered. Accepts this is early stage and wishes to contribute at further stages.</p>	<p>Comments noted on A5 and A421; we would observe that the document is intended as a very high level strategy document and initiatives/proposals relating to specific roads will be addressed in the detailed programmes which MKC will be developing.</p>	
12	<p>Strategy provides a clear summary of the current characterises of the transport system in MK whilst recognising the challenges and opportunities ahead to enable planned growth to be delivered. The strategy is aligned with SEMLEP's Economic Plan and presents a "clear path to move forward from the present situation of high car dependency to a position where there is much greater use of sustainable modes of travel." Supports the Ambition. Welcomes the clear implementation plan in Appendix A but feels it's ambitious programme of work which will require significant resource and strong political leadership to deliver. Suggests setting priorities to ensure available resources are used most effectively. Suggests short term options are to optimise public transport in new development areas and schools, colleges and key employment locations are covered by bus services. This supports SEMLEP's Skills Strategy. Encourage travel planning in businesses and schools for medium term and introduce demand responsive services. Cites benefits of East West Rail and Oxford to Cambridge Expressway stressing need for MK to develop a fast and efficient 'first mile, last mile' approach to allow travellers to link up with this new infrastructure. Welcomes Strategy overall.</p>	<p>Comments noted. The implementation programme sets priorities, which will be monitored throughout the strategy's progress. Also consultation with key stakeholders, such as the SEMLEP, will form part of the monitoring process.</p>	<p>No change, subject to post-consultation review of Mobility Strategy.</p>
13	<p>They don't feel the proposed interventions are radical enough to achieve significant positive change, with too</p>	<p>Thank you for your response and we would like to assure you that they will be considered as part of the post-</p>	<p>Working closely with neighbouring authorities we will promote existing park and ride site look to provide more</p>

Comment number	Comment	Response	Amendment to Draft Mobility Strategy
	<p>little emphasis on encouraging modal shift. MKBUG believe that the strategy should focus on short-term actions to address immediate issues, providing comments on a number of interventions with a short-term focus. They feel that park and ride should be developed, reflecting on Oxford and Cambridge as good examples. More information and signage (noting that signage was put up and removed) provided about the park and ride service, distinguishing between that and the bus service. They feel it is important to prepare business cases for short-term infrastructure improvements while keeping medium and long-term objectives in mind. Any developments that are given permission should be in sync with public transport goals, involving planners with such strategies. Incentives should be provided for multi-occupancy transport methods (such as car share and bus usage), possibly encouraging employers to establish such schemes. Bus services need investment and improvement, requiring a review of routes and operators (not alienating older or disabled passengers in the process). Smart ticketing across public transport is considered to be vital. Clarification wanted over shuttle bus plans, stating that if this was implemented, it would need to travel around Avebury and Silbury Boulevards to connect buildings and car parks to shops. Issues with parking around schools noted for buses, with questions asked over whether employers could finance bus services. Feel that cycling strategy will not significantly reduce congestion and pollution, but feel that electric vehicle system should be improved (hiring, charging etc.). They emphasise that MKC need a public transport charging point policy, otherwise they may fall behind in terms of sustainability aims. Also agree that encouraging more people to walk is positive, but will this really alleviate forecasted traffic growth. They question whether AVRT is right for MK. Approve of additional road capacity being made at hotspots. Accurate traffic data must be obtained and used for current and future transport plans, as well as involving all appropriate stakeholders in the development of such plans.</p>	<p>consultation review process of the Mobility Strategy. We would like to respond to some of the points made in your correspondence in the following paragraphs:</p> <p>Section 5.4 sets out a delivery plan focused on achieving a modal shift, which is supported more widely by significant public transport infrastructure proposals such as providing new park and ride sites, a premium bus route network and planning for future transit corridors, in addition to the Redways network upgrade and extension and improving public realm and wayfinding.</p> <p>The interventions are set out over the short, medium and long term, the short term interventions being based on immediate needs and what is achievable within the next 6 years.</p> <p>There is a specific intervention identified in Section 5.2 'Provide new park and ride sites' which will consider appropriate locations for these. Comments noted on Park and Ride signage, these will be incorporated into the strategy.</p> <p>Bus operators and wider stakeholders will be consulted on any bus improvement schemes and also invited to be part of the Quality Bus Partnership in Section 5.4, where there will be opportunity to contribute to plans for bus network improvements and discuss issues such as bus parking. Also plan to partner with businesses to create ways to encourage sustainable transport through the intervention 'Partner with local businesses' in Section 5.2.</p> <p>Walking and cycling interventions will support active travel and provide health benefits. They form part of a wider package of interventions that will encourage more people to choose sustainable modes over the private vehicle, noting that it is most likely that public transport improvements that will have the greatest impact to this.</p> <p>Trialling AVRT and other transport technology is a key aspiration for MK, in order to remain a leader in transport innovation. Trialling new technology on a smaller scale, such as AVRT, will enable MK to determine whether the technology is right for area.</p> <p>Existing traffic data and future projections are discussed in the Evidence Base Report and the Milton Keynes Multi-modal Model reports, all available online. Further traffic data collection will occur when developing more detailed</p>	<p>park and ride sites. We will address the lack of signage and being able to distinguish the service from normal bus services.</p> <p>Include in Section 5.4 'Quality Bus Partnership' that this will also be an opportunity for MK Council to discuss with bus operators and other stakeholders any other issues around current bus service, such as lack of bus parking as raised in this feedback.</p>

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		business cases for schemes.	
14	<p>Concern expressed about the prospect of extensive growth of MK, with new development breaching the original boundary of the Designated Area of the New Town and two further unconnected but inter-related initiatives (the MK Futures Commission report “Making a Great City Greater” and the National Infrastructure Commission’s “Partnering For Prosperity” about the Cambridge-MK-Oxford Arc). Although the network of grid roads has benefitted car users, they feel that it has been at the expense of an efficient public transport network which would be better suited to a radial approach focussed upon a city centre, rather than deterring people through too much focus on the road network. They do not feel that the strategy will achieve a substantial increase in the public transport users. They feel the strategy fails to recognise this issue, stating the simple question should be “What level of peak hour delay will motorists tolerate to achieve a quicker bus service?” There is no indication within the Strategy about what constitutes “peak congestion”. The benefits and costs of focusing on further road improvements should be a key part of the strategy. More and better data should be collected about road users travelling to MK, as this could inform the development of park and ride facilities and lessen parking demand. No mention of the scale and use of taxis and private hire vehicles which is increasingly important in MK. Too much focus on parking matters in MK. Incentives in the use of electronic vehicles are welcome, but free parking incentives will have to be withdrawn if their usage reaches expected levels in the future. The strategy should provide details about this trajectory, as well as providing details about how people without personal parking spaces will be able to charge their car at home at night. Data should be collected about how children travel to school and the options available. Scant mention of the need to reduce notable Peak Hour congestion points. Little mention about the impact that East-West rail could have upon MK. Apparent lack of synergy between the Mobility Strategy and the Council’s “Strategy For First Mile Last Mile Travel”. No indication about how and where the M1 would be crossed to connect development east of the motorway with the city - this is important to ensure that land is protected from development. No indication about how development of land outside the Borough area will impact upon the mobility within Milton Keynes. No</p>	<p>The Mobility Strategy focuses on the transport requirements to support growth. Growth covered by Plan:MK, and it was consulted on from October 2017 to December 2017.</p> <p>This strategy intends to address how the grid network can be better utilised for public transport and cycling, by reviewing the road use within the grid network with the intervention Section 5.3 'Milton Keynes Grid Expansion'.</p> <p>Point noted on acceptable peak hour delays to achieve a quicker bus service, this will be considered in more detail when determining a premium bus route network in Section 5.2. Any proposals considered as this intervention progresses, will be tested in the MK Multi-Modal Model, to determine wider network impacts.</p> <p>Network impacts, including peak congestion are discussed at length in Section 3.2 and 3.3. More detail about how delays and congestion are determined are contained within the Evidence Base Report online and the MK Multi-Modal Model reports, also available online.</p> <p>Further data collection will need to take place to inform the case for new park and ride sites.</p> <p>Comment noted on taxis and private vehicles, discussion on their impact will be added to Section 3.2.2.</p> <p>Technical issues around the EV charging network at either end of journeys are too detailed for this strategy, these issues will be addressed in more detail within the intervention in Section 5.3 'Electric Vehicle Charging Infrastructure'.</p> <p>5 initiatives mentioned are relevant to the existing interventions and will be considered as part of these in more detail when the strategy is underway.</p>	<p>Section 5.3 Milton Keynes Grid Expansion - reword this to make it clear that part of the scheme will be to review the use of the existing grid network and rationalise it to improve priority for buses and cyclists.</p> <p>Acknowledge the contribution of taxis and private hire vehicles to traffic numbers in section 3.2.2 Travel Patterns and include reference to them in Section 5.4 'demand responsive transport'. It would be beneficial to integrate these services into the medium term plan for demand responsive transport trials.</p> <p>Include further clarification in strategy about the link to the 'Strategy for First Mile Last Mile'.</p> <p>Include a point in 1.2 Growth about opportunity to work across the MK border with neighbouring councils to support growth.</p>

