

# Contents

Option	Concept Type	Concept Name
1	Active Travel	Redway Expansion within Central Milton Keynes
2	Active Travel	Milton Keynes wide improved quality / upgrade of Cycle Routes
3	Active Travel	New urban Redway Super Route links to fill gaps in the network
4	Active Travel	New rural cycle routes connecting to villages / rural employment centres
5	Active Travel	Redway Maintenance
6	Active Travel	Redway Network Upgrades (all routes)
7	Active Travel	Grand Union Canal (Wolverton) Upgrade
8	Active Travel	Milton Keynes Council Cycle Loan Scheme
9	Active Travel	Expand Santander Cycle Scheme
10	Active Travel	Encourage Dockless Cycle Schemes
11	Active Travel	Electric Scooter Schemes
12	Active Travel	Park & Pedal Sites
13	Active Travel	Cycle Training
14	Active Travel	District Centre Public Realm Improvements
15	Active Travel	Wayfinding
16	Active Travel	Local Pedestrian Community Connectivity Improvements
17	Active Travel	Cycling Centre of Excellence and Sports Facilities
18	Active Travel	Bedford to Milton Keynes Waterway
19	Behaviour Change	Employment Travel Planning
20	Behaviour Change	School Travel Planning
21	Behaviour Change	Mass Personalised Travel Planning
22	Behaviour Change	Residential Travel Planning
23	Behaviour Change	Sustainable Travel Incentives Scheme
24	Behaviour Change	City-Wide Car / Cycle Share Scheme Database Tool
25	Behaviour Change	Multi-Modal Urban Travel Hubs (edge of Milton Keynes urban area)
26	Behaviour Change	Multi-Modal Rural Travel Hubs (villages around Milton Keynes district)
27	Behaviour Change	Multi-Modal Hospital Travel Hub
28	Behaviour Change	Urban Car Clubs
29	Behaviour Change	Rural Car Clubs
30	Behaviour Change	Workplace User Charging
31	Behaviour Change	Zero Emission Zone
32	High-Quality Public Transport	Park & Ride Sites
33	High-Quality Public Transport	Sub-Regional Advanced Very Rapid Transit
34	High-Quality Public Transport	Milton Keynes Demand Responsive Transit
35	High-Quality Public Transport	Milton Keynes Micro-Metro
36	High-Quality Public Transport	Milton Keynes Bus Rapid Transit
37	High-Quality Public Transport	Milton Keynes Light Rail Transit
38	High-Quality Public Transport	Autonomous People Movers
39	High-Quality Public Transport	Pinch Point Junction Bus Priority Improvements
40	High-Quality Public Transport	Bus Priority Corridors
41	High-Quality Public Transport	Premium Bus Network
42	High-Quality Public Transport	Central Milton Keynes Shuttle Bus Trial
43	High-Quality Public Transport	Central Milton Keynes Bus-Only Route
44	High-Quality Public Transport	Bus Stop Infrastructure
45	High-Quality Public Transport	Taxibus
46	High-Quality Public Transport	Central Milton Keynes Bus Interchange
47	High-Quality Public Transport	Orbital Bus Routes
48	Rail	East-West Rail Connections
49	Rail	Marston Vale Level Crossing Closures
50	Rail	Wolverton to Olney Rail Link
51	Rail	Bletchley Chord Rail Connection
52	Rail	Relocate Woburn Sands Station
53	Rail	New Salden Chase Rail Station

# Contents

Option	Concept Type	Concept Name
54	Rail	Luton Rail Link
55	Rail	Rail Station Interchange Hubs (West Coast Mainline)
56	Rail	Cover and cut East-West Rail at Bletchley / Salden Chase
57	Rail	Bedford to Northampton Rail Link
58	Rail	Bedford to Wolverton Rail Link
59	Parking	High-Quality Destination Cycle Parking
60	Parking	Powered Two-Wheeler Parking
61	Parking	Increase Public Car Parking Provision in Central Milton Keynes
62	Parking	Capped Public Car Parking Provision in Central Milton Keynes
63	Parking	Reduced Public Car Parking Provision in Central Milton Keynes
64	Parking	Central Milton Keynes Car Park Management
65	Parking	Expansion of Electric Vehicle Charging Points
66	Parking	On-Street Car Parking Controls
67	Road	Pinch Point Junction Capacity Improvements
68	Road	A5 Old Stratford Roundabout
69	Road	A5 Kelly's Kitchen Roundabout
70	Road	Oxford to Cambridge Expressway
71	Road	Milton Keynes Grid Road Expansion
72	Road	Multiple Occupancy Vehicle Lanes
73	Road	Fleet Operator Training
74	Road	A422 to Watling Street Link Road
75	Road	H1 Ridgeway Extension
76	Road	Bletchley Southern Bypass
77	Road	Olney Bypass
78	Road	M1 Junction 14A
79	Road	Upgrade of M1 Junction 14 to support Strategic Growth
80	Road	A509 to A5 Link Road
81	Road	Realigned A5
82	Road	One-Way Gyrotory
83	Road	Grid Network Speed Reduction
84	Technology	Expansion / Development of Urban Traffic Management Control System
85	Technology	Clean Freight Vehicles
86	Technology	Milton Keynes Council Clean Vehicles
87	Technology	Electric Public Transport
88	Technology	Variable Messaging Signs (Parking Signage)
89	Technology	SMART Sensors
90	Technology	Cashless Bus Tickets
91	Technology	Integrated Ticketing
92	Technology	Mobility as a Service
93	Technology	SMART Milton Keynes Travel Portal
94	Technology	Superfast Broadband
95	Technology	Personal Autonomous Vehicle Solution
96	Technology	Shared Autonomous Vehicle Solution
97	Policy	Bus Lane Usage
98	Policy	Parking Policy
99	Delivery Partnerships	Freight Quality Partnership
100	Delivery Partnerships	Sub-Regional Transport Group
101	Freight	Freight Consolidation Centres
102	Freight	Urban Logistics Network
103	Freight	Autonomous Deliveries

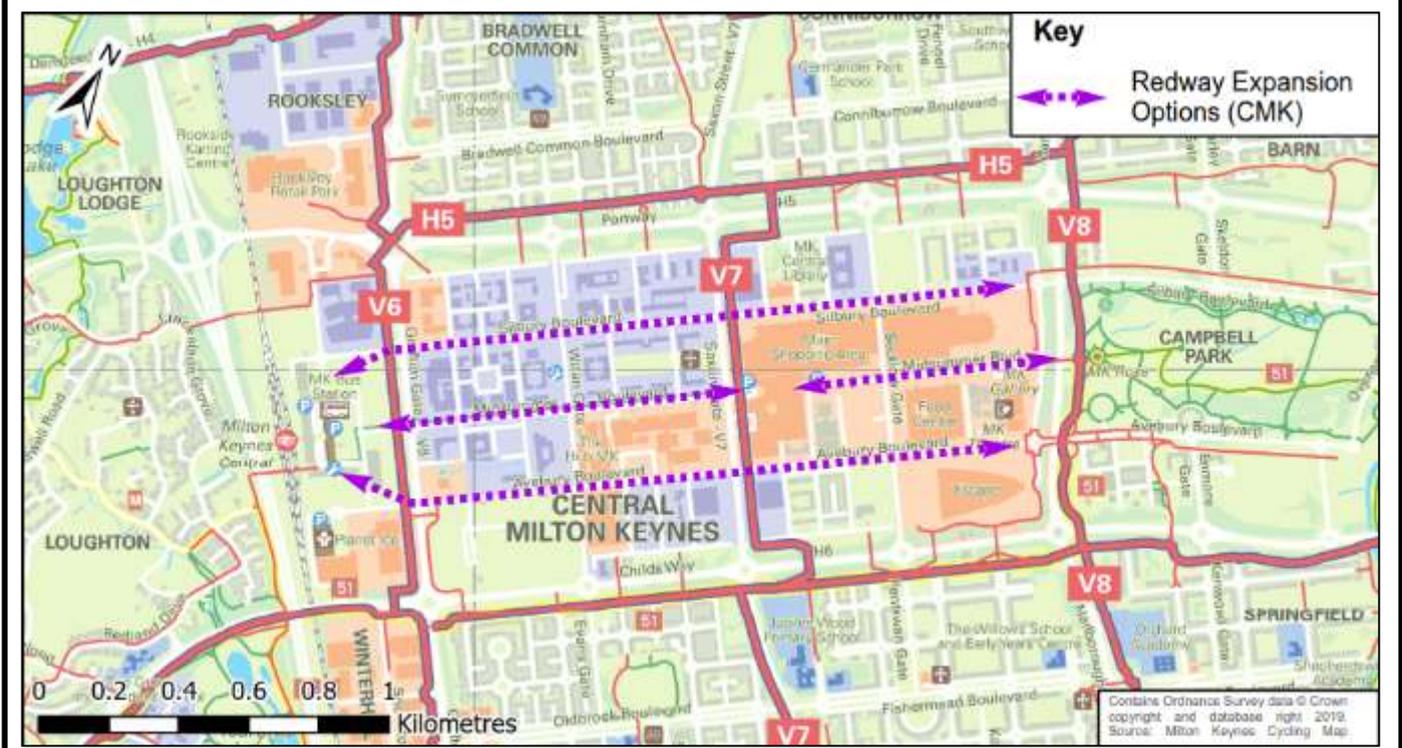
**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**1. Redway Expansion within Central Milton Keynes**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Expansion of the existing Redway cycle routes into Central Milton Keynes. The extensions would provide direct, high-quality segregated cycle routes into Central Milton Keynes, and can be packaged with access to High-Quality Destination Cycle Parking (*Option 59*). Potential Redway expansion options include east-west segregated cycle routes connecting Milton Keynes Central Railway Station with Centre:MK / Intu Milton Keynes shopping centres and Campbell Park along Silbury Boulevard, Midsummer Boulevard or Avebury Boulevard.

<p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>Encourages modal shift within Milton Keynes with dedicated high-quality cycle facilities</li> <li>Improves access and connectivity to key employment, leisure and travel hubs</li> <li>Can be packaged with, and support, other Active Travel options</li> </ul>	<p><b>DISBENEFITS</b></p> <ul style="list-style-type: none"> <li>Segregated cycle routes require adequate space, possibly at the expense of other road-users and potentially the removal of surface car park provision</li> <li>Potential for disruption within Central Milton Keynes during construction of Redway links</li> </ul>
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<p><b>PROGRAMME</b></p> <ul style="list-style-type: none"> <li>Short term (1-5 years)</li> </ul>	<p><b>FUNDING OPTIONS</b></p> <ul style="list-style-type: none"> <li>Milton Keynes Council</li> <li>South East Midlands Local Enterprise Partnership</li> <li>Central Government Funding Bids</li> <li>S106 Funding</li> </ul>
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<b>CONCEPT TYPE</b>	
<b>Active Travel</b>	
<b>CONCEPT NAME</b>	
<b>3. New urban Redway Super Route links to fill gaps in the network</b>	
<b>INITIAL OPTION SKETCH</b>	
	
<p><i>Plan of Urban Redway Super Route Expansion Options overleaf</i></p>	
<b>DESCRIPTION</b>	
<p>The Redway Super Routes are 13 direct commuter routes (closely aligned to the grind network) linking key destinations. This option looks to continue the Redway Super Routes programme and provide additional links. Enhancements to the network include: improving wayfinding; cycle priority at junctions / side roads; surface quality enhancements; improving lighting (Council's city-wide LED street lighting programme); providing CCTV and taking opportunities to improve junction safety, reduce the number of crossings and remove street furniture obstructions.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>Encourages modal shift within the urban areas with dedicated high-quality cycle facilities</li> <li>Reduces severance and improves connectivity to existing and planned growth areas</li> <li>Provides a continuous, high-quality network which would be an attractive option for users</li> </ul>	<ul style="list-style-type: none"> <li>Cycling infrastructure requires adequate space, possibly at the expense of other road-users</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>Milton Keynes Council</li> <li>South East Midlands Local Enterprise Partnership</li> <li>Central Government Funding Bids</li> <li>S106 Funding</li> </ul>
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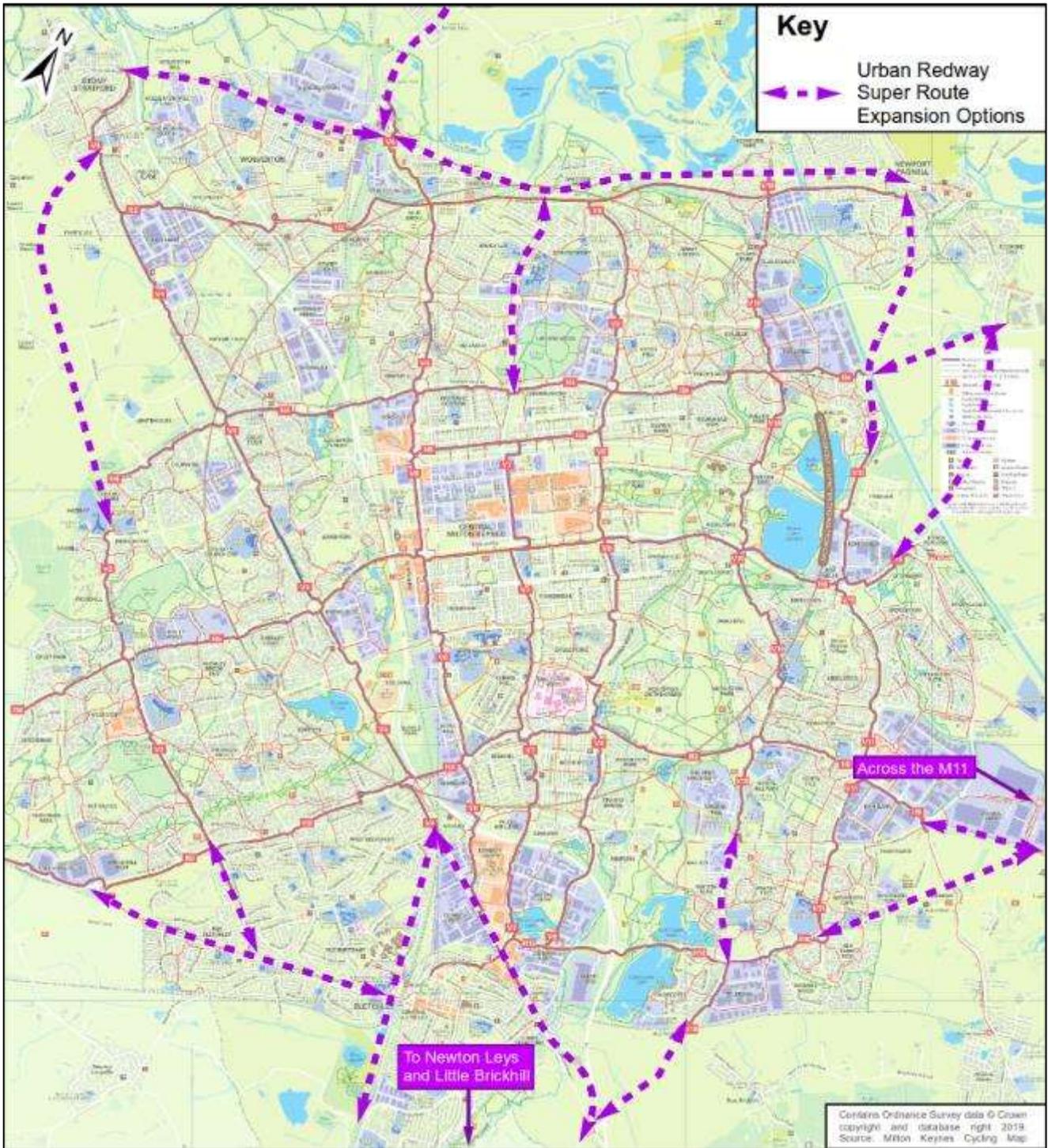
**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**New urban Redway Super Route links to fill gaps in the network – Option Plan**