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	<p>mention about the potential of dualling grid roads, or of the use of grid-road reservations to enhance public transport by creating fast bus-only routes. There should be Council-wide commitment to maintain the Redways in MK as these are integral to the network. Ant review of the Redways should be accompanied by a separate study that considers the movement of cyclists across the city as a whole instead of just along the Redways - this is of great interest to MKF members, and they would like to be involved in any review, meetings etc. No mention of the feasibility of rail-borne logistics. They propose five particular initiatives that they feel should form part of the Strategy: 1. Re-examination of the functionality of Station Square. 2. Proposed Redways upgrade should incorporate a route numbering system to aid wayfinding. 3. Should be bus priority measures at roundabouts during peak hours, which would require part-time signals and bus only lanes. 4. Council should confirm that it will provide underpasses as necessary, consistent with the usual MK provision regarding intervening distances. 5. A central public transport spine along the entire length of Midsummer Boulevard will be an essential component of the movement network with the growth of the city. The Strategy should recognise this and make a specific commitment that, when the detailed plans for the redevelopment of intu are announced, the Council will serve notice that it wishes to operate an emission free public transport system through the covered concourse area. For specific text comments and suggestions regarding the strategy, please refer to <b>point 24 (in bold)</b> in the comment 14 tab, such as the active travel section of the strategy which includes particular statements without supporting evidence. MDF wish for any statements to be deleted unless evidence is available and provided.</p>		
15	<p>They feel that the strategy falls significantly short in terms of expectations, failing to address current transport challenges. The goals and targets listed in the strategy are unclear and not quantified, and the available options are not presented or evaluated in terms of their value and potential consequences. After reading transport documents of other authorities, they feel that MK's strategy would be difficult to seek funding for while competing with other authorities for funding. Significant modal shift is vital to MK's transport system, with mounting road congestion and increasing car usage significantly affecting the reliability of public transport systems, deterring people from using it. They</p>	<p>As part of the strategy's development, a review of the existing transport network and context was undertaken, along with a review of the LTP3 and its indicators to inform what is needed in this latest strategy, this is summarised in the Evidence Base, published online. Current and future network conditions were tested in the Milton Keynes Multi-Modal Transport Model, details of which are also available online. Consultation was undertaken throughout the strategy's development with council officers and stakeholders.</p> <p>MK would be happy to meet with you and find out more about what is unclear in the current transport goals, a</p>	<p>Add AVRT to glossary.</p> <p>Provide further discussion in Section 1.2 about why technology and trialling new modes such as AVRT is important to MK and the image of the area, i.e. seen as a leader in innovation and wants to maintain this.</p>

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	<p>highly recommend a review and rethink of the MK Star bus network, suggesting that a new bus strategy should be developed, using HiTrans best practice manual to inform this new strategy. An integrated public transport network will require regulatory powers which Milton Keynes Council does not currently possess, but could be actively sought through new Regulations under the Bus Services Act 2017. Customer care is also rated very poorly for bus services, so they should require special training with higher standard required. They feel that MKC blames cheap and plentiful parking in CMK for the lack of modal shift, but there has been very little change where parking charges have increased. There is also a spatial mismatch in CMK between parking supply and demand, making it hard for workers to find spaces in certain areas - because of this, CMK Town Council are happy to see the proposed shuttle bus plans. They also feel that the introduction of a finer-grain of parking permit zones would help to shift workers to parking in areas with greater parking supply. The condition of the existing Redways network is in poor condition which discourages cycling, so it needs investment and maintenance. Plans for the Super Redways need more detail, and clarification is wanted about how the network is going to be connected to other roads within the city. In terms of autonomous pods, they question whether they would be suitable considering their speed and the grid network in MK, but more information on this would be good. They feel the plans for AVRT are not explained or evaluated, questioning again whether this will be suitable for MK and its grid network (also considering the potential costs of this to establish and use). Metro-style rail services are welcomed, but instead of just using this to connect the six stations in MK, it should be used to connect with neighbouring authorities, placing MK at the centre of the wider region. A number of comments are made about regulatory barriers to full integration of travel, but these are vague and need more detail and explanation, particularly in relation to the new Regulations under the Bus Services Act (2017).</p>	<p>monitoring plan and baseline has been explained in detail for these in Section 6 of the strategy.</p> <p>Specific interventions in the delivery plan will be evaluated in more detail after the strategy is adopted, according to whether they are planned in the short, medium or long term. Development of interventions will include assessing their feasibility in terms of value for money, environmental and social impacts, in line with local and DfT guidance. Specific business cases for schemes will be developed to apply for funding which will include far greater detail than what is shown in this overarching transport strategy.</p> <p>The Delivery Plan addresses modal shift, particularly in the section 'Maximise Travel Choices'.</p> <p>Many of the interventions aim to address improvements to the bus network planning for future mass transit connections. MK proposes to re-establish a Quality Bus Partnership to discuss current issues with the bus network and future opportunities, which you will be invited to attend.</p> <p>The strategy has included a variety of interventions to address mode shift, not just a review of parking supply and permits, including improved public transport and walking and cycling infrastructure and behavioural change proposals, such as travel planning. It recognises that the best approach is to provide a range of equally effective mode options to the community and not just focusing on any one individual mode.</p> <p>Redways network maintenance and improvements have been addressed in Section 5.3 'Redways network upgrade and extension', further detail about the connecting the network to the road network will be determined in more detail as part of this intervention after the adoption of the strategy.</p> <p>New transport technology, such as autonomous vehicles, will undergo small trials to test its suitability to MK. Widespread implementation would not occur without trials, a review of its value for money and comparison to other transport options and consultation. MK values their role as a leader in transport innovation and would like to continue this and encourage testing new transport technology.</p> <p>Regulation issues are to be discussed and addressed in appropriate forums, such as the Quality Bus Partnership. Each intervention will consider in detail the issues around</p>	

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		<p>regulations when their full business case is being developed. We welcome your input to this when interventions are being developed.</p> <p>Most points raised have either been covered by the delivery plan, evidence base and context discussion, or are more relevant to the business case stage of developing the interventions after the strategy has been adopted.</p>	
16	<p>They support the South East urban extension area, but they feel that further work needs to be done to assess the impact on the Marston Valley within both plan periods, noting that there is no reference to the CBC's draft strategic site allocation despite being referenced in the NIC Partnering for Prosperity. They feel that neighbouring local authorities should be included more in collaborative work. They note how East West Rail could increase vehicle movements into central MK/Bletchley, making the service a popular option from a park and ride point of view. CBC will consider in terms of Ridgmont station to enable parkway style services. They feel the importance of the expressway should be emphasised further. They feel that CBC residents would use the park and ride sites on the eastern city of MK and East West Rail, so they would welcome a long-term partnership with MKC regarding quality and reviewing of freight, regional bus network, park and ride, and integrated ticketing for public transport. They welcome further discussion regarding the mass-transit system connecting CMK with Cranfield University (linking with recently adopted University Masterplan). They note that despite investment, walking and cycling rates are still low, suspecting that price and parking availability may be factors affecting this. They feel MK should lead the way with this, prioritising the Red Routes for walking/cycling networks. CBC's air quality plans explore EV technology, and cross-border charging facilities form part of this, so CBC may contact MK for advice and to discuss potential plans.</p>	<p>Comments noted and will be considered as part of the post-consultation review process for the Mobility Strategy. Central Bedfordshire Council will be invited to comment further on more detailed proposals as they are developed following the strategy and join proposed organisations such as the Freight and Bus Quality Partnerships, which are intended to encourage wider organisation participation and engagement.</p> <p>The strategy intends to address low walking / cycling rates through the interventions set out in Section 5.4 - Maximise Travel Choices and undertakes a review of parking supply and demand alongside this.</p> <p>MK would welcome to opportunity to collaborate with Central Bedfordshire Council on cross-border transport issues and technology trials.</p>	No change, subject to post-consultation review of Mobility Strategy.
17	<p>The updated Mobility Strategy identifies a range of opportunities, challenges and objectives similar to those of Buckinghamshire. As a result the Plan's objectives are broadly aligned with Buckinghamshire County Council's fourth Local Transport Plan (<a href="https://www.buckscc.gov.uk/services/council-and-democracy/our-plans/local-transport-plan-4/">https://www.buckscc.gov.uk/services/council-and-democracy/our-plans/local-transport-plan-4/</a>). One of the shared challenges is high-level cross-border travel,</p>	<p>Comments noted and will be considered as part of the post-consultation review process for the Mobility Strategy. We recognise it would be a good opportunity for BCC and MKC to work together to form a freight quality partnership and bus quality partnership to review more strategically, freight issues, the regional bus network, public transport integrated ticketing and park and ride proposals.</p>	No change, subject to post-consultation review of Mobility Strategy.

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	<p>combined with high levels of car use. They also share an interest in the technological studies mentioned in the Strategy, specifically those related to last-mile deliveries. They are currently updating their freight strategy with a view to consult from Feb 26th to April 9th and hope to contact MK (Andrew Moss) about this for thoughts. Given that there is significant cross-border commuting, a park and ride near the A421 would seem to merit exploration. They would like to work with MK on any such proposal. In terms of bus services, they would like to discuss MK's proposals and how they could work where they cross borders and/or interact with BCC's services. They welcome the idea of smarter payment options on public transport, but they feel that this would need to be coordinated with their public transport team for cross-border transport.</p>		
18	<p>They are in broad agreement with the strategy. They feel that a short-term aim must be to vastly improve park and ride facilities in MK in terms of their availability and frequency. There is only one currently, and although it is well-signposted to the site, there is no indication of where the buses leave from or how often. Temporary signs that have been put up about this have vanished, so more and better information needs to be provided about the facilities available. Bus services should be more frequent and reliable. They suggest that free travel on buses for a period of time should be part of the planning permissions of all new developments to encourage bus use. Bus services that use grid roads mainly should be fast and where necessary, bus lanes should be created. More control, enforcement, and monitoring of illegal parking needs to be implemented throughout MK. They recommend that a direct rail link be implemented between Bletchley and MK from the Bedford-Bletchley line, along with the expansion of East West Rail. They advise that a car park should be provided at Woburn Sands station on the land previously owned by Network Rail. The footway on the eastern side of the level crossing at Woburn Sands needs widening to make it safer for pedestrians.</p>	<p>Comments noted and will be taken into account in the development of proposals for new park and ride sites.</p> <p>A high frequency bus service is planned as part of Section 5.2 'Premium Bus Route Network' which may include on road and signal bus priority measures. Also a free shuttle suggested as part of 'Shuttle bus service to retail core at weekends', it is noted your suggestion of free bus travel to access new development areas.</p> <p>Suggestion of rail link is noted and consideration of improvements to parking at Woburn Sands station will form part of the 'Review parking' intervention under Section 5.2.</p>	<p>Consider suggestion for rail link and how this can be included in current interventions related to rail station access.</p> <p>Widen intervention 'Review Parking' in section 5.2 to also include a review of supply and demand at key locations, such as rail stations.</p> <p>Linked to above, consider including a specific intervention that reviews walking and cycling access to stations, in order to improve access to stations by active travel and decrease demand for parking, or include it in First Last Mile Strategy.</p>
19	<p>They feel that the primary aim should not be about growth, but about improving the public transport system for residents, employees, and visitors. They also feel that there is a lack of targets against which progress can be measured. As with others, they feel that many of the proposed ideas and potential opportunities fail to</p>	<p>Comments noted and will be considered as part of the post-consultation review process for the Mobility Strategy. However, we would like to respond directly to you regarding some of the points you raise.</p> <p>We wish to reassure you that the strategy contains a large</p>	<p>No change, subject to post-consultation review of Mobility Strategy.</p>

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20	<p>address the current issues, instead focusing too much on the future. Current park and ride provision is poor and needs increasing across MK (not just CMK), and these locations should be specified in the strategy (such as Bletchley). Information and signage about park and ride services will need improving, and they feel that Coachway is too close to CMK. Marketing and promotion of public transport needs improving and to focus on non-users as well as current users. MKC should fund this as operators are unable to. Behavioural change needs to be incentivised throughout the planning process. More enforcement and control of parking issues as these can hinder bus routes. More parking per dwelling should also be provided. Bus service needs improved in terms of availability, frequency, and reliability, with different services for different users possibly - faster with limited stops, and those with more frequent and suitable stops. Designated lanes for high-occupancy vehicles (buses, car-sharing etc.) could help to reduce congestion. They question why targets and interventions of previous local transport plans have not been met, asking whether this is due to lack of funding or agreement between MK politicians. They feel that mobility as a service has much more potential which the strategy fails to recognise. They propose the idea that different planning and delivery teams in MKC collaborate to form a clear plan, taking into account the views of appropriate user groups and stakeholders. In terms of rail service, they feel that they trains should be more frequent and reliable, such as a regular hourly service to Liverpool, and fast services from MKC to Birmingham and Manchester, as well as extending the Marston Vale Line and improving East West Rail Link services.</p> <p>They are very disappointed with the strategy and feel that it focuses too much on future opportunities without providing any firm pathway or plan for realising these aspirations, failing to provide a realistic, evidence-based strategy for the development of mobility solutions to support the forecasted population growth. They also feel it is inadequate in answering the business community's concerns. The most important issues from their perspective include the public transport enhancements required to facilitate the modal shift, parking capacity (particularly around the CMK station), modal shift to achieve long-term behavioural change, repercussions of development, roll out of residential parking permits, and park and ride facilities. They feel</p>	<p>focus on public transport in the delivery plan including public transport priority, bus service improvements and long term planning for a mass transit system.</p> <p>There is a monitoring plan with indicators that will be tracked to monitor the progress of each of the strategy's objectives.</p> <p>As part of the strategy's development, a review of the existing transport network and context was undertaken, along with a review of the LTP3 and its indicators to inform what is needed in this latest strategy, this is summarised in the Evidence Base, published online.</p> <p>Park and ride has been identified and suitable locations will be considered in the intervention within Section 5.2 'Provide new park and ride sites'.</p> <p>Behavioural change interventions are covered in Section 5.4 - Maximise Travel Choices, which cover most issues raised here. Also, a high frequency bus service is planned as part of Section 5.2 'Premium Bus Route Network' which may include on road and signal bus priority measures. Also a free shuttle suggested as part of 'Shuttle bus service to retail core at weekends'.</p> <p>LTP3 targets have not been met as the strategy was set out to be achieved over a 20 year timeframe, to 2031.</p> <p>Suggestion for further collaboration among teams is noted and will be taken on board by MK. MK does not control the rail services, but can influence them as a key stakeholder and will pass on your views.</p> <p>Comments noted, however there is a detailed evidence base informing the strategy, outlined in the separate document titled 'Evidence Base' available online, including transport demand modelling results that tests the growth expected at the time of developing the strategy. One of the key purposes of the strategy was to set out an area wide plan for transport in Milton Keynes in the short - medium term up to 2036, with a view to fitting in with the longer term aspirations of MK Futures 2050.</p> <p>Businesses were consulted during the consultation period and comments will be taken into consideration. Parking has been raised as an issue and interventions identified to review parking supply and demand, as well as interventions</p>	<p>No change, subject to post-consultation review of Mobility Strategy.</p>

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	<p>very strongly about parking issues, stating that it is impossible for low-paid workers to seek career opportunities in the city centre due to parking prices, but still failing to provide a viable or effective alternative at the same time. For example, temporary parking sites to the east of Adelphi Street in the city centre sit unused even though they were identified as park and ride/temporary parking locations in the CMK Alliance Business Neighbourhood Plan. While these sites remain underdeveloped, MKC have continued to implement Residential Permit Areas. The constantly increasing parking charges are viewed to be a treasure chest for MK Council, who claim they will use the funds to enhance transport and travel in MK, yet this never materialises. The disparity between supply and demand across CMK from weekdays to weekends needs rethinking. However, none of this is identified in the strategy. they feel an extensive parking review needs to be conducted, sharing the consensus view on this matter. There is no direct assistance in developing new travel initiatives for business occupiers or their staff in this strategy, but previous consultation work has indicated that CMK will continue to be the chosen location for businesses relocating to MK. CMK BID has clearly identified that parking and transport are significant barriers to people accepting employment in CMK. They question where the qualitative research is on public transport users' perceptions in terms of the quality and availability of services, such as whether park and ride facilities are wanted and would be used.</p>	<p>to support mode shift in Section 5.4 'Maximise Travel Choices'.</p> <p>There will be opportunity to discuss issues further as part of the intervention 'Partner with local businesses' in Section 5.2</p>	
21	<p>The resident feels that the strategy should address the status of Midsummer Place (MP) as a material mobility consideration. He feels that the status, and criteria and programme to re-open MP to public transport is an important omission. He explains that customers are put off from using public transport because of the inconvenience caused by the public transport route around MP, which doubles the actual distance of the journey and adds considerably to journey time because of traffic lights and corner manoeuvres. He also explains how pedestrians are dissuaded from walking between MP and The Point because of the central barrier on the dualled bus-only Lower Ninth Street. The route through MP should accommodate cyclists without having to dismount. He also feels the appearance and design of Lower Ninth Street and its connections is alien and unattractive. He feels that the area of Lower Ninth Street and the junction with MP as a clear liability</p>	<p>Comments noted and the issue of Midsummer Place and Lower Ninth Street will be considered in more detail as part of the review of bus network in the 'Premium Bus Route Network' intervention and rationalisation of the grid network in the 'Milton Keynes Grid Expansion' intervention and also considered in the 'Improve public realm and wayfinding' intervention.</p>	<p>No change, subject to post-consultation review of Mobility Strategy.</p>

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	<p>because of the absence of proper management and maintenance of hard and soft landscape. He describes MK as a leading local authority in environmentally-friendly transport and the smart city movement, so he feels that emissions-free public transport systems should be utilised in the MP area, such as electric buses and cars (including taxis). He feels that a CMK emission-free shuttle service and electric bicycle scheme by Santander could soon be realised in the area. He notes that ownership of MP has recently changed (they also own The Point), so this has delayed the redevelopment of the Boulevard space, and it could prompt a new way of thinking in terms of the relationship with Lower Ninth Street. He strongly feels that this provides a good opportunity for positive combined transport changes across these areas, and that the strategy should include and identify this potential.</p>		
22	<p>They feel that the strategy falls short of their expectations, failing to justify the interventions proposed. They refer to a short mobility study that was undertaken by Integrated Transport Planning to support project four of MK Futures 2050, and they feel that this should have been used to inform the strategy. As with other summaries, they feel that the strategy focuses too much on future areas rather than tackling current issues, lacking scenario planning and the use of evidence to support particular points. There is a need to plan appropriate actions to address current issues, including short-term, medium-term, and long-term actions. They emphasise that mobility as a service should be embraced further and referenced in the strategy. They feel that the LTP4 should not build upon the LTP3, but that it should recognise the changing habits of MK and the real technological developments. They also feel that the proposals are not seen in the context of a regional plan that embraces the benefits that will come from the Oxford/MK/Cambridge Corridor. LTP3 stated that by 2031, MK will have the most sustainable transport system in the country, whereas the new strategy simply recognises the need to reduce transport pollution (failing to realise aspirations). To create a comprehensive and integrated transport strategy and system, they think that more focus needs to be placed on the first and last mile of travel journeys (such as walking and cycling). There is insufficient reference to Demand Responsive Transport, despite its importance in LTP3. There is a lack of indicative</p>	<p>As part of the strategy's development, a review of the existing transport network and context was undertaken, along with a review of the LTP3 and its indicators to inform what is needed in this latest strategy, this is summarised in the Evidence Base, published online. The studies undertaken for MK Futures 2050 were also considered, based on the information available at the time of developing the strategy.</p> <p>One of the key purposes of the strategy was to set out an area wide plan for transport in Milton Keynes in the short - medium term up to 2036, with a view to fitting in with the longer term aspirations of MK Futures 2050. Therefore both a short and long term view needed to be taken. The interventions are set out over the short, medium and long term, the short term interventions being based on immediate needs and what is achievable within the next 6 years.</p> <p>Mobility as a Service is addressed in Section 5.4 - 'MaaS Mobility Planning App for Milton Keynes' and 'Trialling future transport technology'.</p> <p>The scope of developing the LTP4 was set as being an update to the current LTP3, which has taken into account a changing context and new local plan, MK Futures 2050 as well as consultation with internal and external stakeholders in Milton Keynes.</p>	<p>No change, subject to post-consultation review of Mobility Strategy.</p>