**INITIAL OPTION SKETCH**



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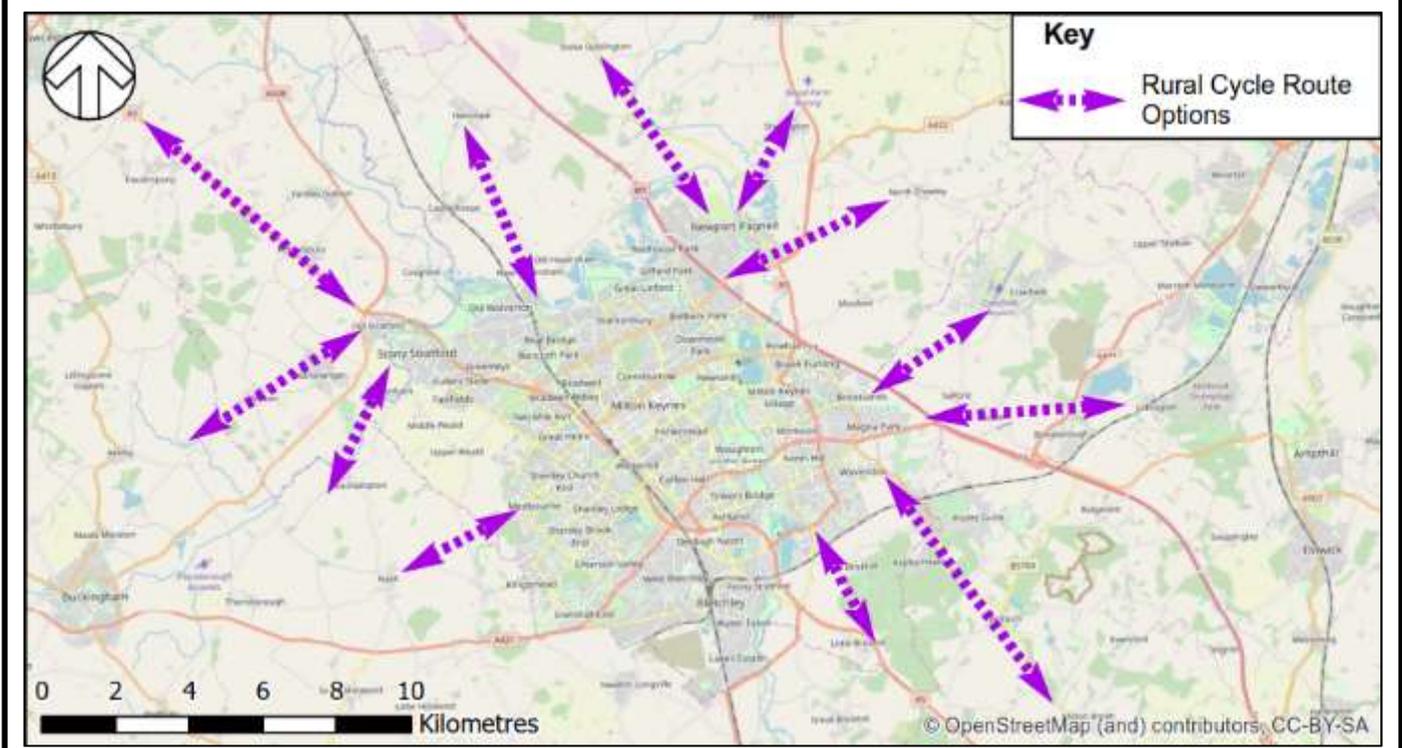
**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**4. New rural cycle routes connecting to villages / rural employment centres**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Expansion of existing cycle routes, beyond Milton Keynes, to provide a network of longer-distance cycle routes connecting to villages and rural employment centres and encourage the uptake of cycling. Potential rural cycle route corridors include: Wolverton to Hanslope; Newport Pagnell to Stoke Goldington; Newport Pagnell to Sherington; Brooklands to Cranfield; Magna Park to Lidlington; Wavendon to Milton Bryan; Bow Brickhill Railway Station to Little Brickhill; Stony Stratford to Beachampton and from Old Stratford along the A5.

<p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Encourages modal shift within the rural areas with dedicated high-quality cycle facilities</li> <li>▪ Improves safety, connectivity and journey quality for cyclists in rural areas</li> </ul>	<p><b>DISBENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Uptake of cycling in rural areas may be limited due to distances required to travel to key attractors</li> </ul>
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<p><b>PROGRAMME</b></p> <ul style="list-style-type: none"> <li>▪ Medium-term (5-10 years)</li> </ul>	<p><b>FUNDING OPTIONS</b></p> <ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>
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<b>CONCEPT TYPE</b>	
<b>Active Travel</b>	
<b>CONCEPT NAME</b>	
<b>5. Redway Maintenance</b>	
<b>INITIAL OPTION SKETCH</b>	
<b>DESCRIPTION</b>	
<p>Increase the level of maintenance of the Redway routes to uphold the attractiveness to users. Maintenance measures would include: surface quality enhancements to provide a smoother journey; cutback of overhanging and overgrown vegetation to recommended heights improving visibility and safety and implementing new approaches to prioritise maintenance, cleaning, resurfacing and winter gritting for the Redway routes.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>Encourages modal shift by providing an attractive, well-maintained cycle network</li> <li>Improves safety, visibility and journey quality across the Redway network for users</li> </ul>	<ul style="list-style-type: none"> <li>Requires a programme of maintenance to be funded and implemented on a regular basis</li> <li>Requires a continuous, high-quality network throughout to be an attractive option for users</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>Milton Keynes Council</li> </ul>
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**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**6. Redway Network Upgrades (all routes)**

**INITIAL OPTION SKETCH**



Image source: <https://segd.org/cycle-trail-signage-and-environmental-graphics>

**DESCRIPTION**

Upgrade the existing Redway network to increase the attractiveness to users. Potential measures include: improving wayfinding; increasing the width of heavily utilised sections to 5m; cycle priority at junctions / side roads; surface quality enhancements; improving lighting (Council’s city-wide LED street lighting programme); providing CCTV and taking opportunities to improve junction safety, reduce the number of crossings and remove street furniture obstructions.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift by providing an attractive, high-quality cycle network</li> <li>▪ Improves safety, wayfinding and journey quality across the Redway network for users</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires a continuous, high-quality network throughout to be an attractive option for users</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>

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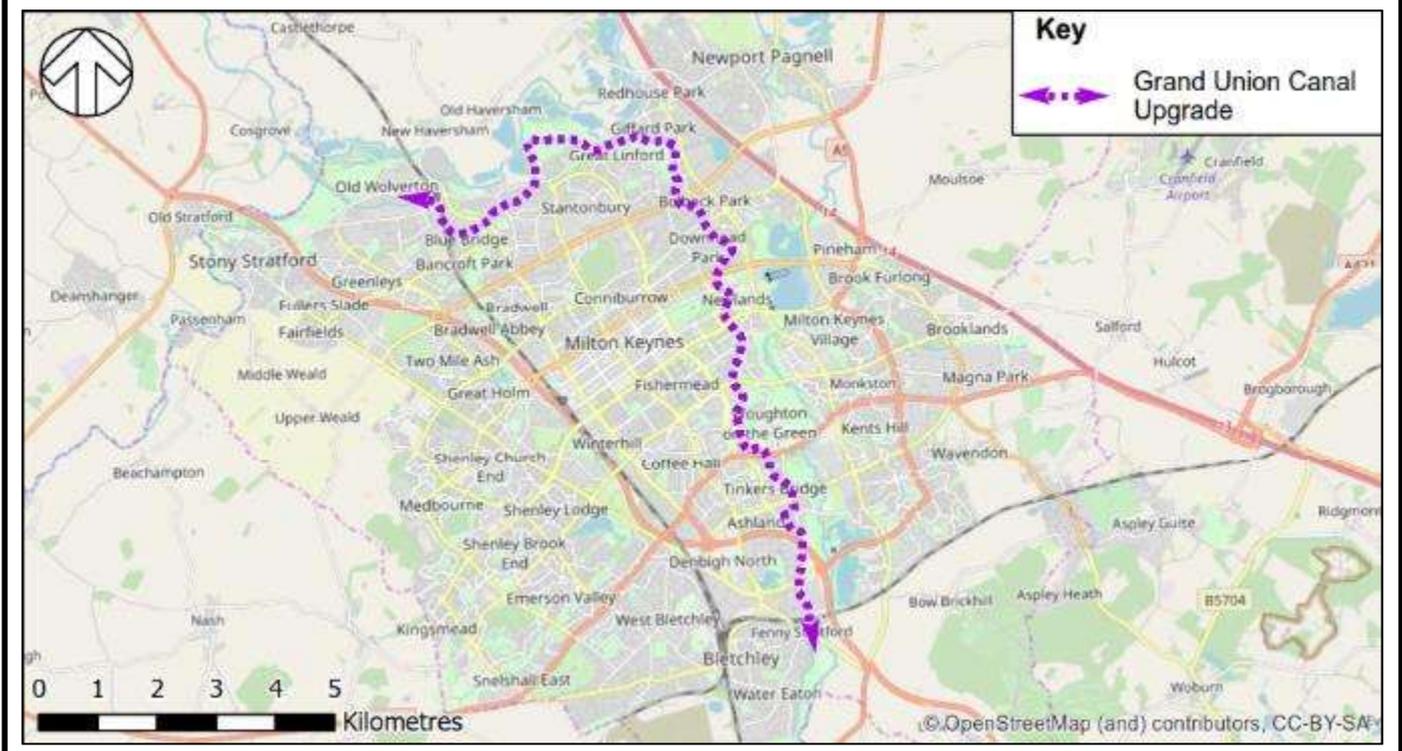
**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**7. Grand Union Canal (Wolverton) Upgrade**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Upgrade the quality of the Grand Union Canal towpath, through Milton Keynes to Wolverton Railway Station, in order to improve connectivity and accessibility and encourage walking and cycling. Potential upgrade measures include: surface quality enhancements to provide a smoother journey; cutback of overhanging and overgrown vegetation; improving lighting and providing CCTV along the route for safety purposes.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift by providing an attractive, off-road alternative route for non-motorised users</li> <li>▪ Improves journey quality and safety for non-motorised users along the towpath</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires a continuous, high-quality route throughout to be an attractive option for users</li> <li>▪ Potential to increase conflict between pedestrians and cyclists with greater usage</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Canals Trust</li> </ul>

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**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**8. Milton Keynes Council Cycle Loan Scheme**

**INITIAL OPTION SKETCH**

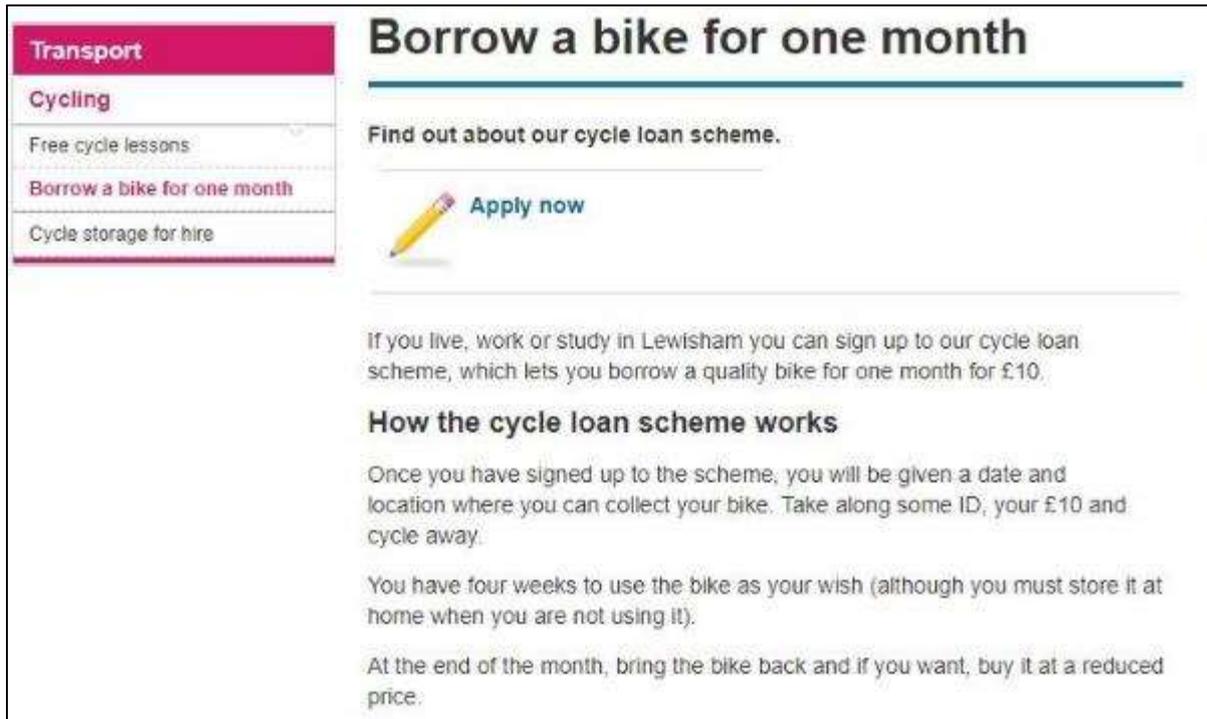


Image source: <https://www.lewisham.gov.uk/myservices/transport/cycling/Pages/Cycle-loan-scheme.aspx>

**DESCRIPTION**

Introduction of a cycle loan scheme (implemented and operated by Milton Keynes Council or a partner organisation). The scheme would include a range of cycles to suit all individuals, including adapted cycles and e-Bikes. The cycles can be located at Park & Ride Sites (*Option 32*), Park & Pedal Sites (*Option 12*) and Travel Hubs (*Options 25-27*), or be available direct from the scheme provider. Initiatives, such as trial periods, free hire to the unemployed and reduced prices for low-income groups could be implemented to encourage greater uptake.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift by providing access to an affordable alternative mode of transport</li> <li>▪ Improves the relationship between Milton Keynes Council and members of the public</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires packaging with cycle route / infrastructure improvements to encourage uptake</li> <li>▪ Potential to compete with other cycle schemes within Milton Keynes reducing uptake</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ Charity</li> <li>▪ Community Company</li> </ul>

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**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**9. Expand Santander Cycle Scheme**

**INITIAL OPTION SKETCH**

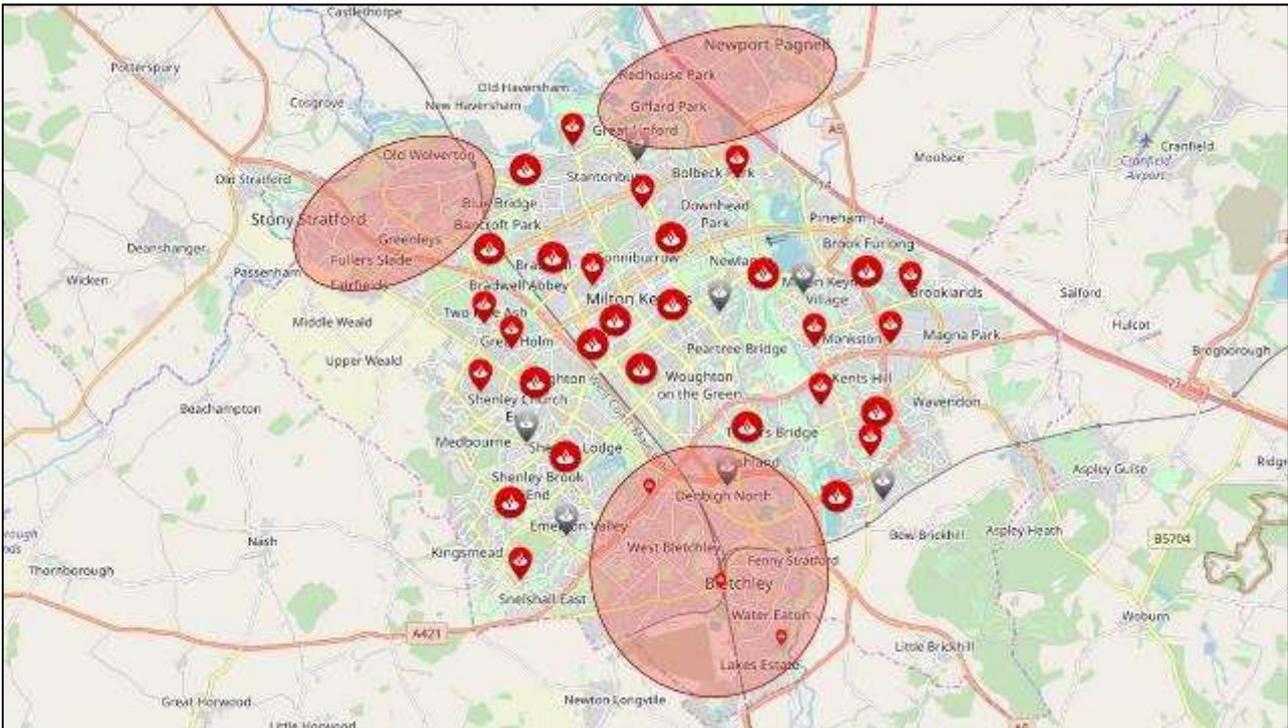


Image source: <https://www.santandercycles.co.uk/find-a-bike>

**DESCRIPTION**

The Santander Cycle scheme is a commercially operated docked bike hire scheme. Currently, the scheme has over 40 docking stations and 300 cycles across Milton Keynes. This option looks to expand and promote the existing scheme to cover a larger area, whilst also developing the scheme further to offer e-Bikes. The scheme could be expanded in conjunction with the introduction of Park & Ride Sites (*Option 32*), Park & Pedal Sites (*Option 12*) and Travel Hubs (*Options 25-27*).