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	<p>analysis into key areas such as car parking, feeling that more needs to be done to address it rather than simply increasing parking charges again. They think an MK Transport Authority should be created to be responsible for the monitoring and evaluation of transport technology and travel patterns (similar to MKDP), feeling that this would help to make MK the first full MaaS city in the world. The FRF and MKBLP hope to engage further with MKC over this before its completion. Key issues and references to the strategy are provided in two appendices.</p>	<p>MK aims to maximise the opportunities that will come from the Oxford - Cambridge corridor as seen in the intervention in Section 5.2 - 'Collaborative concept delivery', where they hope to collaborate with Oxford and Cambridge to develop a mass transit corridor. They also welcome input from all other neighbouring councils to get the best possible solution.</p> <p>First and last mile journeys are addressed in 5.3 Provide and effective network and 5.4 Maximise Travel Choices, as well as the First Last Mile Strategy available online. Section 5.4 also sets out an intervention to trial demand responsive transport and there is a case study on this transport alternative on page 43 of the draft strategy.</p> <p>A detailed review of parking is outside the scope of this transport strategy, however Section 5.2 'Review parking' and Section 5.3 'Management of current parking stock' identify the need to review current parking supply and demand.</p> <p>MK welcomes the opportunity to work with you on future proposals.</p>	
23	<p>They feel that the proposed strategy is not a plan, but it also isn't a high-level strategy. They feel that the strategy should be more ambitious with set targets and goals that can be measured against (some targets are the same as in previous LTPs). It is interpreted that only minor changes are proposed, and that modal shift and behavioural change needs to be prioritised rather than accepting high car usage compared to low public transport usage. Need to focus less on growth and more on the movement of current residents and users. They feel the first strategy objective should be changed from "Support Growth and provide mobility for all" to "Provide mobility for all and support growth". They believe the low cost of parking causes low usage of public transport, as well as needing a other deterrents to car use. The strategy should make reference to the inequality in terms of access to employment opportunities and those without a car, as well as defining measures to make this more equal and fair across MK. School travel should also be addressed in the strategy, collecting data on how children travel to school and whether they attend their local school. Although they approve of MaaS and autonomous vehicles, these will not make a significant difference to current issues, so the focus should be on methods such</p>	<p>The purpose of the strategy was to set out an area wide plan for transport in Milton Keynes in the short - medium term up to 2036, with a view to fitting in with the longer term aspirations of MK Futures 2050. It sets out a plan for the specific interventions over the short, medium and long term in Section 5. In Section 6 it also sets out how the overarching objectives of the strategy and how they will be tracked to ensure that the strategy is continuing to meet the objectives. Individual transport interventions in the Delivery Plan, will also have their own intended outcomes, which will be monitored post implementation.</p> <p>Changes proposed range from small scale projects, such as cycle training to larger infrastructure schemes, such as bus priority corridors with potential to convert to mass transit corridors when needed in addition to trialling new transport technology, which is an important role for MK. The strategy strives to balance the demand for current car use with ongoing encouragement for more sustainable modes, aligned with regional and national transport and health policies.</p> <p>The Evidence Base report available online reviews the existing transport situation and issues, along with considering future growth. The strategy has considered</p>	<p>Acknowledge the contribution of taxis and private hire vehicles to traffic numbers in section 3.2.2 Travel Patterns and include reference to them in Section 5.4 'demand responsive transport'. It would be beneficial to integrate these services into the medium term plan for demand responsive transport trials.</p>

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	<p>as bus, train, cycling, and walking (particularly cycling and walking). The strategy should include objectives to have transport infrastructure in place before any expansion into new areas. There is disappointment that the strategy includes very little in relation to tackling climate change and reducing pollution, especially considering MK's poor performance in terms of sustainability - there should be targets set for this that can be monitored against. the worsening congestion is affecting the reliability and use of bus services. the First Last Mile strategy includes a table with a very modest modal shift, but this does not appear in the draft strategy. The use of private hire cars and taxis in MK should be discussed in the strategy, as they add to congestion (yet they allow travel to places that public transport doesn't). Although they support the idea of a premium bus network, they feel that there needs to be a balance between fast buses that run on the grid and slower buses that run through estates. More should be done to promote bus travel, and E-ticketing should be promoted across operators. More collaboration with employers, bus operators, and MKC is suggested to ensure staff can travel to and from work via bus. Objectives and measures should be included in the strategy to provide public transport services to surrounding towns and villages outside the council boundary (travel to work area). More promoting of car-share schemes and including all employers and employment areas in these schemes. Parking supply should be reduced as modal shift takes effect, and plans for this should be included in strategy. MKC should consider a work place parking levy to help fund improved public transport. Feasibility of rail freight terminal in MK should be explored. Support maintenance and upgrade of Redways network, and more information should be provided about plans for this and the Super Redways. It is considered essential for MKC to have more control over the bus network, with a quality bus partnership being a positive step. Bus services should be expanded and be more frequent with minimum operating hours put in place, as well as increasing the amount of electric buses. As well as bus priority measures in CMK and on the grid road network, there should be bus priority at other congested locations such as Station Square.</p>	<p>both these aspects in forming the overall short, medium and long term delivery plan, prioritise what is needed now and then in the future to accommodate existing conditions and the future situation.</p> <p>The issue of parking cost and availability and its impact on the high number of private vehicle trips has been considered in the strategy and discussed at length in stakeholder consultation. This is recognised as an issue that needs more detailed investigation, which has been addressed in Section 5.2 'Review Parking'.</p> <p>The Evidence Base considers transport network coverage and car ownership and connection to employment areas, which is why in Section 5.3 there is an intervention that considers 'expanding the existing local bus network' and also in Section 5.4 'Demand Responsive Transport' has been put forward as trial to support school and work travel. In addition there are various behavioural change interventions recommended to support and encourage a shift to walking, cycling and public transport.</p> <p>Ensuring new development areas are encouraged to use sustainable transport has been an important consideration in this strategy, considering the growth expected in MK. Therefore there are several interventions proposed to address this, including Section 5.2 'Optimise public transport/mass transit access in new development areas', Section 5.3 'Redways network extension' and 5.4 'travel planning in new and existing developments'.</p> <p>Air quality is discussed in the Evidence Base report online, and the strategy intends to address transport's impact on this, evident in one of its core objectives 'Protect transport users and the environment'. Section 6 sets out how air quality will be monitored as the strategy progresses.</p> <p>It is noted that there is no mention of private hire vehicles or taxis - this will be included in the discussion on public transport (section 3.2.7).</p> <p>The balance of high frequency rapid buses on the grid network and local services accessing estates and new growth areas as well as an integration between the two, will be considered in Section 5.3 'Expanding the existing local bus and other mass transit networks'.</p> <p>Integrated ticketing on public transport and generally making it easier for people to pay is a common transport</p>	

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		<p>issue across the UK and most councils and regional transport bodies are starting to work together to address this. The strategy will cover this issue in interventions within Section 5.4 'Integrated journey planning', 'quality bus partnership' and 'variety of payment options on public transport'. The quality bus partnership will also be an opportunity for wider collaboration with other councils, businesses and bus operators.</p> <p>will also Therefore both a short and long term view needed to be taken. The interventions are set out over the short, medium and long term, the short term interventions being based on immediate needs and what is achievable within the next 6 years.</p>	
24	<p>Feels that LTP3 was cast wrong, and the proposed strategy continues down the same path. Argues that LTP3 claims of success are false, which does not provide a good foundation for LTP4. Argues that the grid roads are provide a unique advantage for public transport services, and that the key to utilising the grid is having reliable and direct communal transport, the grid allows everyone to get to every place with no more than one change. Feels that public transport cannot be organised properly in Milton Keynes unless there is a TfMK like TfL, LTP4 should set out to create alliances with other authorities or direct with government to secure that status. Argues the proposed strategy does not properly deal with the net inflow of workers to Milton Keynes, or the flow of workers leaving MK by its various modes, that they need a Park and Ride at the entrance to the city to join the grid and that railway stations must be better linked to the grid. Feels the strategy doesn't deal with the issue of journeys to school, which cause huge transport issues. Respondent feels that the references to technology in the strategy are a "blatant grab for grants for projects", feels electric cars are a dead end, hydrogen powered cars are the future. "Please produce an LTP4 for Milton Keynes".</p>	<p>As part of the strategy's development, a review of the existing transport network and context was undertaken, along with a review of the LTP3 and its indicators to inform what is needed in this latest strategy, this is summarised in the Evidence Base (available online). It should be noted that the LTP3 established targets with a 20 year timeframe, to 2031, and that good progress has been made at this interim stage.</p> <p>More generally, we would like to recognise the comments raised and we wish to observe that the strategy has a large focus on improving and enhancing public transport in the delivery plan including bus service improvements and public transport priority; bus operators and wider stakeholders will be consulted on any bus improvement schemes and also invited to be part of the Quality Bus Partnership in Section 5.4. Opportunities to take advantage of Milton Keynes' unique layout and network will be part of consideration of improvements and new services.</p> <p>The strategy has been prepared with due consideration of the policies and strategies of our neighboring local authority partners, and they have been invited to participate in this consultation exercise.</p> <p>Movement flows to and from the city have been considered in development of the strategy, and are summarised in the Evidence Base. As an example, Park and ride has been identified and suitable locations will be considered in the intervention within Section 5.2 'Provide new park and ride</p>	<p>Suggest inclusion of comment that MKC will seek to continue partnerships and funding that enable delivery of innovation and new technologies.</p> <p>Check text relating to alternative fuels and technologies and consider reinforcing that MKC seek to ensure alternative fuel technologies can be accommodated.</p>