**BENEFITS**

- Encourages modal shift by providing access to an affordable alternative mode of transport
- Potential to expand and support other transport infrastructure and growth areas

**DISBENEFITS**

- Requires packaging with cycle route / infrastructure improvements to encourage uptake
- Requires investment and backing from cycle scheme operators

**PROGRAMME**

- Short term (1-5 years)

**FUNDING OPTIONS**

- Santander / Scheme Operator

<b>CONCEPT TYPE</b>	
<b>Active Travel</b>	
<b>CONCEPT NAME</b>	
<b>10. Encourage Dockless Cycle Schemes</b>	
<b>INITIAL OPTION SKETCH</b>	
<small>Image source: <a href="http://www.oxfordtoday.ox.ac.uk/news/2017-08-23-dockless-bikes-arrive-oxford-and-theyre-free">http://www.oxfordtoday.ox.ac.uk/news/2017-08-23-dockless-bikes-arrive-oxford-and-theyre-free</a></small>	
<b>DESCRIPTION</b>	
<p>Introduction of dockless cycle hire schemes, for example, MoBike and Ofo. The scheme would require registration via a smartphone application, with the ability to locate and track the cycles. The scheme could also include a strategy for geofencing (the use of GPS to create a virtual geographic boundary), enabling software to trigger a response when a cycle leaves the scheme area. The scheme could be expanded in conjunction with the introduction of Park &amp; Ride Sites (<i>Option 32</i>), Park &amp; Pedal Sites (<i>Option 12</i>) and Travel Hubs (<i>Options 25-27</i>).</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>▪ Encourages modal shift by providing an accessible and affordable alternative mode of transport</li> <li>▪ Potential to expand and support other transport infrastructure and growth areas</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires packaging with cycle route / infrastructure improvements to encourage uptake</li> <li>▪ Requires investment and backing from dockless cycle operators</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Scheme Operators</li> </ul>
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**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**11. Electric Scooter Schemes**

**INITIAL OPTION SKETCH**



Image source: <https://www.brisbanetimes.com.au/politics/queensland/authorities-warn-electric-scooter-users-could-be-fined-10-000-20181114-p50g1f.html>

**DESCRIPTION**

Introduction of shared electric scooter hire schemes, for example, Lime. The scheme would require registration via a smartphone application, with the ability to locate and track the scooters. The scheme could also include a strategy for geofencing (the use of GPS to create a virtual geographic boundary), enabling software to trigger a response when a scooter leaves the scheme area. Currently, scooters are defined as ‘power transporters’, which can only be used legally on private land.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift by providing access to an affordable alternative mode of transport</li> <li>▪ Potential to expand and support other transport infrastructure and growth areas</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires legislation changes as currently scooters can only be legally used on private land</li> <li>▪ Safety concerns with potential conflicts with pedestrians and other road users</li> </ul>

PROGRAMME	FUNDING OPTIONS
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<ul style="list-style-type: none"> <li>▪ Medium-term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Scheme Operators</li> </ul>
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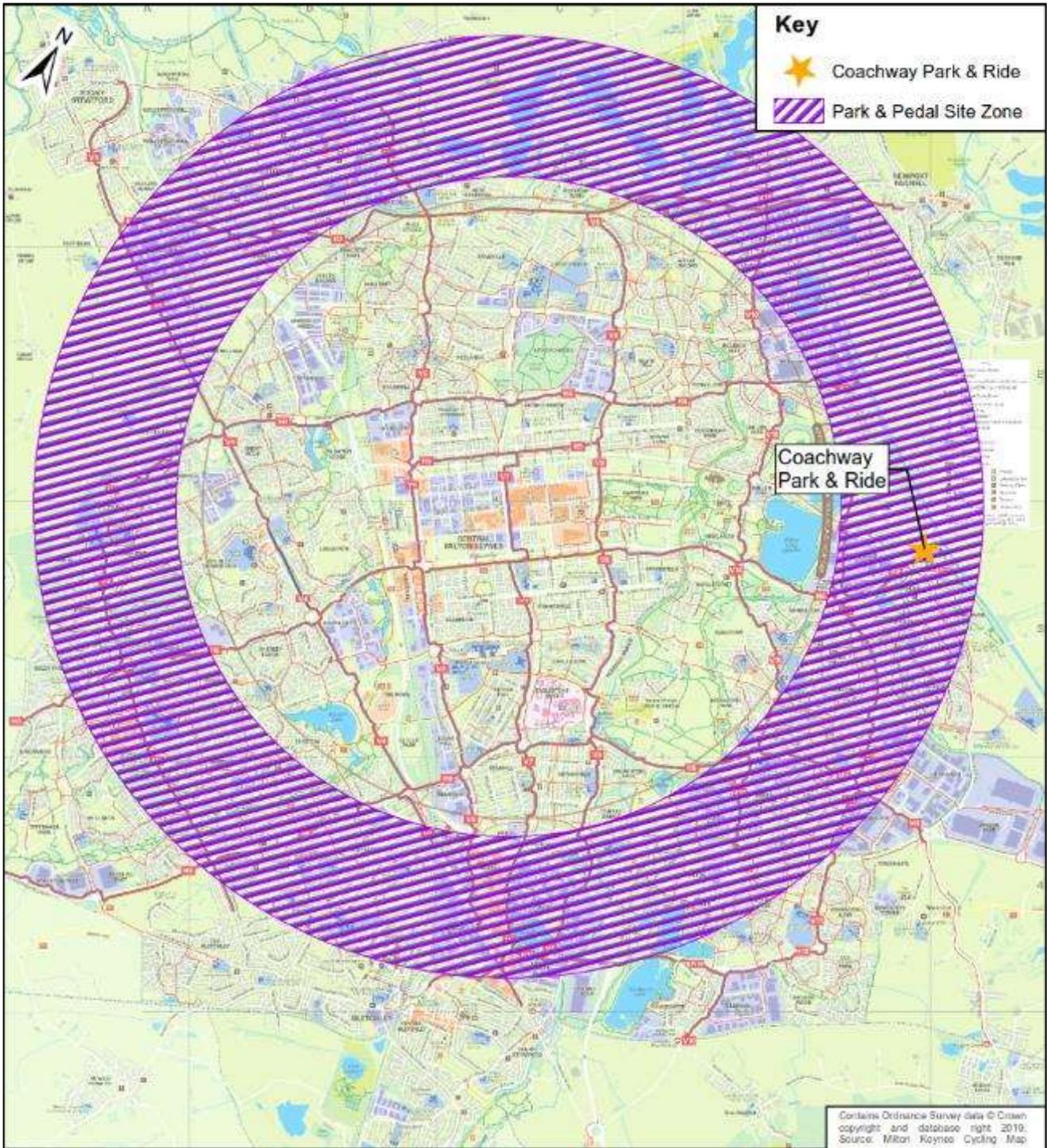
**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**Park & Pedal Sites – Option Plan**

**INITIAL OPTION SKETCH**



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<b>CONCEPT TYPE</b>	
Active Travel	
<b>CONCEPT NAME</b>	
13. Cycle Training	
<b>INITIAL OPTION SKETCH</b>	
<p style="text-align: right; font-size: small;">Image source: <a href="http://www.outspokentraining.co.uk/bikeability">http://www.outspokentraining.co.uk/bikeability</a></p>	
<b>DESCRIPTION</b>	
<p>Fund cycle training for businesses, schools and local communities through the Bikeability programme. The programme looks to provide trainees with an understanding of how to cycle on roads safely, whilst learning the practical skills to gain confidence in cycling on the road. The programme has a variety of levels which take trainees from the basics of balance and control, to planning and undertaking an independent journey.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>▪ Encourages modal shift by educating and developing cycling skills</li> <li>▪ Programme has the ability to reach a wide demographic and is readily available</li> <li>▪ Increases cycle user safety, awareness and confidence</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires participation from businesses, schools and location communities to be successful</li> <li>▪ Requires packaging with cycle loan / hire schemes to encourage uptake</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ Charity</li> <li>▪ Community Company</li> </ul>
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**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**14. District Centre Public Realm Improvements**

**INITIAL OPTION SKETCH**



Image source: <http://www.crossrail.co.uk/news/articles/first-crossrail-public-realm-improvements-delivered>

**DESCRIPTION**

Improve the quality of the public realm in key destinations, including Central Milton Keynes, Wolverton and Bletchley town centres to facilitate and encourage active travel. Improvements could include pedestrianisation as a way to reduce the dominance of the car and create a friendly environment for non-motorised users. Improving the public realm, particularly in Central Milton Keynes will encourage walking and could increase retail footfall and open-up opportunities for al-fresco dining, pop-up events and community space.

**BENEFITS**

- Encourages modal shift by reducing the dominance of cars within key destinations
- Creates a friendly, safe and healthy environment for users with the potential to drive economic growth

**DISBENEFITS**

- Improvements for pedestrians / cyclists requires space, possibly at the expense of other road-users
- Potential to increase conflict between pedestrians and cyclists if shared spaces are introduced

**PROGRAMME**

- Medium-term (5-10 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids
- S106 Funding

<b>CONCEPT TYPE</b>	
<b>Active Travel</b>	
<b>CONCEPT NAME</b>	
<b>15. Wayfinding</b>	
<b>INITIAL OPTION SKETCH</b>	
<p><small>Image source: <a href="https://www.atkinsglobal.com/en-gb/projects/legible-london">https://www.atkinsglobal.com/en-gb/projects/legible-london</a></small></p>	
<b>DESCRIPTION</b>	
<p>Implementation of a comprehensive wayfinding strategy, for example, Legible London. The wayfinding strategy would provide a consistent set of information totems with local maps, walking and cycling times and directions to key local destinations. The wayfinding markers would be situated in key strategic locations on the main pedestrian and cycle routes (Redways). The strategy should be integrated with other modes of transport so that users can quickly identify a route to their destination.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>Encourages modal shift by providing standardised information for non-motorised users</li> <li>Improves safety, wayfinding and journey quality across the network for users</li> </ul>	<ul style="list-style-type: none"> <li>Requires a comprehensive and consistent strategy across the network to operate effectively</li> <li>Requires packaging with cycle route / pedestrian improvements to encourage uptake</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>Milton Keynes Council</li> <li>South East Midlands Local Enterprise Partnership</li> <li>Central Government Funding Bids</li> <li>S106 Funding</li> </ul>
<p><small>The contents of this document are confidential to Milton Keynes Council. All options shown are draft for illustration purposes for the Milton Keynes Transport Infrastructure Plan and will be subject to further investigation and consultation which may lead to design changes.</small></p>	

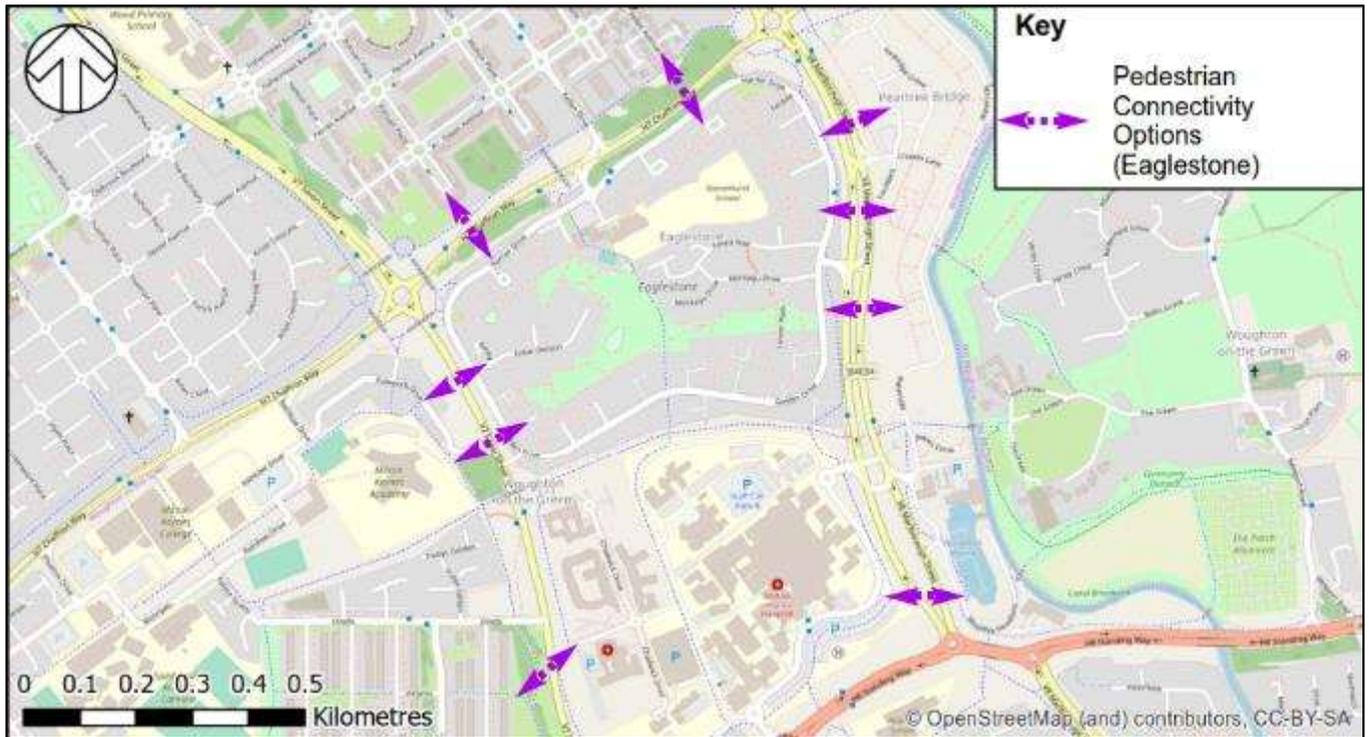
**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**16. Local Pedestrian Community Connectivity Improvements**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Implementation of a permeable network of direct, open and overlooked pedestrian routes that embrace the principles of the Manual for Streets. The pedestrian routes would be attractive to users by providing local connectivity to schools, shops, adjacent residential areas and communities and high quality public transport. The pedestrian network would provide high-quality surface crossings that reduce the existing severance caused by the grid road network between neighbouring communities.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift by providing an attractive, well-maintained pedestrian network</li> <li>▪ Reduces severance and improves connectivity to residential, leisure and employment areas</li> </ul>	<ul style="list-style-type: none"> <li>▪ Walking infrastructure requires adequate space, possibly at the expense of other road-users</li> <li>▪ Requires a continuous, high-quality network throughout to be an attractive option for users</li> <li>▪ Introduces at-grade crossings on the grid-road network</li> </ul>

PROGRAMME	FUNDING OPTIONS
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<ul style="list-style-type: none"> <li>▪ Medium-term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>
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**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**17. Cycling Centre of Excellence and Sports Facilities**

**INITIAL OPTION SKETCH**



Image source: <http://www.etrnow.com/news/2012/4/adlib-installs-sound-system-for-bmx-centre-at-national-cycling-centre>

**DESCRIPTION**

Construction of a new facility to cater for all types of cycle sport, including: cyclo-cross; road BMX; mountain biking and more. A centre of excellence and sports facilities for cycling could promote cycling as a sustainable mode of transport, as well as increasing activity of local communities creating health benefits. The provision of cycle sport facilities in new developments is also encouraged as well as providing local facilities for Cycle Training (*Option 13*).