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25	<p>Agrees with the aims, feels that more need to be done short term to ensure long-term implementation works. Argues that MKC needs to focus on getting current public transport up to speed before focusing on unproven technology. Taxi licencing needs to be reviewed, lax at the moment. Parking system at main shopping areas needs to be reviewed, free parking at MK1 means CMK losing business. Park and Ride sites needed, asks if a site can be made at Westcroft shopping car park. Bletchley bus stations need to be enlarged, and conditions reviewed every 6 months to ensure they are working properly. Bletchley rail station needs to have eastern access enhanced, in order to get too/from the stadium.</p>	<p>sites' to provide incoming travellers options for accessing location without their car.</p> <p>Schools have been addressed within the strategy, with Section 5.4 highlighting interventions specifically for schools, such as providing cycle training and cycle parking to enable pupils to use the local network.</p> <p>The strategy is forward-looking in scope and reach, and emerging technologies offer opportunities which should be explored and potentially exploited; where possible, MKC will seek to maximise its spending by leveraging funding for projects which align with the strategy and deliver advantage for the city. The existence of Transport Systems Catapult in the city is just one example of where the city is able to lead innovation in transport. The emergence of electric vehicles is an area where MKC are working closely with Government and manufacturers; the technology is current and will mature over the lifetime of this strategy. Unfortunately, at this time there is no framework or viable commercial concept for hydrogen, which incidentally would also require a separate distribution network; despite this, it remains a potential future motive technology which MKC will continue to monitor and adapt for as necessary.</p> <p>Comments noted and will be considered as part of the post-consultation review process for the Mobility Strategy. We recognise the desire to see greater emphasis on short term activity to ensure MKC does not lose ground, and will give this due consideration in the delivery timescales for interventions.</p> <p>Suggestion of review of taxi licensing possible - note MKC has brought in arrangements to ensure public have good user experience of MKC licensed drivers.</p> <p>Parking review is part of the strategy, in Section 5.2, which will consider all aspects of parking across the city. The issues surrounding MK1 commercial and business parking and the interrelationship with outlying areas and other centres beyond the city will be part of the scope of this study.</p> <p>Identification of suitable locations will be considered in the intervention within Section 5.2 'Provide new park and ride sites'</p> <p>Improvements for Bletchley railway station is included as a short-term activity in Section 5.3; Bletchley bus station is</p>	<p>Possible review of taxi licencing arrangements Check wording of parking review and potentially expand Include regular action to review bus/rail stations for customer experience</p>

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		undergoing further enhancements/improvements and is under regular scrutiny.	
26	<p>Page 32: strongly supports the Mobility Strategy Ambition, they produce a robot which is a 'last mile delivery' service provider, delivering products to doors. Believe that these Personal Delivery Devices (PDDs) can be part of this technological advancement, and help meet environmental targets. Page 33: fully supports the objectives of the Draft Strategy. Outlines how their technology can assist in reducing emissions by taking delivery vans off of roads and replacing with electric robots. Pages 34-45: supports all outcomes. Requests a 'formal statement of commitment' to the PDD sector, which they claim will serve to achieve the goal of encouraging new more open regulatory arrangements to remove barriers to integration between types of transport. Claims that their company is a case study in 'making the most of new innovation in autonomous vehicle technology', and would be willing to serve as one. Argues that they will be reducing the amount of vehicles on the road, replacing them with electric robots, reducing emissions. Strongly support growth and mobility for all, believe PDDs can assist with this aim. They argue their company are amongst the world leaders in autonomous last mile deliveries. Redways extension would be beneficial to their company as long as they can use it, argue that infrastructure for this technology should be planned for now. "Particularly supports" the aim of facilitating responsible and sustainable travel choices, especially in businesses, schools and higher education. Praise Milton Keynes Council for enabling the trailing of future transport technology, saying as long as this continues they will invest in the area. Their "one key request" is for a formal endorsement by the Local Authority of their activities, according to agreed operational parameters.</p>	<p>Thank for their supportive response to the strategy and outlining the multiple ways in which the PDD sector is able to support the aspiration and delivery of the strategy.</p> <p>Note request for statement of commitment about protocols for the PDD sector. Comment that whilst we are unable to produce such a commitment at this time, we would be willing to engage with Starship and other PDD providers to understand the regulatory environment for the operation of PDDs and explore the desirability of creating frameworks or protocols for the sector to operate in our urban environments, particularly in respect of sharing networks with pedestrians, cyclists and other users.</p> <p>At this stage, and without engagement noted above, MKC would be unable to extent a formal endorsement to Starship or any other PDD operator.</p>	<p>Review and possible inclusion of Personal Delivery Devices (PDD) as one of the potential emerging technologies for last mile delivery (without reference to a specific operator), and caveated that operation would be subject to review of appropriate regulatory and operational environment.</p>
27	<p>Feels there needs to be detailed analysis of the main roads, roundabouts and junctions on the MK network. Suggests dualling parts of the A421, or the possibility of an HGV only junction or lane onto the M1. Electric vehicles not currently suitable for heavier vehicles, perhaps a possible alternative for vans and light commercial vehicles. Also the potential for some other roads to be converted to dual carriageways. States that operating an alternatively fuelled vehicle is not necessarily a cost-effective procurement option for</p>	<p>Thank FTA for responding to the consultation and recognise their role representing the freight sector, particularly given that Milton Keynes is home to distribution centres for a number of major national freight companies; MKC recognises the vital contribution the freight industry makes to the local economy.</p> <p>The Evidence Base for the strategy considered the movement of HGVs/LGVs using the Milton Keynes Multi-Modal Model, and the specific operation of junctions and</p>	<p>Suggest inclusion that MKC will consider specific signing and movement arrangements for HGVs at some locations on the network.</p> <p>Consider revising freight 5.5 to include 'fuel technologies' and under Freight Quality Partnership 5.2</p>

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	<p>many businesses, electric vans can be more expensive than equivalent, and carry less with reduced range. Gas trucks may be an alternative until electric is more commercially viable. Supports implementation of urban traffic management control system, as long as it aids flow of traffic and reduces congestion. Feels the introduction of a tram network may alleviate future traffic congestion and reduce the amount of vehicles on the road. Feels the introduction of priority traffic lights into MK in the morning and out of MK in the afternoon would reduce congestion.</p>	<p>corridors in the city was part of the background work which has informed the strategy. The capacity issue relating to the M1 junction 13 is noted, and we would observe that the strategy is intended to be strategic in nature and not to address specific roads or junctions, specific programmes are to be developed for this, and the Mobility Strategy, and its evidence base, including these responses from the consultation, will form part of the development of specific interventions/proposals.</p> <p>We note the comments on electricity as a motive power in the freight sector for heavy vehicles, and the DfT study on gas fuelled vehicles. We would observe that we are aware of trials and practice in the freight industry, the use of electric in the light vehicle freight sector, and merely seek to engage with operators to explore and exploit technologies which de-carbonise and provide air quality improvements at point of use. We will consider how this may be reflected in the Mobility Strategy as we complete the post-consultation review process.</p> <p>We note the observations of congestion and the FTA's wish to work with MKC to identify access and congestion issues, and seek solutions or possible improvements which may deliver a safe and efficient infrastructure network. We will be seeking to use the Freight Quality Partnership as our principle mechanism for undertaking such activities.</p>	
28	<p>Marston Vale Line has potential to extend its area to Wolverton, believe that services should stretch to Milton Keynes Central instead of terminating at Bletchley, they were given assurances by London Midland that this would happen but it hasn't. Disappointed that West Midlands Trains have not included extension of the line to Milton Keynes Central. Request that this extension is included as an intervention in the final document as a short-term measure. Also request that Sunday services are added to the list of interventions. They also want to see direct services introduced between Bedford and Oxford as soon as possible. Feel there should be an extension of the operating hours of the Marston Vale line prior to the commencement of East West rail services. They welcome the emphasis on providing mobility for all and protecting the environment, feel that rail has a key role in the latter. They welcome promoting sustainable travel, would like to develop their partnership with the Council. They support the development of a premium bus network, and the need for better rail/bus integration. Welcome expansion of</p>	<p>Thanks for detailed response and note all the comments made, which will be given consideration as part of the post-consultation process for the Mobility Strategy. We wish to observe that the intention of the strategy is to highlight high level infrastructure and corridor movements and therefore does not address specifics; Section 1.4.2 notes need for all parties involved in rail to collaborate to deliver the network and service required for Milton Keynes; this is reinforced in objective 4.5 b.</p> <p>We note the request to incorporate the Marston Vale Line extension to Milton Keynes Central as a possible short-term intervention; we would observe that the strategy is intended as a high level strategy for mobility, preference is to discuss themes rather than specific schemes; we would observe that the Marston Vale Line extensions would be part of a work package for rail that would be developed under the strategy; MKC would look to engage with all relevant stakeholders, including the MVCRP, ATCOC, TOCs and Network Rail to develop the details of a programme.</p>	<p>Undertake review/understand issues and practicalities of including the extension of the Marston Vale Line to Milton Keynes Central as a possible interventions into the draft. Fact-finding review would also need to determine who would be responsible for it, and the timescale over which it could be realistically delivered (respondee suggests it would be short-term measure but no evidence for this provided).</p> <p>Speak with ATOC/TOCs/NR to determine practicality of introducing Sunday services. If practical, include as possible short-medium term intervention.</p> <p>Highlight role of marketing and promotion as a cross-cutting activity for all interventions of the strategy. Consider inclusion of a specific action (under 5.4 Maximise travel choice?) to prepare a coordinated town-wide marketing and promotional strategy using the Get Smarter Travel in Milton Keynes brand.</p>