**BENEFITS**

- Encourages modal shift by providing high-quality dedicated facilities linked to active travel modes
- Improves community facilities with multi-purpose use and promotes a healthier lifestyle

**DISBENEFITS**

- Requires an initial substantial funding investment to construct the centre
- Limited to cycle sports reducing the potential usage compared with a multi-purpose sports centre

**PROGRAMME**

- Short term (1-5 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- British Cycling
- Sport England

**CONCEPT TYPE**

**Active Travel**

**CONCEPT NAME**

**18. Bedford to Milton Keynes Waterway**

**INITIAL OPTION SKETCH**

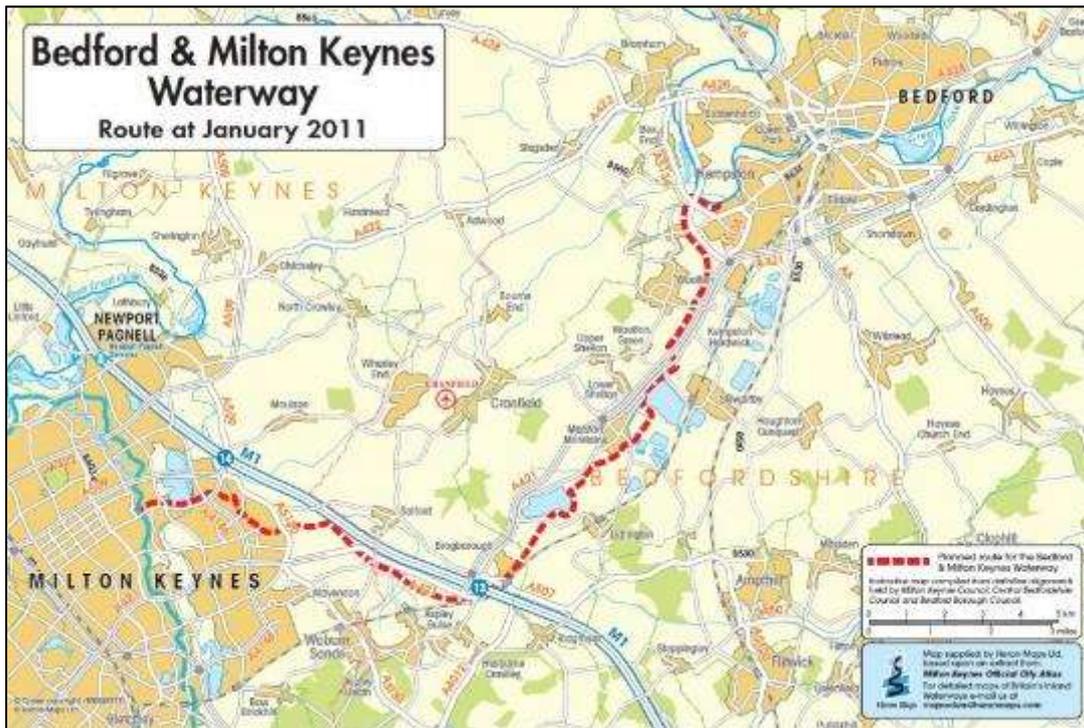


Image source: <http://www.b-mkwaterway.org.uk/the-waterway/route/>

**DESCRIPTION**

Delivery of a new twenty-mile waterway to connect the River Great Ouse at Bedford to the Grand Union Canal at Milton Keynes, creating a permanent green / blue corridor through Bedfordshire. The route would provide high-quality walking and cycling routes including standardised wayfinding totems, lighting and CCTV along the route for safety purposes. This option would encourage active travel whilst preserving and enhancing the natural environment. The scheme requires a culvert under the A421 which is currently unfunded.

**BENEFITS**

- Provides an attractive walking and cycling route and enhances the local environment
- Supports economic growth through the provision of jobs to locals and tourism

**DISBENEFITS**

- Requires infrastructure to traverse the A421 which is currently unfunded
- Requires a continuous, high-quality and well-maintained route to be an attractive option for users

**PROGRAMME**

- Long-term (10+ years)

**FUNDING OPTIONS**

- Councils (Bedford, Central Bedfordshire & MK)
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids

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<b>CONCEPT TYPE</b>	
<b>Behaviour Change</b>	
<b>CONCEPT NAME</b>	
<b>19. Employment Travel Planning</b>	
<b>INITIAL OPTION SKETCH</b>	
<small>Image source (top): <a href="https://www.travelplanplus.org.uk/employer-news1/travel-plan-plus-steering-group">https://www.travelplanplus.org.uk/employer-news1/travel-plan-plus-steering-group</a>            Image source (bottom): <a href="https://www.travelplanplus.org.uk/tp-steering-group.html">https://www.travelplanplus.org.uk/tp-steering-group.html</a></small>	
<b>DESCRIPTION</b>	
<p>Provision of a dedicated Travel Plan team that engages with local businesses to promote sustainable travel for employees and deliveries. This can include working with employers to implement, monitor and update Travel Plans and develop measures through stakeholders and working with public transport operators. The offer can be to individual businesses, but can also be up-scaled to cover business parks, through the development and implementation of area-wide Travel Plans, providing park-wide measures and monitoring.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>Encourages modal shift to more sustainable modes of travel reducing congestion and journey times</li> <li>Economic growth from reduced business costs associated with deliveries and business travel</li> </ul>	<ul style="list-style-type: none"> <li>Requires ongoing monitoring and management resulting in staff costs</li> <li>Businesses will require specific travel plans tailored to their employees and delivery needs</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>Milton Keynes Council</li> <li>Business Contributions</li> </ul>
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<b>CONCEPT TYPE</b>	
<b>Behaviour Change</b>	
<b>CONCEPT NAME</b>	
<b>20. School Travel Planning</b>	
<b>INITIAL OPTION SKETCH</b>	
 	
<p>Image source (top): <a href="https://www.modeshiftstars.org/stars-awards/">https://www.modeshiftstars.org/stars-awards/</a>            Image source (bottom): <a href="http://sustainable-schools-alliance.org.uk/modeshift-stars-awards/">http://sustainable-schools-alliance.org.uk/modeshift-stars-awards/</a></p>	
<b>DESCRIPTION</b>	
<p>Provision of a dedicated Travel Plan Team that engages with schools to promote sustainable travel for staff and pupils. This will involve working with individual schools to develop a bespoke Travel Plan, implement measures and monitor their success. This could be linked to a policy requirement for all schools to implement a ModeStars Travel Plan and undertake annual monitoring. This option can also be linked to improved cycle routes (<i>Options 1-6</i>), High-Quality Destination Cycle Parking (<i>Option 59</i>) and reviewing school vehicle access and parking restrictions.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>▪ Encourages modal shift to more sustainable modes of travel reducing congestion and journey times</li> <li>▪ Promotes a healthier lifestyle for younger people</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires ongoing monitoring and management resulting in staff costs</li> <li>▪ Schools will require specific travel plans tailored to their pupil and staff needs</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ School Contributions</li> </ul>
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**CONCEPT TYPE**

**Behaviour Change**

**CONCEPT NAME**

**21. Mass Personalised Travel Planning**

**INITIAL OPTION SKETCH**



Image source: <http://business.liftshare.com/products/workplace-travel-planning/>

**DESCRIPTION**

Implementation of personalised residential travel planning. This involves conducting door-to-door interviews in residential areas and providing targeted Personalised Travel Plans, tailored to individual needs and requirements. The strategy is then followed up with monitoring surveys to assess the success of the plan. Personalised travel planning can be targeted at areas with high car dependency or low income. To be effective, this option needs to be linked with good quality sustainable travel options.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift to more sustainable modes of transport due to personalised strategies</li> <li>▪ Promotes a healthier lifestyle and community for the targeted area</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires high-quality sustainable travel options within the targeted area</li> <li>▪ Requires significant time and effort to gather data and implement individual travel plans</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> </ul>

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**CONCEPT TYPE**

**Behaviour Change**

**CONCEPT NAME**

**22. Residential Travel Planning**

**INITIAL OPTION SKETCH**



Image source: <https://www.smartertravel.uk.com/travel-information-packs-hopkins-homes/>

**DESCRIPTION**

Provision of a dedicated Travel Plan team that implement Residential Travel Plans for existing areas and review, monitor and enforce Travel Plans for new residential developments. This will involve working with developers and planners to ensure robust Travel Plans are secured, attractive infrastructure and sustainable transport options are delivered, post-implementation monitoring is completed and Travel Plans are reviewed.

<p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>Encourages modal shift to more sustainable modes of transport and reduces single occupancy car trips</li> <li>Development of accessible, connected and inclusive communities</li> </ul>	<p><b>DISBENEFITS</b></p> <ul style="list-style-type: none"> <li>Requires ongoing monitoring and management resulting in staff costs</li> <li>Requires specific travel plans tailored to each development with support from the developer</li> </ul>
<p><b>PROGRAMME</b></p> <ul style="list-style-type: none"> <li>Short-term (1-5 years)</li> </ul>	<p><b>FUNDING OPTIONS</b></p> <ul style="list-style-type: none"> <li>Milton Keynes Council</li> <li>S106 Funding</li> </ul>

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<b>CONCEPT TYPE</b>	
<b>Behaviour Change</b>	
<b>CONCEPT NAME</b>	
<b>23. Sustainable Travel Incentives Scheme</b>	
<b>INITIAL OPTION SKETCH</b>	
<p style="text-align: right; font-size: small;"><i>Image source: <a href="http://www.travelcambs.org.uk/">http://www.travelcambs.org.uk/</a></i></p>	
<b>DESCRIPTION</b>	
<p>Provision of a dedicated Travel Plan team that offers an extensive range of professional services, tools and resources designed to support and incentivise sustainable travel for residents and workers city-wide. This would be similar to the subscription-based 'Travel4Cambridgeshire' service that provides Travel Plan support, a car-sharing database, postcode mapping, annual web-based travel surveys, cycle training and maintenance incentives, journey planning and discounts on rail travel, cycle purchases and sports shops.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>▪ Encourages modal shift to more sustainable modes of transport through attractive incentives</li> <li>▪ Provision of a multi-use service that can be easily accessed by all residents and workers</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires technological services and applications which could result in significant economic costs</li> <li>▪ Requires high-quality sustainable travel options / incentives within the across the city</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ Transport Operators</li> <li>▪ S106 Funding</li> </ul>
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**CONCEPT TYPE**

**Behaviour Change**

**CONCEPT NAME**

**24. City-Wide Car / Cycle Share Scheme Database Tool**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Implementation and promotion of a city-wide car-share / cycle-share scheme, by providing a free web-based matching service for both car and cycle journeys, for everyone who lives, works and travels in and around Milton Keynes. The database tool will also have the capability to match experienced cyclists with those less experienced who are keen to try cycling.

**BENEFITS**

- Reduces the number of single-occupancy car trips and reduces congestion and journey times
- Encourages a change in travel behaviour by providing a user-friendly, accessible tool
- Cost savings for scheme users

**DISBENEFITS**

- Potential to change travel behaviour limited due to rigidity of sharing modes of transport
- Concerns over personal safety and flexibility if circumstances change during the day

**PROGRAMME**

- Short-term (1-5 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- Liftshare
- Private Operators

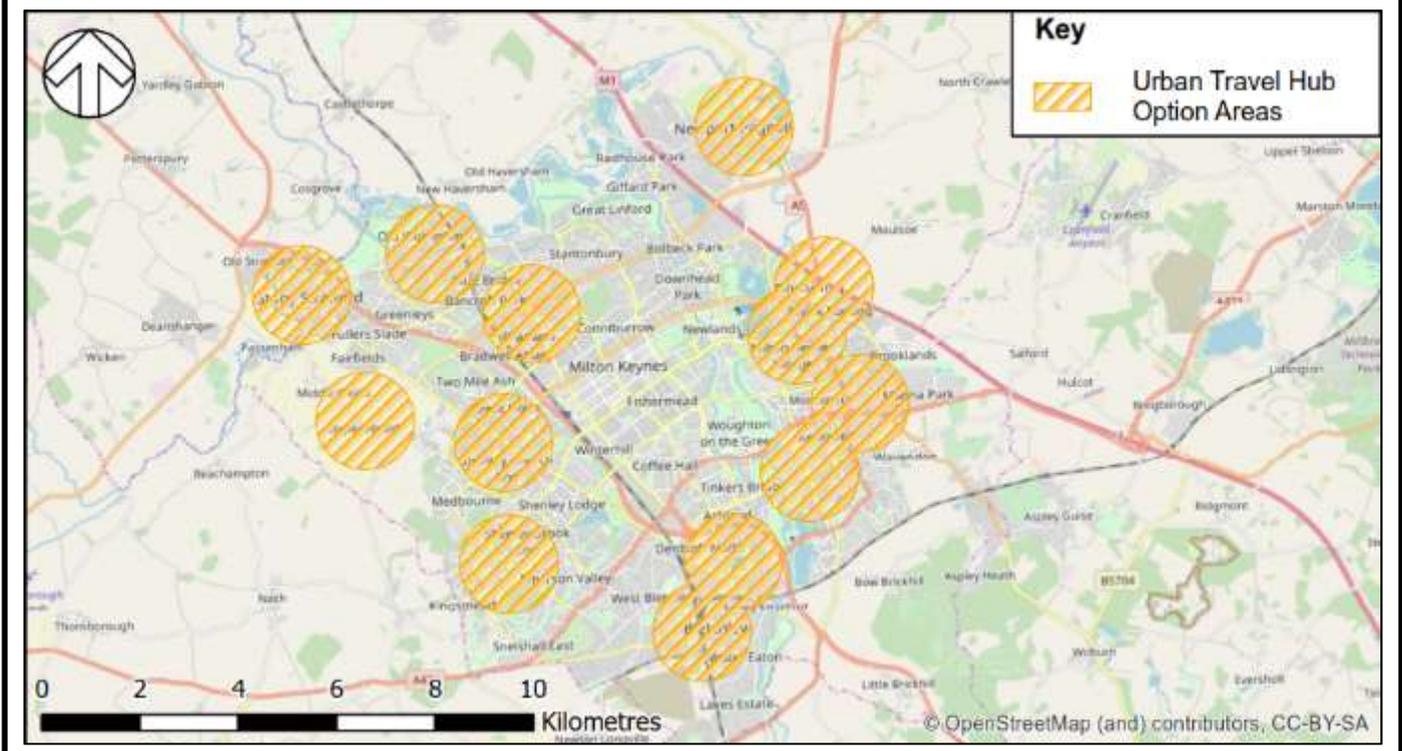
**CONCEPT TYPE**

**Behaviour Change**

**CONCEPT NAME**

**25. Multi-Modal Urban Travel Hubs (edge of Milton Keynes urban area)**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Implementation of multi-modal travel hubs in the urban communities providing access to sustainable transport options at local interchanges (could be achieved by combining Park & Ride Sites (*Option 32*) and Park & Pedal Sites (*Option 12*)). The urban travel hubs would provide: access to bus and Redway routes / expansions; car parking; cycle facilities (lockers, cycle parking) and real-time travel information. This option could also provide car-club vehicles, car-share points, cycle-share points, electric cycles and Demand Responsive Transit pick-up points.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift through improved public transport facilities</li> <li>▪ Improves access to cycle infrastructure and increases local travel options</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires packaging with sustainable transport infrastructure to encourage use</li> <li>▪ Cost of construction and management of a multi-modal travel hub is likely to be relatively high</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium-term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>

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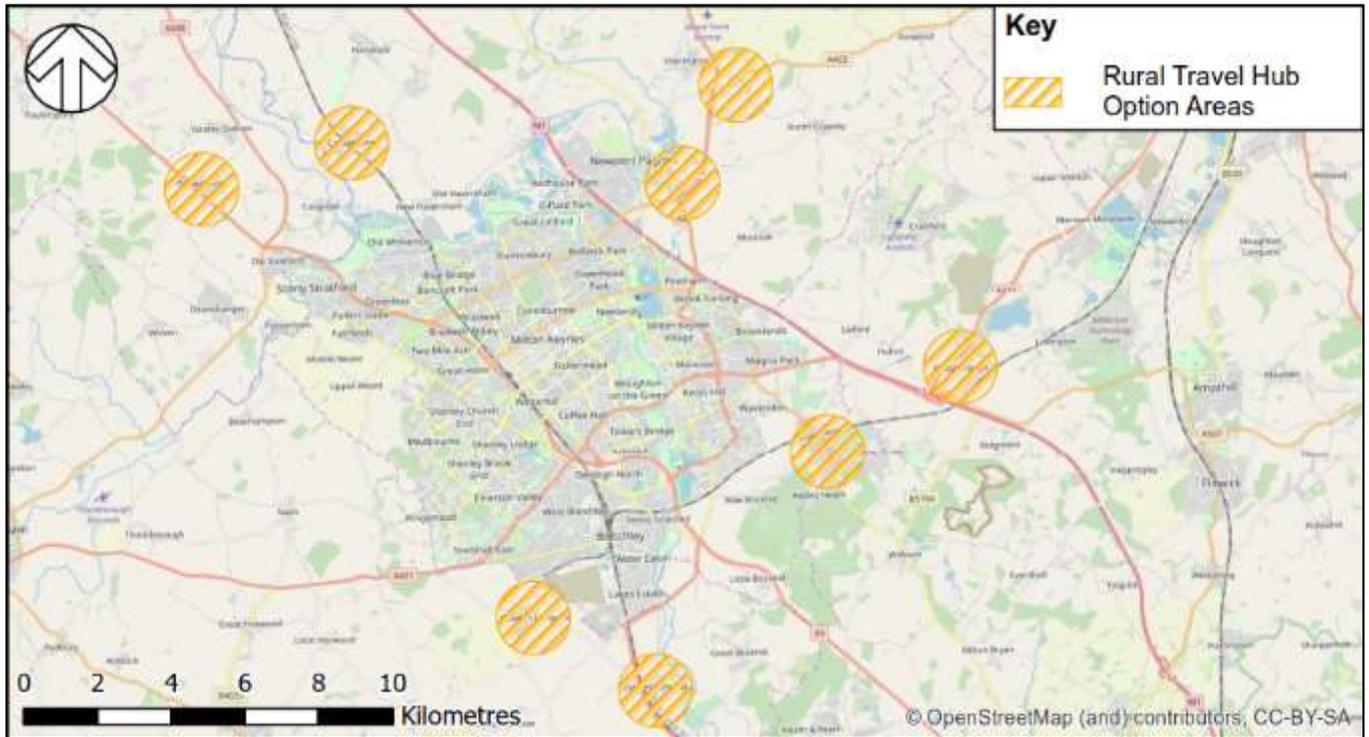
**CONCEPT TYPE**

**Behaviour Change**

**CONCEPT NAME**

**26. Multi-Modal Rural Travel Hubs (villages around Milton Keynes district)**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Implementation of multi-modal travel hubs in the rural settlements close to Milton Keynes, in order to intercept car trips and provide access to sustainable transport options at small, flexible transport interchanges. The rural travel hubs would provide: access to bus and Redway routes / expansions; car parking; cycle facilities (lockers, cycle parking) and real-time travel information. This option could also provide car-club vehicles, car-share points, cycle-share points, electric cycles and Demand Responsive Transit pick-up points.

**BENEFITS**

- Encourages modal shift through improved public transport and cycle facilities
- Improves connectivity of rural settlements to Milton Keynes by sustainable modes

**DISBENEFITS**

- Requires packaging with sustainable transport infrastructure to encourage use
- Cost of construction and management of a multi-modal travel hub is likely to be relatively high

**PROGRAMME**

- Medium-term (5-10 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids
- S106 Funding

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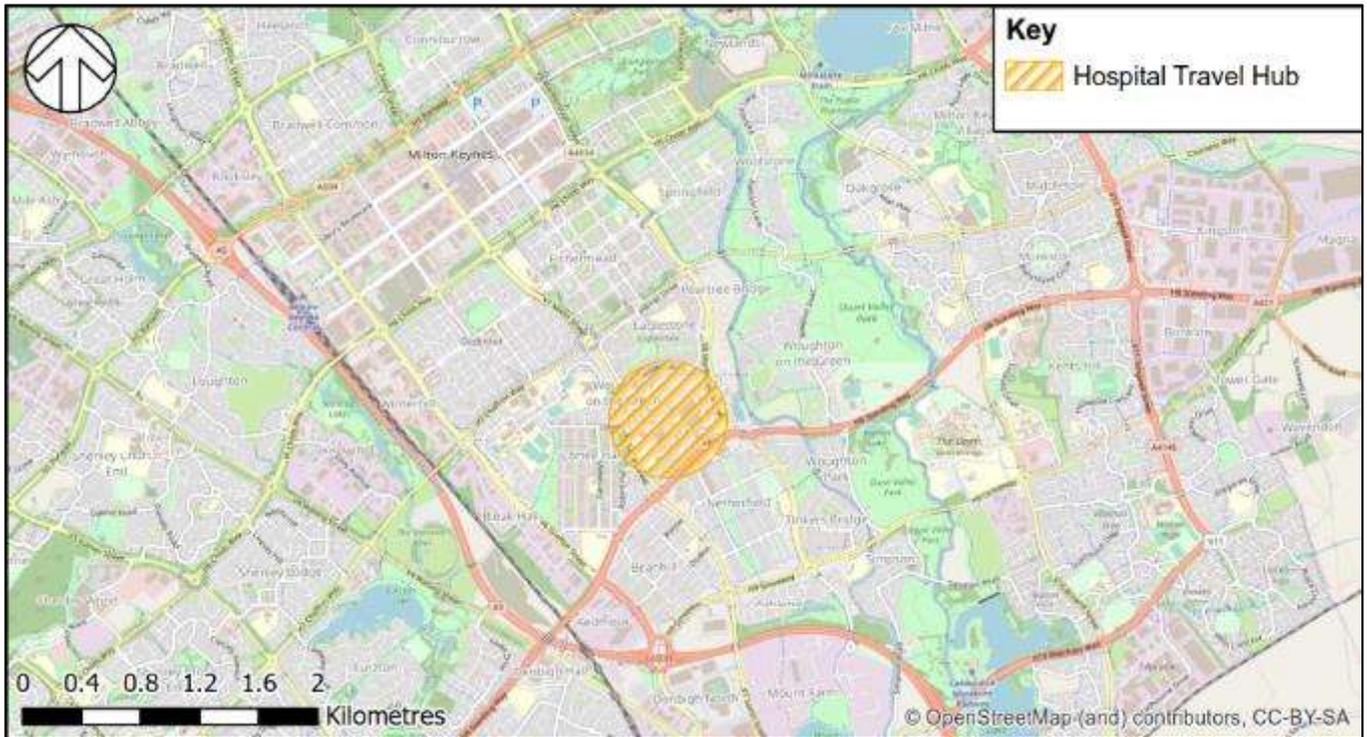
**CONCEPT TYPE**

**Behaviour Change**

**CONCEPT NAME**

**27. Multi-Modal Hospital Travel Hub**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Implementation of a multi-modal travel hub at Milton Keynes University Hospital providing access to sustainable transport options. The Travel Hub would provide: a bus interchange; high-quality waiting facilities; cycle-share points; cycle parking; car-share points and Demand Responsive Transit pick-up points.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift through improved public transport facilities</li> <li>▪ Improves connectivity to public transport and sustainable modes at a key trip generating site</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires packaging with sustainable transport infrastructure to encourage use</li> <li>▪ Cost of construction and management of a multi-modal travel hub is likely to be relatively high</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium-term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>

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**CONCEPT TYPE**

**Behaviour Change**

**CONCEPT NAME**

**28. Urban Car Clubs**

**INITIAL OPTION SKETCH**



Image source: <https://como.org.uk/project/bristol-car-clubs/>

**DESCRIPTION**

Introduction of new and / or expansion of existing car clubs in Milton Keynes, located at new developments, community centres, employment locations, and Central Milton Keynes. Car clubs are a cheaper alternative to owning your own vehicle, and only require a membership to a car club company to get started. Use of the vehicles is carried out through online booking systems or on the telephone.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Potential financial savings for individuals and a reduction in the number of privately-owned vehicles</li> <li>▪ Improves the local environment due to efficient and technologically advanced vehicle models</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reduces flexibility due to the requirement to book a vehicle in advance</li> <li>▪ Requires a large fleet of car club vehicles to encourage a substantial change in behaviour</li> </ul>
PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Scheme Operators</li> <li>▪ S106 Funding</li> </ul>

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<b>CONCEPT TYPE</b>	
<b>Behaviour Change</b>	
<b>CONCEPT NAME</b>	
<b>29. Rural Car Clubs</b>	
<b>INITIAL OPTION SKETCH</b>	
<p><i>Image source: <a href="https://www.shopperpoints.co.uk/2017/10/18/zipcar-london-now-get-24-free-credit-plus-free-membership/">https://www.shopperpoints.co.uk/2017/10/18/zipcar-london-now-get-24-free-credit-plus-free-membership/</a></i></p>	
<b>DESCRIPTION</b>	
<p>Introduction of a car club outside the built-up area of Milton Keynes. Rural car club schemes are typically run by Community Interest Companies (CIC), charities or Trusts, and provide a cheaper alternative to owning your own vehicle, and only require a membership to a car club company to get started. Use of the vehicles is carried out through online booking systems or on the telephone. Rural car clubs could make an important contribution to rural accessibility and reduce social exclusion.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>▪ Potential financial savings for individuals and a reduction in the number of privately-owned vehicles</li> <li>▪ Improves the local environment due to efficient and technologically advanced vehicle models</li> <li>▪ Improves rural accessibility and reduces social exclusion</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reduces flexibility due to the requirement to book a vehicle in advance</li> <li>▪ Requires a large fleet of car club vehicles to encourage a substantial change in behaviour</li> <li>▪ Funding a lower use rural scheme</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Scheme Operators</li> <li>▪ S106 Funding</li> </ul>
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<b>CONCEPT TYPE</b>	
<b>Behaviour Change</b>	
<b>CONCEPT NAME</b>	
<b>30. Workplace User Charging</b>	
<b>INITIAL OPTION SKETCH</b>	
	
<p><i>Image source: Parking Strategy for Central Milton Keynes (Milton Keynes Council, November 2013)</i></p>	
<b>DESCRIPTION</b>	
<p>Introduction of a workplace user car parking charge to encourage modal shift to more sustainable modes of travel for commuting and business journeys. Employers are responsible for paying the car parking charge, acting as an incentive for employers to manage their workplace parking provision. The revenue generated is then invested into sustainable transport measures.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>Encourages employers to manage parking provision and support the use of sustainable transport modes</li> <li>Creates a direct revenue source that can be invested into sustainable transport measures</li> </ul>	<ul style="list-style-type: none"> <li>Potentially detract from business investment in the local area due to charging enforcement</li> <li>Requires simultaneous funding for major transport infrastructure initiatives</li> <li>Costs associated with implementing, enforcing and processing payments</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>Long-term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>Milton Keynes Council</li> </ul>
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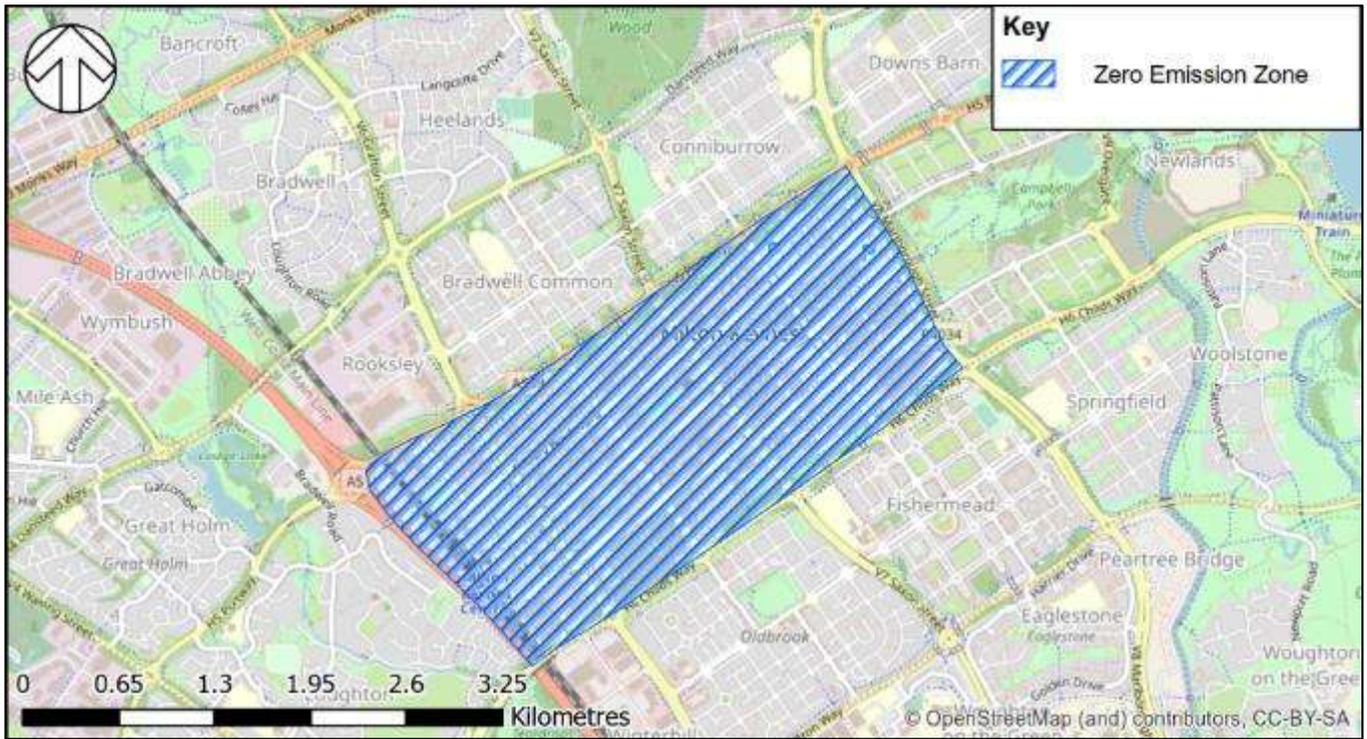
**CONCEPT TYPE**

**Behaviour Change**

**CONCEPT NAME**

**31. Zero Emission Zone**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Introduction of a Zero Emission Zone across Central Milton Keynes, banning the use of all petrol and diesel vehicles from the designated area. This option could be implemented in phases, excluding the most polluting vehicles from a smaller area initially, before increasing the area and vehicle types excluded from the central area as electric vehicle ownership and technology advances.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Creates a friendly, safe and healthy environment for Central Milton Keynes employees and residents</li> <li>▪ Potential to expand and support other transport infrastructure and growth areas</li> </ul>	<ul style="list-style-type: none"> <li>▪ May require road network upgrades / car parking changes to facilitate vehicle redistribution</li> <li>▪ Would have a substantial impact on current travel patterns / access to Central Milton Keynes</li> </ul>
PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Long-term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> </ul>

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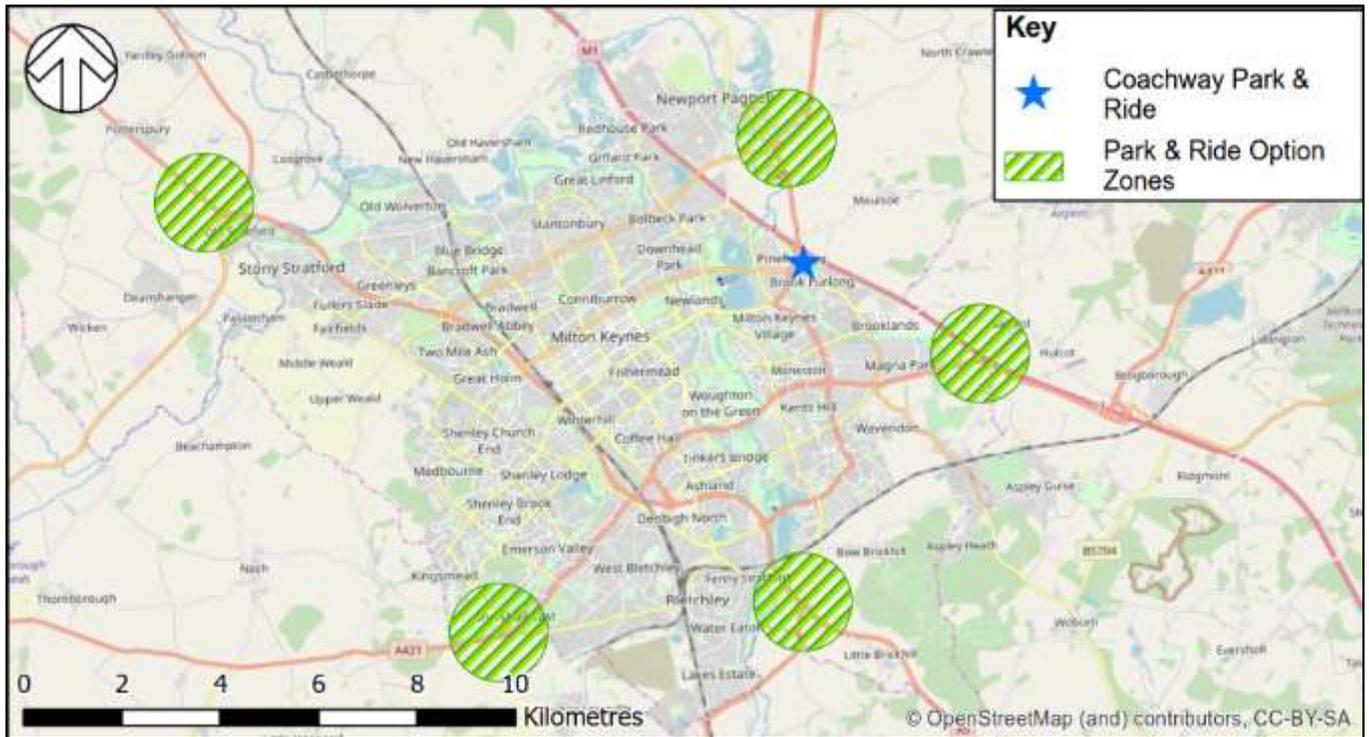
**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**32. Park & Ride Sites**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Implementation of a network of Park & Ride sites strategically located at key radial locations into Milton Keynes. The sites could provide free parking for users of the service and charge a fee for transit into the city centre, with commuter ticketing options available. Potential Park & Ride sites include: the A5 north (South Northants) and south (Kelly’s Kitchen Roundabout) of Milton Keynes; the A509 / east M1 growth site (linked to a Mass Rapid Transit route); the A421 west and east of Milton Keynes and east of the M1 Junction 13.