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	<p>cycle hire scheme to stations. Request that the establishment of a Freight Quality Partnership incorporates rail. Feel there are issues with parking supply along the Marston Vale line, at some stations maximum stay is 90 minutes - not practical for rail passengers. Need to promote station car parks with better signage, some are underutilised by rail passengers. Feel that expanding rail capacity is vital and a new station entrance required at Bletchley to connect with tow centre, also need to improve rail journey options from Milton Keynes Central. Need more frequent services north, e.g. only two trains per day direct to Liverpool.</p>	<p>Similarly, we note the request for inclusion of Sunday services; as with the previous point, we would seek to work with stakeholders to assess the viability of such an intervention.</p> <p>With respect to the specific comments relating to parking provision and capacity, these are noted and will be passed to the relevant officers. In respect of marketing and promotion, this is intended to be a common activity throughout the interventions using the Get Smarter Travel in Milton Keynes brand (highlighted in Section 2.2 of the consultation document), with particular reference to interventions to maximise travel choices (Section 5.4), although we will give consideration to inserting either text or a specific item to highlight the critical role this activity has in the strategy.</p>	
29	<p>Pleased that sustainable transport methods are included in the strategy. Disappointed that work journeys carried out on bike are so low, Improving the Redways network and promoting use of it would lead to a happier and healthier community. Feels the document is heavily weighted towards business needs of MK as opposed to leisure time and major events. Would welcome a conversation to see how the sustainable transport programme "Pedalling culture" fits into the plan. 3.4: need more detail on mode shift. 4.5: need clarification that Redways routes included in 'transport network' or 'transport system' references. 5.2: Redways should be included in areas for reinvestment of money., Park and Ride need to include cycle options. Would the expansion of the cycle hire scheme be through the Santander scheme or a new one? Park and Ride should be shorter term not long term. Disappointed that there are no long/medium term aspirations for Redways. 5.4: should also monitor usage of Super Redways. Feel there could be more about electric bicycles as they are being used more frequently by commuters and leisure users.</p>	<p>It is intended that the majority of transport improvements proposed will benefit both work and leisure trips.</p> <p>Thanks for your suggestion for the strategy to work together with the Pedalling Culture initiative, this is a great idea and would be a great opportunity to promote the Redways and cycle network to visitors and residents of MK. Perhaps this initiative can be promoted at cycle training events in schools and businesses and promoted in travel plans.</p> <p>Agree with point on mode shift, this will be added to Section 3.4.</p> <p>The operation of a wider cycle hire scheme will be determined in the early stages of developing this intervention after the strategy is adopted. It would be efficient to extend the network under the same operator.</p> <p>There will be work in the short term to determine the suitable locations for new park and ride sites and planning will then start for their implementation. In some cases their implementation may not be feasible until further growth is realised, however there may be sites that can be brought forward earlier in the medium term.</p> <p>Would welcome further discussion with you on a longer term vision for Redways and what interventions could support this.</p>	<p>Refer to Pedalling Culture initiative in introduction to Section 5.4 as a way to further promote cycling in MK.</p> <p>Section 3.4 - Refer to the opportunity to make better use of existing network and relieve congestion through mode shift.</p> <p>Section 4.5 - Add reference to Redways network in discussion on transport network. Include definition for 'transport network' in glossary, i.e. make it clear that this refers to roads, PT, walking and cycling networks.</p> <p>Section 5.2 - Add point that new park and ride sites will need to have cycling access included.</p> <p>Section 5.2 - Add a short term intervention to undertake a review of potential for park and ride sites.</p> <p>Section 5.4 - Add edRedways and super Redways to 'Smart Sensors' description.</p> <p>Section 5.2 'Cycle hire' - add that electric bikes will be considered as part of broadening this scheme.</p>
30	<p>In broad agreement with mobility strategy. Feel there should be mention of GP practices/hospitals/community services/new practices in Brooklands and White House, ensuring transport options for patients. Feel it should</p>	<p>Thanks for raising the point on access to health services, the transport interventions should hopefully address this, but it will also be added to Section 5.4 'Travel Planning'.</p>	<p>Section 5.4 'Travel Planning' - also refer to travel planning for GP/hospital/community services</p> <p>1.2 'Context' - add a paragraph that discusses the benefits</p>

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	<p>include background detailing how active travel can be beneficial to both mental and physical health. Need to ensure good connectivity between NHS services. Also feel the strategy should promote "Cycle to work scheme". Any new developments should use town and country planning guidance on healthy environments. P15: encourage the new strategy to maintain/expand walking and cycling initiatives. Would like to see marketing and behaviour change interventions to encourage modal shift to get more citizens walking and cycling.</p>	<p>Would welcome that NHS join the Freight Quality Partnership proposed in this strategy, to ensure all NHS freight movement issues are supported and addressed.</p> <p>Behaviour change activities such as promotion, travel planning and cycle training will address cycling to work and mode shift, see Section 5.4 of the Delivery Plan 'Maximise Travel Choices'.</p>	<p>of active travel to mental and physical health and mention relevant MK health policies.</p>
31	<p>Feel the strategy is required and timely, the draft LTP is ambitious and builds on the objectives set out in LTP3. Support the vision to create a transport system for the future, and generally supports emerging proposals in the draft. Feel the plan would benefit from a commentary on the proposed funding for investment in transport projects. Consideration of key corridors supported and should be further explored in the final strategy. Routes to the North West are important to South Northamptonshire, improvements currently underway by Highways England, further consideration required as the mobility strategy is implemented. Feel that improvements to the local transport system needed in anticipation of growth of Milton Keynes and wider area. Encourage cross-border collaboration on transport issues as the strategy is delivered. Section 3.3: would welcome the opportunity to discuss these proposals in more detail as they are progressed, particularly impact on South Northamptonshire. Feels the modal shift targets are ambitious but necessary, would like to be kept informed as the Mobility Strategy progresses towards adoption.</p>	<p>At the time of preparing the draft strategy, detailed funding opportunities were not finalised. MK will be able to provide further information on this. Funding for specific interventions will be considered when they are developed in more detail after the new strategy has been adopted.</p> <p>Would welcome collaboration with your council on key cross-border issues in terms of impact of growth and transport integration.</p>	<p>Include a discussion on known MK funding opportunities in the Delivery Plan section.</p>
32	<p>Feels the document is comprehensive and impressive, covers the challenges and opportunities for transport for next few decades. Adds there is a need to consider transport more strategically with likely housing and commercial development in neighbouring authorities. Requests that Milton Keynes Council's transport planning is done in conjunction both with neighbouring authorities and whatever national and regional structures are put in place as a result of the overall corridor programme, schemes such as East-West rail and Oxford-Cambridge Expressway will impact on pattern of services and impact on traffic to and from Milton Keynes. Asks that flexibility is built-in to future planning timetable to consider these wider</p>	<p>Thank for considered response. Note roles on the House of Commons transport select committee, chair the Parliamentary APPGs for smart cities, future of transport, and appointment as the Government's official champion of the Oxford-Milton Keynes-Cambridge corridor - as such MKC keen to maintain active engagement during development of strategy.</p> <p>Note observation about the role of strategic spatial and infrastructure planning and involvement with neighbouring local authorities, and we comment that the strategy seeks to maximise the opportunities that these challenges pose, and that MKC has been using this consultation process to engage meaningfully with these neighbouring authorities.</p>	<p>Reinforce text and commitment to working with neighbouring local authorities on spatial planning and development of transport infrastructure.</p> <p>Consider inclusion of specific reference to items raised (1-8), subject to review for fit and appropriateness.</p>

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	<p>considerations. Parking charges should not be used as a "stick" to encourage modal shift, a 'carrot' approach would be better, offering easier cheaper modes of transport. Feels it would be a mistake to reduce parking capacity or increase price of parking at railway stations, it will discourage rail travel. Happy about maintaining and expanding grid road systems, recommends an audit of potential public transport corridors in the grid network. Agrees with analysis of cycling in Milton Keynes, feels further research required to identify "non-infrastructure barriers" to get more people cycling. Feels that "micro-metro" network needs to be more ambitious, suggests the new tram network in Qatar is looked at as it is much cheaper to install and run. Has contacts with innovative companies with regards to First/Last mile travel, willing to put in touch with them if it will help. Need to look at transport options around school travel, encouraging walking or cycling. Welcomes considerations around electric vehicle charging, says need to consider those who live in apartments or terraced houses and how it can work for them. A challenge will be to provide economically viable public transport for those in villages around Milton Keynes, need to consider alternatives such as combining Royal Mail deliveries with bus transport for rural communities, as they do in Switzerland.</p>	<p>In respect of the specific points, raised (items numbered 1 to 8), we would like to thank you for providing the detailed contained, and assure you that these considerations will be noted in the consultation report, and it is exactly these details which MKC officers will be addressing in the technical work required to realise the strategy in the coming months and years.</p>	
33	<p>They note that the strategy lacks mention about tackling physical inactivity and references to the Health and Wellbeing Strategy and Physical Activity Framework. They present 3 key strategies (to be included in the strategy and outcome section) relating to health and physical activity, and also intervention proposals for including in the delivery plan for objective 4. Specific suggested text can be seen in the comment 33 tab. The 3 key strategies are: 1. joint health and wellbeing strategy - focusing on wellbeing first, closing the gaps in inequalities, and ensuring an integrated system, requiring organisations to work together towards shared priorities. 2. MK physical activity framework - provides clear guidance about tackling inactivity through the life course approach. 3. MK sport and active communities strategy - developing the infrastructure appropriate for the community to be active. They propose that the following 3 should be added to objective 4's strategy outcomes: 1. Supporting and encouraging use of active modes which deliver health benefits. 2. Supporting and encouraging use of modes which minimise CO2 and other emissions. 3. Ensuring the safety of all travellers</p>	<p>Thank for helpful and concise response to the consultation. Omission of direct reference to physical activity an oversight, and welcome opportunity to address this when we review and revise the Mobility Strategy following the consultation. Due attention will be given to the suggested objectives and interventions provided and consideration given to how they may be incorporated into the strategy.</p>	<p>Suggest evidence base references physical activity strategies (Joint Health and Wellbeing Strategy, MK Physical Activity Framework, MK Sport &amp; Active Communities Strategy) plus incorporates data about current levels of physical activity/inactivity (Section 7 of evidence base).</p> <p>Suggest strategy will need to refer specifically to VC physical activity objectives for 4.5 and incorporate interventions suggested by VC into section 5.5.</p>