**BENEFITS**

- Encourages modal shift by providing access to an affordable alternative mode of transport
- Reduces the number of vehicles in the city centre, increasing capacity and reducing journey times

**DISBENEFITS**

- Encourages car usage by providing free parking on the outskirts of the city centre
- May require road network upgrades to provide improved public transport priority
- May require alterations to the cost and availability of parking in Milton Keynes to be financially viable

**PROGRAMME**

- Medium term (5-10 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids
- S106 Funding

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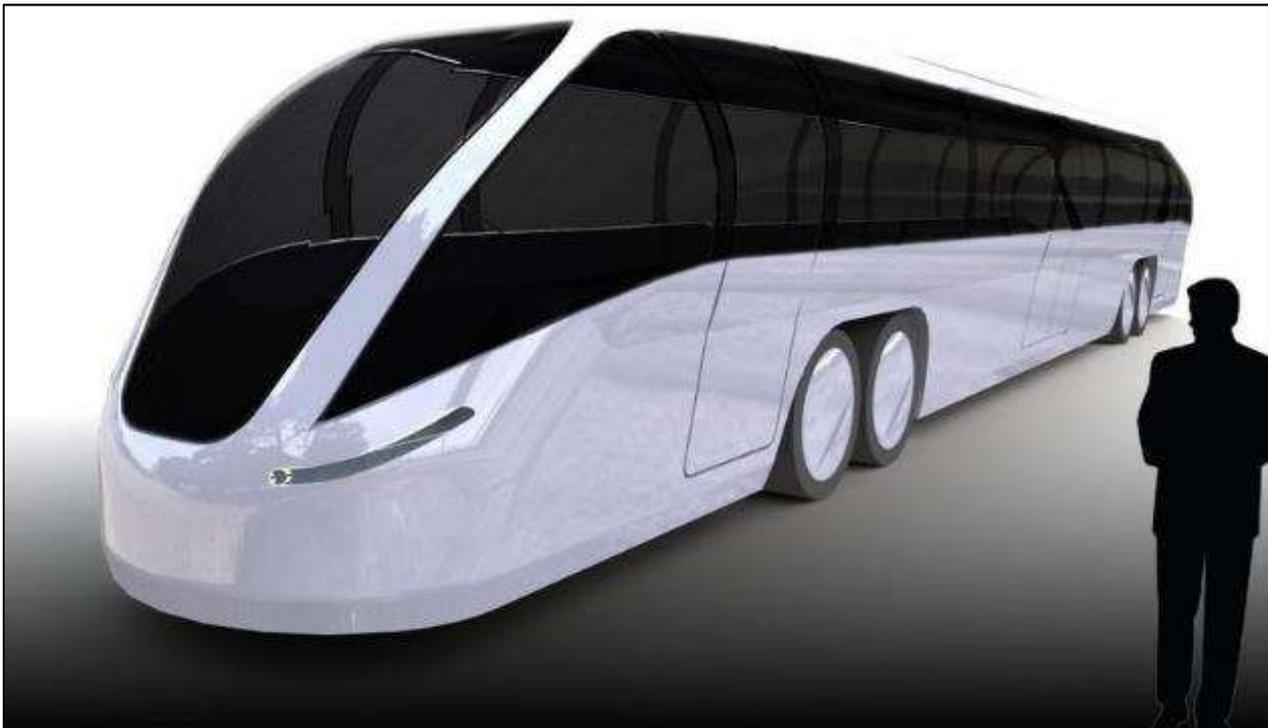
**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**33. Sub-Regional Advanced Very Rapid Transit**

**INITIAL OPTION SKETCH**



*Image source: <https://www.cambridge-news.co.uk/news/futuristic-high-speed-driverless-avrt-12688976>*

**DESCRIPTION**

Implementation of an Advanced Very Rapid Transit (AVRT) scheme (as identified in the Milton Keynes Council National Infrastructure Commission submission 'Strategy for First Last Mile Travel'). This would include the delivery of five core routes through Milton Keynes, including: Bletchley to Central Milton Keynes; Winslow to Central Milton Keynes and the east M1 growth site to Central Milton Keynes. The routes would also connect to the wider sub-region (Northampton, Oxford, Bedford). This would create a limited stop sub-regional transport system.

**BENEFITS**

- Provides an attractive sub-regional public transport system
- Provides a clean, reliable and modern mode of transport reducing the need for car ownership
- Supports regional development

**DISBENEFITS**

- May require road network upgrades to facilitate prioritised AVRT access
- Significant investment required to facilitate the creation of the routes and development of fleet
- Requires substantial cross-boundary co-ordination

**PROGRAMME**

- Long term (10+ years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- England's Economic Heartland
- Central Government Funding Bids

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**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**34. Milton Keynes Demand Responsive Transit**

**INITIAL OPTION SKETCH**



Image source: <https://www.intelligenttransport.com/transport-news/72944/viavan-milton-keynes/>

**DESCRIPTION**

Implementation of a city-wide Demand Responsive Transit (DRT) bus service, operated on a commercial basis. DRT is a form of micro-mass transit, whereby shared minibuses are booked, on demand, using a smartphone application, through an internet portal or by telephone. The shared minibus is then routed to collect passengers and take them to their destinations. A trial is currently in place in Milton Keynes with ViaVan, which, if successful, could be expanded across a larger area to include urban and rural communities.

**BENEFITS**

- Provides a local, accessible and inclusive mode of transport that allows travel flexibility
- Reduces the number of vehicles on the network reducing carbon emissions

**DISBENEFITS**

- Requires more marketing effort and promotion compared to conventional bus operations
- Potential to have a high cost per passenger threatening financial viability
- Requirement to pre-book could make the service unattractive to potential users

**PROGRAMME**

- Short term (1-5 years)

**FUNDING OPTIONS**

- Scheme Operators

**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**35. Milton Keynes Micro-Metro**

**INITIAL OPTION SKETCH**



Image source: <https://www.cambridge-news.co.uk/news/cambridge-news/cambridge-metro-really-ever-going-14229407>

**DESCRIPTION**

Implementation of a micro-metro transit system that delivers a fast and attractive, rubber-wheeled tram service (either driven or autonomous), along dedicated routes across Milton Keynes, potentially linked to Park & Ride Sites (*Option 32*) and Travel Hubs (*Options 25-27*). The system will provide: dedicated bus lanes; bus priority at junctions; distinctive stops with real-time passenger information; cashless payment systems and network branding.

**BENEFITS**

- Encourages modal shift by providing access to a fast and attractive alternative mode of transport
- Potential to expand and support other transport infrastructure and growth areas

**DISBENEFITS**

- Reallocation of carriageway space could constrain capacity for other modes of transport
- Significant investment required to facilitate the creation of the routes and development of fleet
- May require alterations to the cost and availability of parking in Milton Keynes to be financially viable

**PROGRAMME**

- Long-term (10+ years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- England's Economic Heartland
- Central Government Funding Bids

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**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**36. Milton Keynes Bus Rapid Transit**

**INITIAL OPTION SKETCH**



Image source: <https://www.belfasttelegraph.co.uk/news/northern-ireland/belfast-rapid-transit-system-faster-buses-in-belfast-and-a-train-to-the-airport-30286938.html>

**DESCRIPTION**

Implementation of a high-quality Bus Rapid Transit (BRT) delivering a fast and attractive service on dedicated routes across Milton Keynes, potentially linked to Park & Ride Sites (*Option 32*) and Travel Hubs (*Options 25-27*). The system would provide: dedicated bus lanes; bus priority at junctions; distinctive stops with real-time passenger information; cashless payment systems and network branding. Potential routes include: Central Milton Keynes to Eaton Leys, Central Milton Keynes to Woburn Sands and east of the M1 (pre-2025) and city-wide post 2025.

**BENEFITS**

- Encourages modal shift by providing access to a fast and attractive alternative mode of transport
- Potential to expand and support other transport infrastructure and growth areas

**DISBENEFITS**

- Reallocation of carriageway space could constrain capacity for other modes of transport
- Significant investment required to facilitate the creation of the routes and infrastructure
- May require alterations to the cost and availability of parking in Milton Keynes to be financially viable

**PROGRAMME**

- Medium-term (5-10 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- England's Economic Heartland
- Central Government Funding Bids

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**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**37. Milton Keynes Light Rail Transit**

**INITIAL OPTION SKETCH**



Image source: <https://www.toronto.com/opinion-story/6719240-dreschel-lrt-full-steam-ahead/>

**DESCRIPTION**

Implementation of a high-quality Light Rail Transit (LRT) system delivering a fast and attractive tram service (either driven or autonomous), along dedicated routes across Milton Keynes, potentially linked to Park & Ride Sites (*Option 32*) and Travel Hubs (*Options 25-27*). The system would provide: dedicated tram lines (segregated and mixed traffic); tram priority at junctions; distinctive stops with real-time passenger information; cashless payment systems and network branding.

**BENEFITS**

- Encourages modal shift by providing access to a fast and attractive alternative mode of transport
- Potential to expand and support other transport infrastructure and growth areas

**DISBENEFITS**

- Reallocation of carriageway space could constrain capacity for other modes of transport
- Significant investment required to facilitate the creation of the routes and infrastructure
- May require alterations to the cost and availability of parking in Milton Keynes to be financially viable

**PROGRAMME**

- Long term (10+ years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- England's Economic Heartland
- Central Government Funding Bids

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**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**38. Autonomous People Movers**

**INITIAL OPTION SKETCH**



Image source: <https://insideevs.com/autonomous-navya-arma-shuttle-lease/>

**DESCRIPTION**

Trial and introduce micro-autonomous people movers for short local trips. The transit vehicles can be personal, or shared. Example journeys that could be undertaken using autonomous people movers include: movements between shopping centres in Central Milton Keynes; movements between key employment centres and travel hubs (Milton Keynes Central Railway Station); movements between Central Milton Keynes and key trip attractors such as the Milton Keynes University Hospital, Stadium MK and Bletchley.

**BENEFITS**

- Encourages modal shift by providing access to a fast and attractive alternative mode of transport
- Potential to expand and support other transport infrastructure and growth areas

**DISBENEFITS**

- Potential safety risks associated with autonomous vehicles in urban areas
- Requires technological infrastructure to ensure vehicles are connected

**PROGRAMME**

- Medium-term (5-10 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids
- Scheme Operators

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**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**39. Pinch Point Junction Bus Priority Improvements**

**INITIAL OPTION SKETCH**



Image source: <https://www.somersetcountygazette.co.uk/news/17206426.council-cashes-in-on-16k-of-bus-gate-fines-following-fatal-m5-crash-in-september/>  
 Plan of Pinch Point Junctions for Bus Priority Improvements overleaf

**DESCRIPTION**

Delivery of physical improvements and changes at junctions on the road network, where bus movements are delayed by general traffic congestion, to allow priority movements for public transport modes. Potential improvements include: junction reconfiguration and widening to accommodate public transport movements; junction signalisation with priority for bus movements and the implementation of bus lanes.

**BENEFITS**

- Encourages modal shift through improved public transport routes
- Improves efficiency, journey times and reliability of public transport modes

**DISBENEFITS**

- Reallocation of carriageway space could constrain capacity for other modes of transport
- Current highway boundaries could restrict potential solutions at pinch-point junctions

**PROGRAMME**

- Medium-term (5-10 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids

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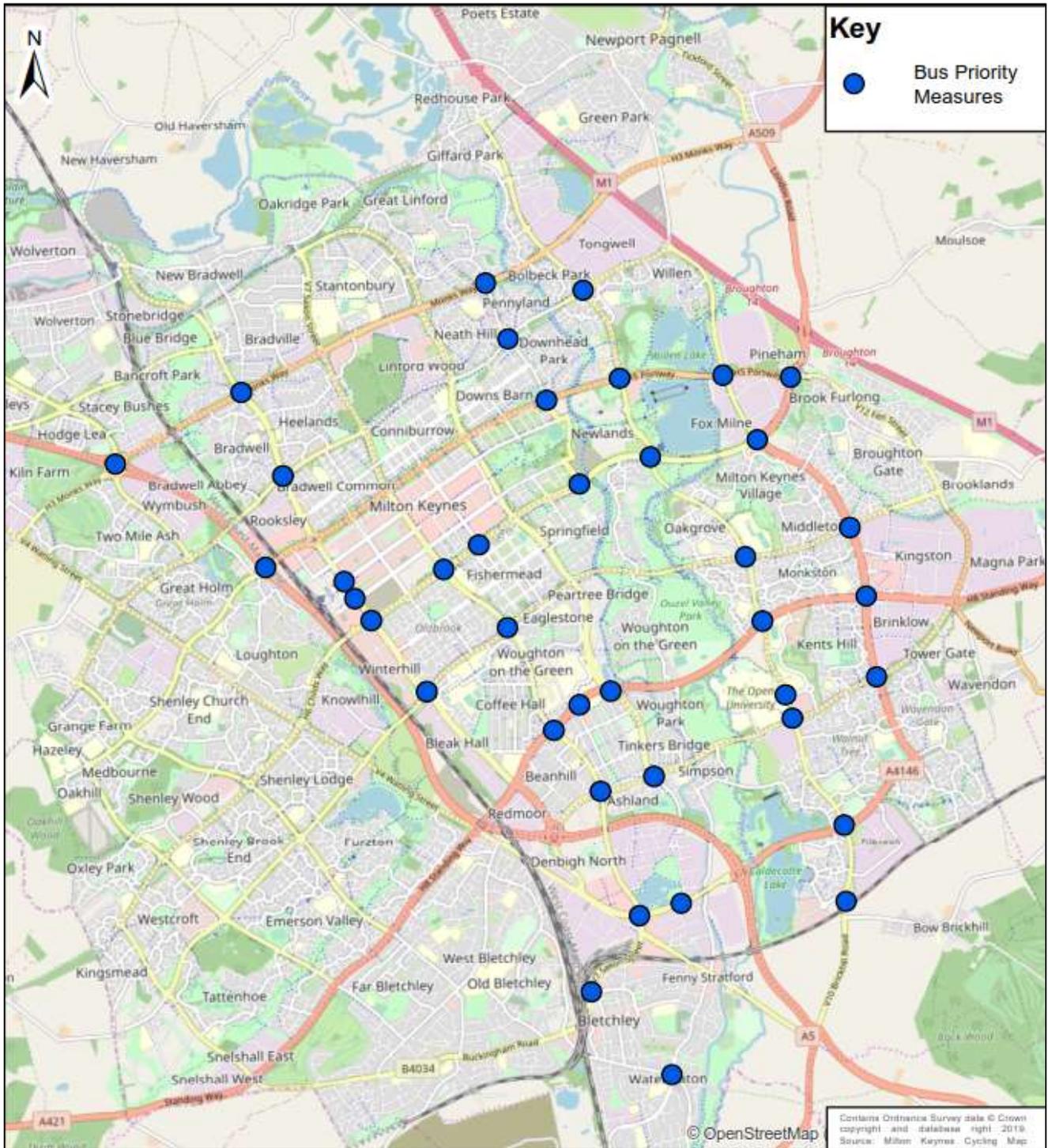
**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**Pinch Point Junction Bus Priority Improvements – Junction Plan**

**INITIAL OPTION SKETCH**



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**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**40. Bus Priority Corridors**

**INITIAL OPTION SKETCH**



Image source: <https://www.thejournal.ie/river/busconnects-2473660-Jun2018/?offer=4079433>

Plan of Bus Priority Corridor Options overleaf

**DESCRIPTION**

Delivery of physical improvements and changes at junctions on the road network to provide full route public transport priority for existing bus routes / services. Potential improvements include: introduction of traffic signals; junction widening and the implementation of extensive bus lanes / segregated routes. This investment can be linked to improved bus frequency and vehicle quality.

**BENEFITS**

- Encourages modal shift through improved public transport routes
- Improves efficiency, journey times and reliability of public transport modes

**DISBENEFITS**

- Reallocation of carriageway space could constrain capacity for other modes of transport
- Requires a connected network of corridors to provide an efficient and attractive option for users

**PROGRAMME**

- Medium-term (5-10 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids

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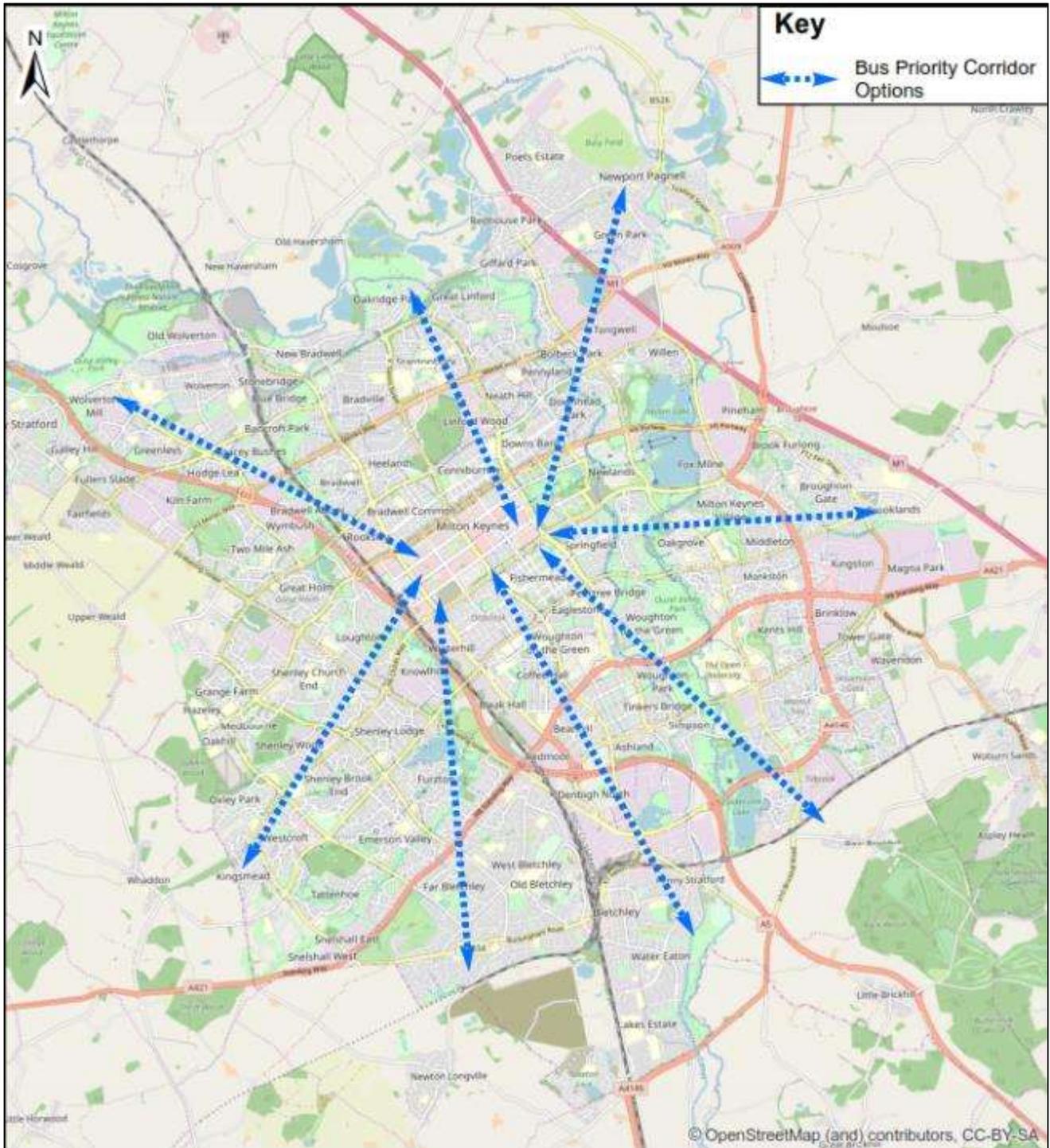
**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**Bus Priority Corridors – Option Plan**

**INITIAL OPTION SKETCH**



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**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**41. Premium Bus Network**

**INITIAL OPTION SKETCH**



Image source: <http://clondoner92.blogspot.com/2017/05/update-on-route-branding-for.html>

**DESCRIPTION**

Implementation of a premium urban bus network, through upgrading and updating the existing core bus routes. This would be achieved by providing higher frequency services (every 10-15 minutes), operating throughout the week from early in the morning to late at night. The premium bus network would be branded, for example, Citi Services, and use high-quality (Wi-Fi and leather seats), potentially electric, vehicles. The success of this option is associated with Bus Priority Corridors (Option 40), SMART Sensors (Option 89) and Integrated Ticketing (Option 91).

<p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>Encourages modal shift by providing access to a high-frequency, attractive service</li> <li>Improves efficiency, journey times and reliability of public transport modes</li> </ul>	<p><b>DISBENEFITS</b></p> <ul style="list-style-type: none"> <li>Requires packaging with sustainable transport infrastructure to encourage use</li> <li>Requires upgrades to existing public transport fleet which requires operator backing</li> </ul>
<p><b>PROGRAMME</b></p> <ul style="list-style-type: none"> <li>Short-term (1-5 years)</li> </ul>	<p><b>FUNDING OPTIONS</b></p> <ul style="list-style-type: none"> <li>Milton Keynes Council</li> <li>South East Midlands Local Enterprise Partnership</li> <li>Central Government Funding Bids</li> </ul>

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**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**42. Central Milton Keynes Shuttle Bus Trial**

**INITIAL OPTION SKETCH**



Image source: <https://citiblog.co.uk/2018/12/03/my-bus-free-employee-shuttle-bus-launched-in-central-milton-keynes/>

**DESCRIPTION**

Review the new shuttle bus trial provided by the Business Improvement District for employees. The bus operates on weekdays and makes stops across the city-centre at key employment locations from Milton Keynes Central Railway Station, including: the shopping centres and leisure districts; the Civic Offices; The Hub and 12th Street. If successful the scheme would be implemented on a permanent basis, with upgrades to the service being implemented as technology advances, for example, Autonomous People Movers (*Option 38*).

**BENEFITS**

- Encourages modal shift by providing access to a fast and attractive alternative mode of transport
- Reduces the number of vehicles on the road network reducing carbon emissions

**DISBENEFITS**

- Potential to become an oversubscribed service which minimises behavioural change
- Discourages active travel for short journeys

**PROGRAMME**

- Short term (1-5 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- Business Contributions

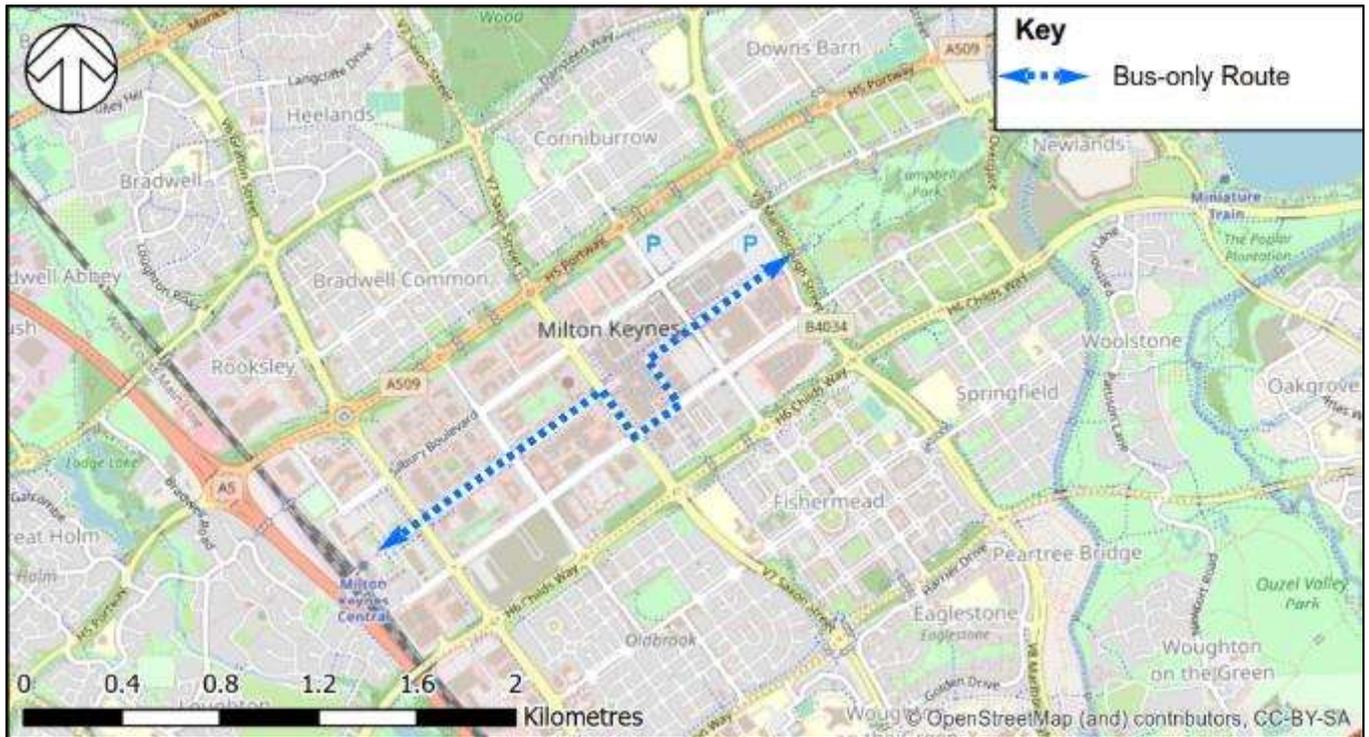
**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**43. Central Milton Keynes Bus-Only Route**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Creation of a public transport spine road through Central Milton Keynes, utilising Midsummer Boulevard (banning all car access). As technology advances, the use of Midsummer Boulevard, as a public transport spine road, could be made accessible to other public transport modes, for example, Autonomous People Movers (*Option 38*).

<p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Encourages modal shift by providing access to a fast and attractive alternative mode of transport</li> <li>▪ Improves efficiency, journey times and reliability of public transport modes in Central Milton Keynes</li> </ul>	<p><b>DISBENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ May require road network upgrades to facilitate the redistribution of vehicle movements</li> <li>▪ Requires packaging with sustainable transport infrastructure to encourage use</li> </ul>
<p><b>PROGRAMME</b></p> <ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<p><b>FUNDING OPTIONS</b></p> <ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> </ul>

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**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**44. Bus Stop Infrastructure**

**INITIAL OPTION SKETCH**



*Image source: <https://www.designweek.co.uk/issues/march-2014/tfl-trials-touch-screen-bus-stop-with-real-time-mapping/>*

**DESCRIPTION**

Delivery of improvements and upgrades to bus stop infrastructure throughout Milton Keynes. Improvements would include: the introduction of real time passenger information; interactive travel dashboards for live bus tracking; cashless ticket payment; access for people with reduced mobility and cycle parking facilities.

**BENEFITS**

- Encourages modal shift by providing high-quality facilities for public transport modes
- Provides connectivity and accessibility between modes of transport at each stop

**DISBENEFITS**

- No direct improvement to bus frequencies or capacity of the public transport network

**PROGRAMME**

- Short-term (1-5 years)

**FUNDING OPTIONS**

- Milton Keynes Council

**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**45. Taxibus**

**INITIAL OPTION SKETCH**



Image source: <https://www.carolinespelman.com/news/mp-launches-petition-her-campaign-protect-taxibus-service>

**DESCRIPTION**

Provision of Taxibus services throughout Milton Keynes, similar to Project Black Bus in London. The service would operate on fixed routes, providing connections between main trip attractors, including Milton Keynes Central Railway Station and key employment, leisure and social destinations. The service can be shared by multiple passengers, but unlike buses, users can alight anywhere on the route.

**BENEFITS**

- Provides a local, accessible and inclusive mode of transport that allows travel flexibility
- Reduces the number of vehicles on the network reducing carbon emissions

**DISBENEFITS**

- Requires more marketing effort and promotion compared to conventional bus operations
- Potential to have a high cost per passenger threatening financial viability
- Requirement to pre-book could make the service unattractive to potential users

**PROGRAMME**

- Short-term (1-5 years)

**FUNDING OPTIONS**

- Scheme Operators

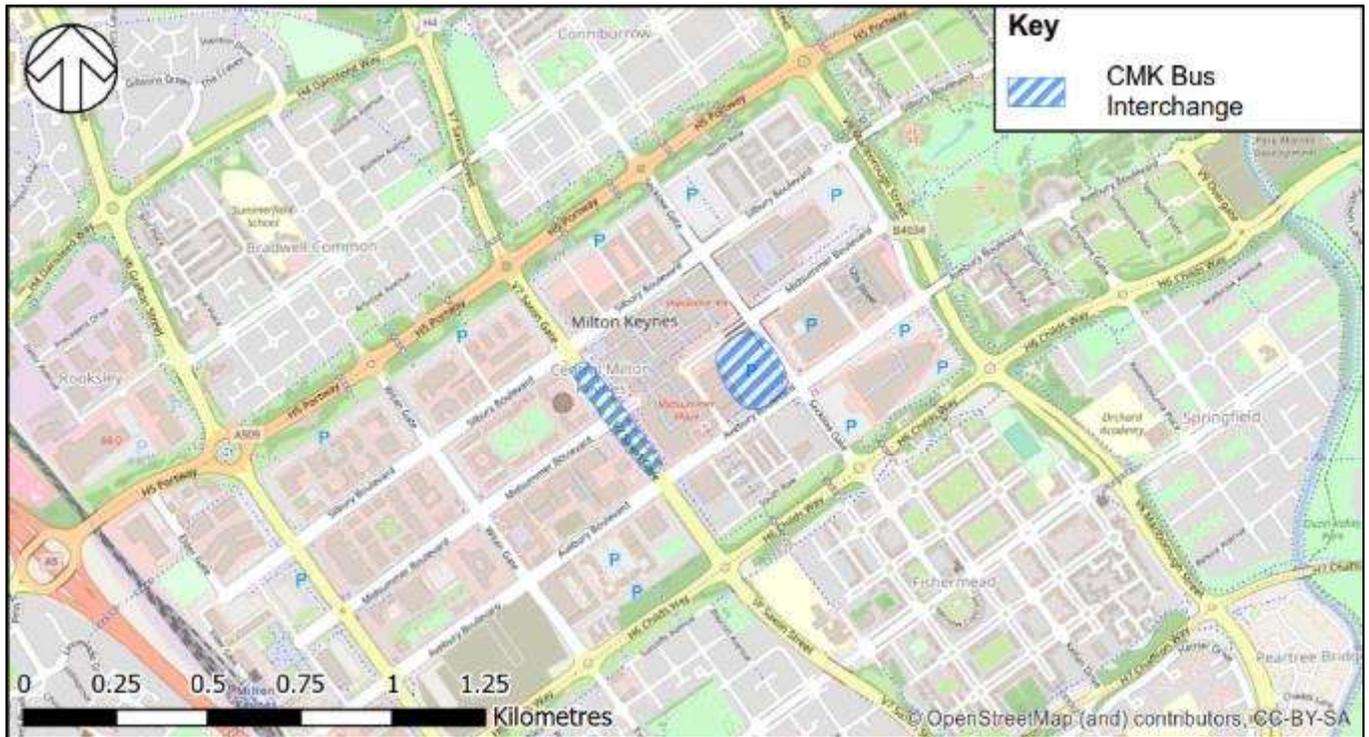
**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**46. Central Milton Keynes Bus Interchange**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Replacement of the existing Central Milton Keynes bus stops (Lower Ninth Street and Midsummer Boulevard) to facilitate central regeneration and encourage bus use. The new interchange would provide access to bus routes and Redway routes / expansions, cycle facilities (lockers, cycle parking) and real-time travel information. The location and design of the new interchange needs to be future-proofed to facilitate the introduction of a mass transit scheme.