Comment number	Comment	Response	Amendment to Draft Mobility Strategy
	<p>is a key part of transport planning. Specific short-term interventions to go into the delivery plan (5.5) include connecting the cycling and walking routes with the development of new growth areas of the community (sports and health provision). Upgrading, extending, and building the safety of the Redways network. Build on the Beat the Street evaluation. Ensuring all interventions take inclusion and equality into account, reducing the gaps in communities. Working with different groups to encourage more walking and cycling. Specific medium-term interventions include promoting a cultural shift to make being physically active more attractive and easy to participate in. Improving accessibility to community facilities. Creating walk or cycle buddy schemes. Integrating walking and cycling network with rest of transport network. Improving signage to raise awareness of leisure facilities.</p>		
34	<p>Cited a presentation by MKC which they had recently attended and summarised the aims of the Strategy. The Committee agreed that as 2036 is a long way off it will be difficult to predict forms of transport that will evolve over the next 18 years. The Committee would rather see a document that deals with the impact on Newport Pagnell in terms of emissions and road infrastructure. Cited proposed Moulsoe development having huge impact on the town.</p>	<p>Thank for response to the consultation. Acknowledge that open spaces integral to Milton Keynes and interference of the value of open spaces provided with the Redways and other off-road networks not explicitly referenced in the consultation draft and this will be considered in our review of the document following closure of the consultation period. Omission of direct reference to physical activity and draft Health and Wellbeing Strategy an oversight, and welcome opportunity to address this when we review and revise the Mobility Strategy following the consultation. Due attention will be given to the suggested objectives and interventions provided and consideration given to how they may be incorporated into the strategy.</p>	<p>Review document and consider insertion of appropriate references to value of open spaces and active travel/health, subject to post-consultation review of Mobility Strategy.</p> <p>Consider reference to health/physical activity under interventions 5.2 mobility options for all and 5.4 maximise travel options</p>
35	<p>Safety, reliability, and sustainability are most important to their agenda. They exist to serve the University of Cranfield, and this relationship is expected to continue. They feel that the strategy does not focus enough on bus services and provision, believing that infrastructure developments and bus priority measures should feature in any future partnerships and investments. Uno and the University of Cranfield are interested in linking schemes to the East West rail link. They have already started a pilot circular Mon-Fri bus route in Central Bedfordshire assisted by s106 funding (route C12) which is already starting to build patronage, with hopes that this service would become more viable in future once the new rail link is operational. Particular areas they would like more focus on include traffic light priority measures to reduce journey times, better bus priority</p>	<p>Thank for response and confirm that all points are noted for consideration during post-consultation review of Mobility Strategy.</p> <p>We wish to reassure you that the strategy contains a large focus on public transport in the delivery plan including public transport priority, bus service improvements and long term planning for a mass transit system. It also gives consideration to spatial planning and ensuring provision of public transport options. Many of the interventions aim to address improvements to the bus network planning for future mass transit connections and MKC proposes to re-establish a Quality Bus Partnership to discuss current issues with the bus network and ensure such future opportunities are exploited. MKC would wish to engage with all operators as part of this process.</p>	<p>No change, subject to post-consultation review of Mobility Strategy.</p>

Comment number	Comment	Response	Amendment to Draft Mobility Strategy
36	<p>and dedicated right of way at key junctions and terminals, addressing the congestion in Station Square, improving bus shelters and information in the city centre, removing road humps along the routes used by Uno, working to promote modal shift, and more integrated and joint ticketing across public transport. Innovation is a key priority for Uno, interested in autonomous vehicles, mass transit, and alternative fuels among other areas. They are already upgrading their ticket machine systems to Ticketer across their services, and this will enable RTP1 compliance, contactless payments, and the ability to participate in other exciting ticketing initiatives. The strategy lacked detail about any plans for low emissions or emissions control zones in the city centre or borough.</p> <p>Requests representation of the role of PTW in the strategy on grounds of economy and environmental benefits within a wider transport ecology.</p>	<p>Comments noted. Will include reference to facilities for PTWs in the strategy and action planning where appropriate.</p>	<p>Insert reference(s) to PTW at suitable points in revised Mobility Strategy, including facilities such as parking provision at destination points (e.g. CMK, rail stations and interchange points)</p>
37	<p>Notes comments provided pending approval. Concerns about Redways condition, design (security) and risks of multi-modal use. Wishes to see coverage of other routes for cyclists i.e. canals other private land included in the strategy. Welcomes and encourages improvements to Wolverton Station approach and access ways to for buses, cycling and walking.</p>	<p>Noted – these items are addressed in the strategy Section 5.3 'Provide and effective Network'.</p>	<p>Review comments and ensure clarity of revised strategy document addresses points raised about Redways maintenance, security etc. (Section 5.3). Also consider recognition of alternative non-Redways traffic free routes.</p>

## 5. Summary and recommendations

Generally speaking, the sample generated by the on-street questionnaire is a representative of Milton Keynes. Respondents are mainly car drivers and around a fifth walk and cycle for leisure trips. With the exception of buses, respondents' views are positive of the existing sustainable mode provision in Milton Keynes. At least 60% of respondents who do not hold positive views on the current provision of sustainable modes state that they would increase their use of these modes if facilities were improved.

- 88% of respondents support the Ambition of Mobility Strategy
- At least 85% support the Objectives of the Mobility Strategy
- At least 75% support the Outcomes of the Mobility Strategy with the exception of autonomous vehicles and Mobility as a service (Maas) where support drops to at least 59%.
- Females value a safe network more than men
- Those without access to a car are more likely to support autonomous vehicles and MaaS

### 5.1 Recommendations for amendments to the Draft Mobility Strategy

The proceeding section provides a summary of the comments received during the consultation in Table 14. The table includes a response for each and detailed recommendations for amendments to the Mobility Strategy. These are summarised below, in no particular order of importance:

- General need to review and simplify wording throughout. Insert executive summary and prepare and include comprehensive glossary of terms.
- Reinforce wording relating to partnership working with neighbouring authorities and stakeholders on spatial planning and infrastructure topics including cross-boundary movements.
- Insert short term action to make the case for devolved powers for transport regulation to enable delivery of an effective local transport system; longer term aspiration to establish a locally devolved transport authority model either within MKC or with neighbouring authorities to enhance the transport system for the Cambridge-Milton Keynes-Oxford corridor.
- Revise wording regarding MKC engaging with retailers and business to ensure the transport system reflects the needs of the city economy.
- Clarify objectives and purpose of parking and supply review reflecting the breadth of comments received.
- Clarify role of Quality Bus Partnership as principle forum for engaging with bus operators to develop the detail needed to deliver bus interventions.
- Park and Ride interventions to incorporate short and long term interventions to maximise opportunity for existing location and develop additional sites.
- Maximise linkages with 'First Last Mile' strategy and maximising opportunities for interchange through provision of links between modes, such as walk /cycle/bus and rail interchanges.
- Interventions relating to the Redways, such as maintenance and enhancement, to be reinforced.
- Recognise value of Redways and other open spaces and range of benefits derived.

- Clarify role of taxis and private hire vehicles, along with other demand responsive transport.
- Strengthen wording to reflect the council's overall requirement for improved rail infrastructure and services to access EWR and for there to be increased inter-regional services post HS2.
- Reinforce wording to establish MKC intent to work with neighbouring authorities to establish a rail service position for infrastructure and service improvements, including potential for reopening lines to improve direct connectivity along key corridors.
- Incorporate specific references to physical activity and health and the Joint Health and Wellbeing Strategy; Mobility Strategy to include specific physical activity objectives and interventions.
- Clarify MKC position that strategy favours no particular emerging technology, fuel technology or infrastructure, rather seeks to ensure is best placed to take advantage of them as they develop.
- Reinforce marketing and promotion as a cross-cutting activity for all interventions.
- Include Powered Two Wheelers.
- Insert intervention to deliver an integrated Priority Bus Corridors programme with lane upgrades to support bus and Carshare, facilitating multi-occupancy vehicle use.

## 6. Appendix A

### Mobility Strategy Public Consultation Questionnaire

Milton Keynes’s Local Transport Plan (LTP) was adopted by the council in 2011. As Milton Keynes is at the forefront of technology and innovation, developments in these areas since 2011 are changing the way we travel. These advancements, coupled with the expected growth in the area, have led the council to review and refresh the LTP to ensure that Milton Keynes is an exemplar transport city with a modern, efficient and well run transport system now and in the future. The updated LTP will be known as the Mobility Strategy for Milton Keynes. Your views on this Strategy are important to us. Please complete this short questionnaire to let us know what you think of the Draft Mobility Strategy.

#### Draft Mobility Strategy: The Ambition (page 33)

Q1	<b>The Mobility Strategy Ambition is for transport to support the long term population and economic growth of Milton Keynes by embracing new technology to maintain journey times and provide smart, sustainable and shared mobility for all. Please indicate your <u>level of support</u> for this ambition.</b>					
	Strongly support	Support	Neither	Oppose	Strongly oppose	Don't know
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Draft Mobility Strategy: The Objectives (pages 33-34)

Q2	<b>To deliver its ambition, the Mobility Strategy has four Objectives (listed below). Please indicate your <u>level of support</u> for each Objective:</b>						
		Strongly support	Support	Neither	Oppose	Strongly oppose	Don't know
1	<b>Support growth and provide mobility for all</b> - support the growth ambition of Milton Keynes and provide good connectivity throughout the Borough and beyond.	<input type="checkbox"/>					
2	<b>Provide an effective network</b> - provide a network that is well maintained, free-flowing and is operating efficiently at all times.	<input type="checkbox"/>					
3	<b>Maximise travel choices</b> - maximise the use of technology and innovation both to inform the traveller and to provide mobility options.	<input type="checkbox"/>					
4	<b>Protect transport users and the environment</b> – the safety of all transport users is a key part of this strategy as is the need to reduce CO <sub>2</sub> emissions, protect the natural environment and promote improved public health and wellbeing.	<input type="checkbox"/>					

Draft Mobility Strategy: The Outcomes (pages 35-36)

Q3 To deliver the Objective to <i>Support Growth and Provide Mobility for All</i> we have identified a number of desired outcomes (listed below). Please indicate how <u>important</u> each Outcome is to you. Each Outcome is shown in bold text followed by more detail.							
		Very important	Important	Neither	Unimportant	Very unimportant	Don't know
a	<b>Reliable journey times</b> – For Milton Keynes to continue its record of high growth it is essential that current journey times are maintained and the transport network improved.	<input type="checkbox"/>					
b	<b>A transport system to support growth</b> – the layout, extent, connectivity and overall functionality of the transport network is key to supporting increases in population and expansion of business.	<input type="checkbox"/>					
c	<b>Modern regulatory system</b> – work to encourage new, more open regulatory arrangements to remove barriers to integration between types of transport	<input type="checkbox"/>					

Q4 To deliver the Objective to <i>Provide an Effective Network</i> we have identified a number of desired outcomes (listed below). Please indicate how <u>important</u> each Outcome is to you. Each Outcome is shown in bold text followed by more detail.							
		Very important	Important	Neither	Unimportant	Very unimportant	Don't know
a	<b>An integrated traffic management system</b> – would adapt to changing conditions using technology enabling better management of road junctions for all modes of travel.	<input type="checkbox"/>					
b	<b>A proactive approach to asset management</b> – maintaining the quality and reliability of existing and new transport infrastructure.	<input type="checkbox"/>					
c	<b>A network that is available, well maintained and safe for all users</b> –It is essential that maintenance works and utility excavations (Streetworks) are kept to a minimum to reduce congestion and maintain short journey times. A well maintained network is one which helps reduce road accidents and casualties.	<input type="checkbox"/>					

<b>Q5 To deliver the Objective to <i>Maximise Travel Choices</i> we have identified a number of desired outcomes (listed below). Please indicate how <u>important</u> each Outcome is to you. Each Outcome is shown in bold text followed by more detail.</b>							
		Very important	Important	Neither	Unimportant	Very unimportant	Don't know
a	<b>Integrated journey planning available on a variety of technology platforms</b> – Using data and technology to plan journeys and identify travel options.	<input type="checkbox"/>					
b	<b>Making the most of new innovation in autonomous vehicle technology.</b> Autonomous vehicles could increase vehicle utilisation and significantly reduce the cost of travel while increasing the frequency and availability of services.	<input type="checkbox"/>					
c	<b>Exploiting Mobility as a Service (MaaS)</b> –New technology is enabling better use of on-demand transport (such as car clubs, bike hire, ride hailing and lift sharing) reducing the need to own a vehicle.	<input type="checkbox"/>					
d	<b>Seamless integration between modes</b> –single payment ticketing and interchanges that are as seamless as possible.	<input type="checkbox"/>					

Q6 To deliver the Objective to <i>Protect Transport Users and the Environment</i> we have identified a number of desired outcomes (listed below). Please indicate how <u>important</u> each Outcome is to you. Each Outcome is shown in bold text followed by more detail.							
		Very important	Important	Neither	Unimportant	Very unimportant	Don't know
a	<b>Supporting and encouraging use of active modes which deliver health benefits</b> – active travel supports the council's Wellbeing Strategy in helping reduce a number of health conditions.	<input type="checkbox"/>					
b	<b>Supporting and encouraging use of models which minimise CO2 and other pollutant emissions</b> – as well as travelling efficiently improved engineering technology plays a part here with Electric Vehicles and other low or zero emission freight and public transport.	<input type="checkbox"/>					
c	<b>Ensuring the safety of all travellers has been a key part of transport planning</b> – as well as the obvious need for safety there are proven benefits to the wider health, wellbeing and economic aspects of society in general.	<input type="checkbox"/>					

**Draft Mobility Strategy: The Delivery Plan (pages 37-44)**

The Delivery Plan of the Strategy provides details of interventions for each of the four strategy objectives detailed in Section 4 of the document. There are 48 interventions set out over 3 time periods of short, medium and long term covering the period from 2018-2036 and beyond. Please indicate your level of support for the interventions that will deliver each of the objectives.

Q7 Objective: “Support growth and provide mobility for all” Please indicate your <u>level of support for the interventions</u> that will deliver the “Support growth and provide mobility for all” objective listed on pages 37-39:					
Strongly support	Support	Neither	Oppose	Strongly oppose	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Q8</b>	<b>Objective: “Provide an effective network”</b>						
	Please indicate your <u>level of support for the interventions</u> that will deliver the “Provide an effective network” objective listed on pages 40-41:						
	Strongly support	Support	Neither	Oppose	Strongly oppose	Don’t know	Strongly support
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Q9</b>	<b>Objective: “Maximise Travel Choices”</b>						
	Please indicate your <u>level of support for the interventions</u> that will deliver the “Maximise Travel Choices” objective listed on pages 42-43:						
	Strongly support	Support	Neither	Oppose	Strongly oppose	Don’t know	Strongly support
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Q10</b>	<b>Objective: “Protect transport users and the environment”</b>						
	Please indicate your <u>level of support for the interventions</u> that will deliver the “Protect transport users and the environment” objective listed on page 44:						
	Strongly support	Support	Neither	Oppose	Strongly oppose	Don’t know	Strongly support
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Q11</b>	The Delivery Plan includes a number of high level interventions to deliver the Objectives and Outcomes. Please let us know in the space below if there are any additional interventions that <i>should be</i> considered or any interventions that you <i>do not</i> support.

**Your travel**

<b>Q12</b>	Please indicate which modes of transport you use for each trip type listed below. (tick one box for each trip – showing the main mode used)				
		Commute	Leisure	Shopping	School run
	I do not make these trips	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car as driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car as passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Q12a</b>	<b>When you travel by train how do you typically travel to the station?</b>					
	Walk	Bicycle	Motorcycle	Bus	Car as driver	Car as passenger
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Q13</b>	<b>Please rate, from very poor to very good, the provision of the following in Milton Keynes. (tick one box for each mode)</b>					
		<b>Very Poor</b>	<b>Poor</b>	<b>Average</b>	<b>Good</b>	<b>Very Good</b>
	Bus	<input type="checkbox"/>				
	Train	<input type="checkbox"/>				
	Walking	<input type="checkbox"/>				
	Cycling	<input type="checkbox"/>				

**Routing note: If respondent ticks 'average', 'poor' or 'very poor' for any mode at Q13, they'll be asked the following: - This box will appear for each mode that they select that is 'average', 'poor' or 'very poor' and will reference the specific mode.**

<b>Q13a</b>	<b>If [bus], [train], [walking], [cycling] facilities in Milton Keynes were improved, how likely would you be to increase your use of this mode?</b>					
	Very likely	Likely	Neither	Unlikely	Very unlikely	Don't know
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**About you...**

<b>Q14</b>	<b>Are you?</b>					
	Male	<input type="checkbox"/>	Female	<input type="checkbox"/>	Unspecified	<input type="checkbox"/>

<b>Q15</b>	<b>Are you? (tick all that apply)</b>			
	Resident in Milton Keynes	<input type="checkbox"/>	Employed in Milton Keynes	<input type="checkbox"/>
	Business owner / operator in Milton Keynes	<input type="checkbox"/>	Student in Milton Keynes	<input type="checkbox"/>
	I do not live or work in the Milton Keynes area but I travel to it regularly	<input type="checkbox"/>	Other	<input type="checkbox"/>

<b>Q16</b>	<b>Please indicate which age band you are in</b>			
	Under 18	<input type="checkbox"/>	45-54	<input type="checkbox"/>
	18-24	<input type="checkbox"/>	55-64	<input type="checkbox"/>
	25-34	<input type="checkbox"/>	65-74	<input type="checkbox"/>
	35-44	<input type="checkbox"/>	75+	<input type="checkbox"/>
	Prefer not to say			

<b>Q17</b>	<b>Do you have a car available to you...?</b>	
	Always	<input type="checkbox"/>
	Sometimes	<input type="checkbox"/>
	Never	<input type="checkbox"/>

<b>Q18</b>	<b>Which of the following applies to you?</b>			
	Employed full time/part time	<input type="checkbox"/>	Looking after the home	<input type="checkbox"/>
	Student full time/part time	<input type="checkbox"/>	Unemployed	<input type="checkbox"/>
	Retired	<input type="checkbox"/>	Other	<input type="checkbox"/>
	Prefer not to say			

**Routing note: If respondent ticks 'employed full time/part time' at Q18, they are to be asked the following:**

<b>Q18a</b>	<b>Do you have agile/flexible work at home patterns?</b>					
	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Don't know	<input type="checkbox"/>

<b>Q19</b>	<b>Do you consider yourself to have a disability which affects the way that you travel?</b>	
	Yes	<input type="checkbox"/>
	No	<input type="checkbox"/>
	Prefer not to say	<input type="checkbox"/>

<b>Q20</b>	<b>What is your home postcode?</b> This will only be used for mapping purposes; you will not be contacted.

**Further comments**

If you have any further comments on the Milton Keynes Mobility Strategy, please write them below.

--

Thank you

**Milton Keynes Council**  
Transport Policy & Programme  
Civic Offices  
1 Saxon Gate East  
Central Milton Keynes  
MK9 3EJ

Tel: 01908 252546

Fax: 01908 254212

Email: [transport.policy@milton-keynes.gov.uk](mailto:transport.policy@milton-keynes.gov.uk)

Web: [www.milton-keynes.gov.uk/transport-policy](http://www.milton-keynes.gov.uk/transport-policy)



## 7. Appendix B

### Stakeholders receiving consultation pack

A wide range of stakeholders were sent a consultation pack; they are listed below:

General Public Consultation

Plus the following organisations

Amazing MK

Bedford BC

Bucks CC

Cambridgeshire City Council and related districts

Community Action Milton Keynes (CA:MK)

Central Beds Council

CMK Town Council

Disability Advisory Group (Transport) – pending

England's Economic Heartland (EEH)

Environment Agency (EA)

Emergency Services for Milton Keynes - (Bucks F&R)(South Central Ambulance Service)(Thames Valley Police)

Fred Roche Foundation

Fleet Transport Association (FTA)

Highways England

Iain Stewart MP

Marston Vale Community Rail Group

Mark Lancaster MP

MK Bus Users Group (MK BUG)

MK Councillors

MK Forum

MK Passenger Transport Working Group

MK Youth Cabinet

NHS Milton Keynes

Northants CC

Oxfordshire CC and City Council

Parish & Town Councils of Milton Keynes

Passenger Transport Operators (Bus & Rail)

Road Haulage Association (RHA)

South East Midlands Local Economic Partnership (SEMLEP)

South Northants DC