**BENEFITS**

- Encourages modal shift by providing high-quality facilities for public transport modes
- Improves connectivity for public transport users and facilitates central regeneration

**DISBENEFITS**

- No direct improvement to bus frequencies or capacity of the public transport network
- Design needs to accommodate future introduction of mass transit schemes

**PROGRAMME**

- Medium-term (5-10 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids
- S106 Funding

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**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**47. Orbital Bus Routes**

**INITIAL OPTION SKETCH**



Image source: <https://www.mkfm.com/news/local-news/concerns-raised-over-proposed-changes-to-bus-services-in-milton-keynes-area/>  
*Plan of Orbital Bus Route Options overleaf*

**DESCRIPTION**

The existing network of bus routes are largely radial from Central Milton Keynes. This option will therefore review the existing bus routes, and assess the opportunity to introduce an orbital bus service to improve connectivity between radial services, and better serve journeys that are not to, or from, Central Milton Keynes.

**BENEFITS**

- Encourages modal shift by offering improved public transport routes and services
- Increases orbital connectivity and connectivity to key attractors outside of Central Milton Keynes

**DISBENEFITS**

- Dependent upon public transport operators reviewing and altering routes if necessary
- Orbital routes may struggle to be financially viable

**PROGRAMME**

- Short-term (1-5 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids
- S106 Funding

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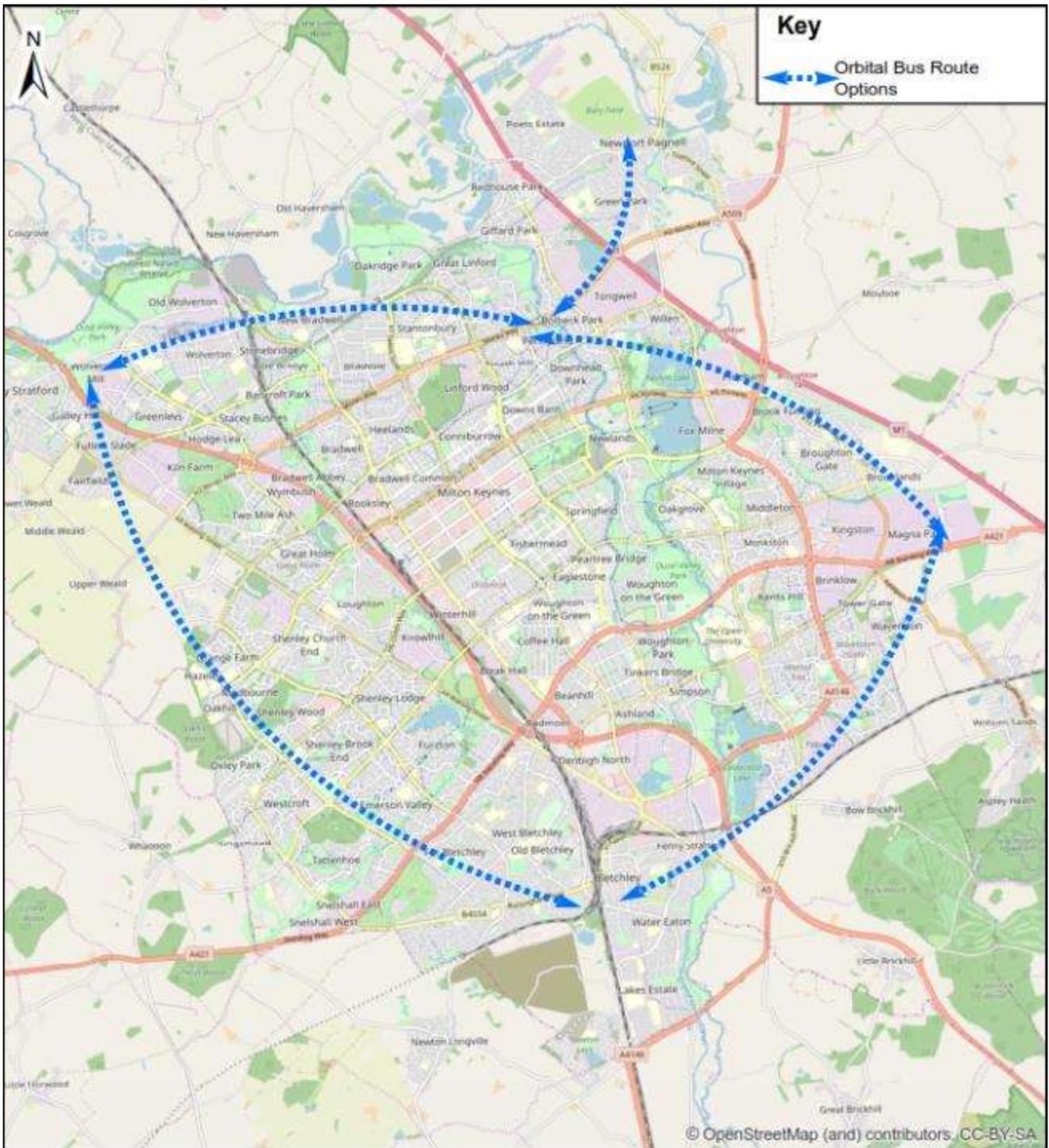
**CONCEPT TYPE**

**High-Quality Public Transport**

**CONCEPT NAME**

**Orbital Bus Routes – Overview Plan**

**INITIAL OPTION SKETCH**



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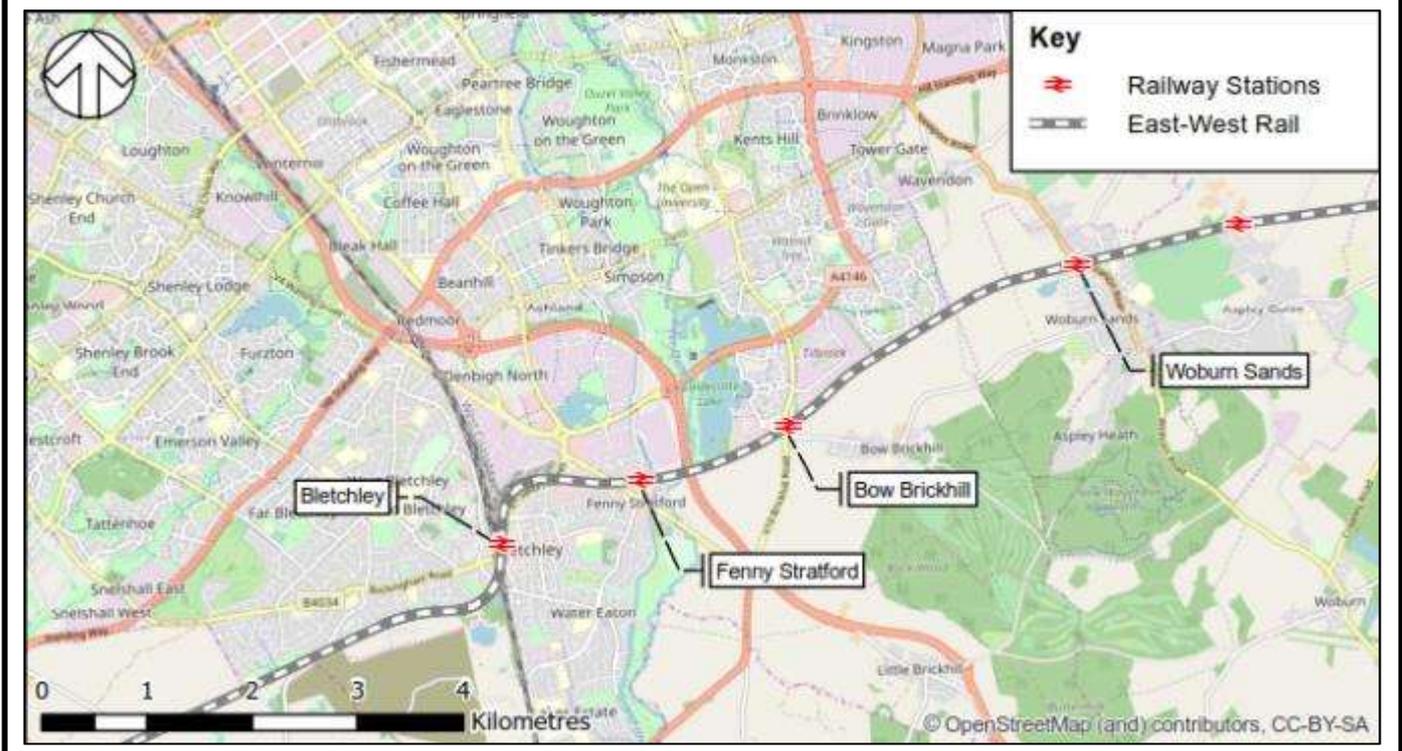
**CONCEPT TYPE**

**Rail**

**CONCEPT NAME**

**48. East-West Rail Connections**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Enhancing connectivity to the railway stations on the western section of the East-West Rail route (particularly along the Marston Vale Line). Train services on the East-West Rail route will follow the existing Marston Vale Line from Bletchley to Bedford, and connect to Milton Keynes via the West Coast Mainline. Enhancements at stations along the Marston Vale Line would provide access to bus routes and Redway routes / expansions, cycle facilities (lockers, cycle parking) and real-time travel information.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift by enhancing connectivity to sustainable modes of transport</li> <li>▪ Provides modern and attractive inter-modal interchange facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides no direct improvement to the capacity or frequency of rail services</li> <li>▪ Requires packaging with sustainable transport infrastructure to encourage use</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Central Government (EWR Company)</li> </ul>

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<b>CONCEPT TYPE</b>	
<b>Rail</b>	
<b>CONCEPT NAME</b>	
<b>49. Marston Vale Level Crossing Closures</b>	
<b>INITIAL OPTION SKETCH</b>	
<b>DESCRIPTION</b>	
<p>Closure of a series of at-grade level crossings along the Marson Vale Line (Bletchley to Bedford), due to the increase in rail frequency anticipated as a result of East-West-Rail. Locations where level crossings are proposed to be closed include: Simpson Road, V10 Brickhill Street and A5130 Station Road.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>Increases safety due to reduced interaction between rail and road users</li> </ul>	<ul style="list-style-type: none"> <li>Requires packaging with sustainable transport infrastructure to maintain connectivity</li> <li>May require substantial road network upgrades to provide alternative direct access routes</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>Long-term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>Central Government (EWR Company)</li> </ul>
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**CONCEPT TYPE**

**Rail**

**CONCEPT NAME**

**50. Wolverton to Olney Rail Link**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Re-opening of the rail link between Wolverton and Olney, via Newport Pagnell. From Wolverton Railway Station the line would route east, running parallel to Newport Road / Wolverton Road, before crossing the M1, into Newport Pagnell. The alignment would then route north towards Olney, running parallel to the A509.

<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>▪ Encourages modal shift through the provision of a new rail link between Wolverton and Olney</li> <li>▪ Improves connectivity between Milton Keynes northern periphery areas and West Coast Mainline</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expensive to implement and would require backing from Network Rail and train operators</li> <li>▪ Provides no direct connections to Milton Keynes Central and key trip attractors</li> <li>▪ Impacts on existing cycle route that utilises part of the old track bed</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>▪ Long term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Network Rail</li> </ul>

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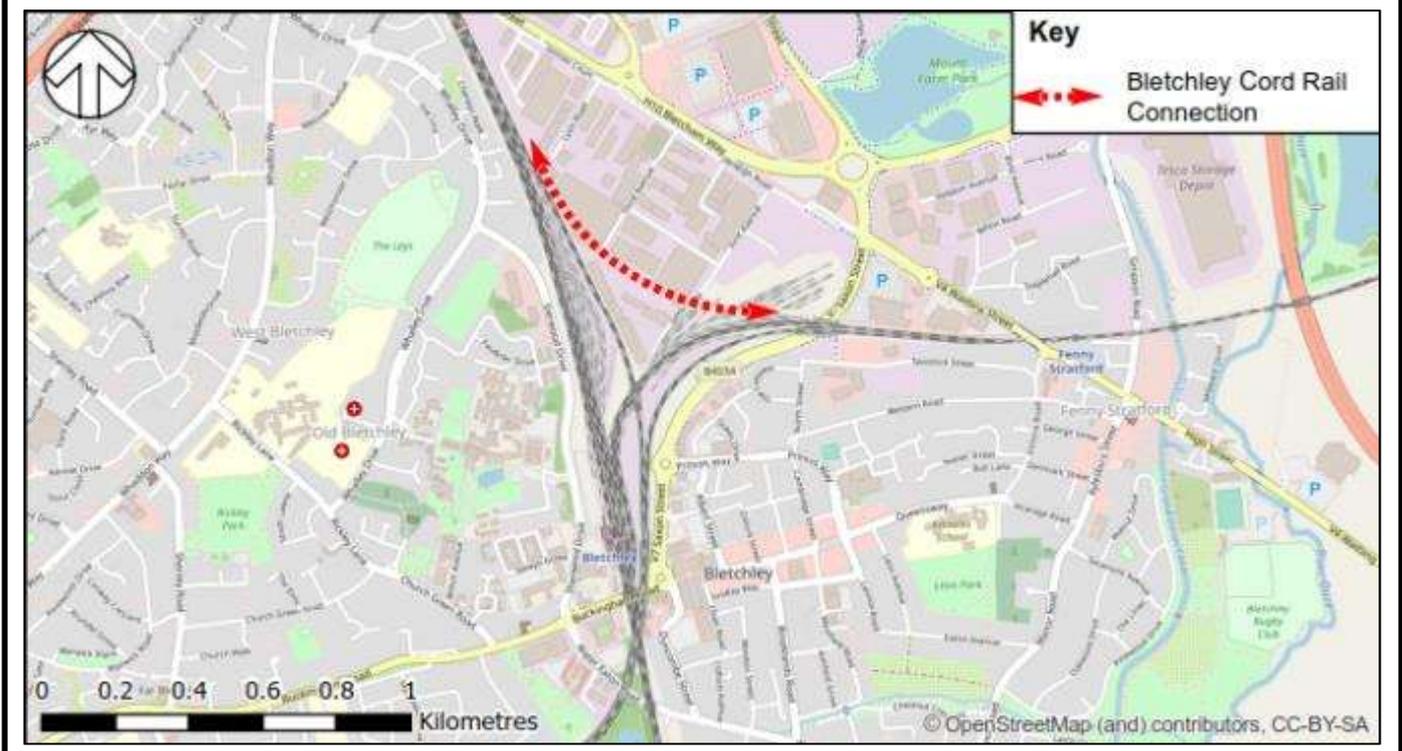
**CONCEPT TYPE**

**Rail**

**CONCEPT NAME**

**51. Bletchley Chord Rail Connection**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Provision of a new, direct rail connection between the Marston Vale Line and the West Coast Mainline, enabling direct services from Bedford to Milton Keynes Central. This option could be implemented as an extension to, and linked with, East-West Rail. The provision of an extra and direct service into Milton Keynes Central may require an extra rail line into Milton Keynes Central.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift through the provision of a new, direct rail route and services</li> <li>▪ Improves connectivity between Milton Keynes eastern periphery areas and West Coast Mainline</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expensive to implement and would require backing from Network Rail and train operators</li> <li>▪ New infrastructure required at Milton Keynes Central could cause disruption</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium-term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Central Government (EWR Company)</li> <li>▪ Network Rail</li> </ul>

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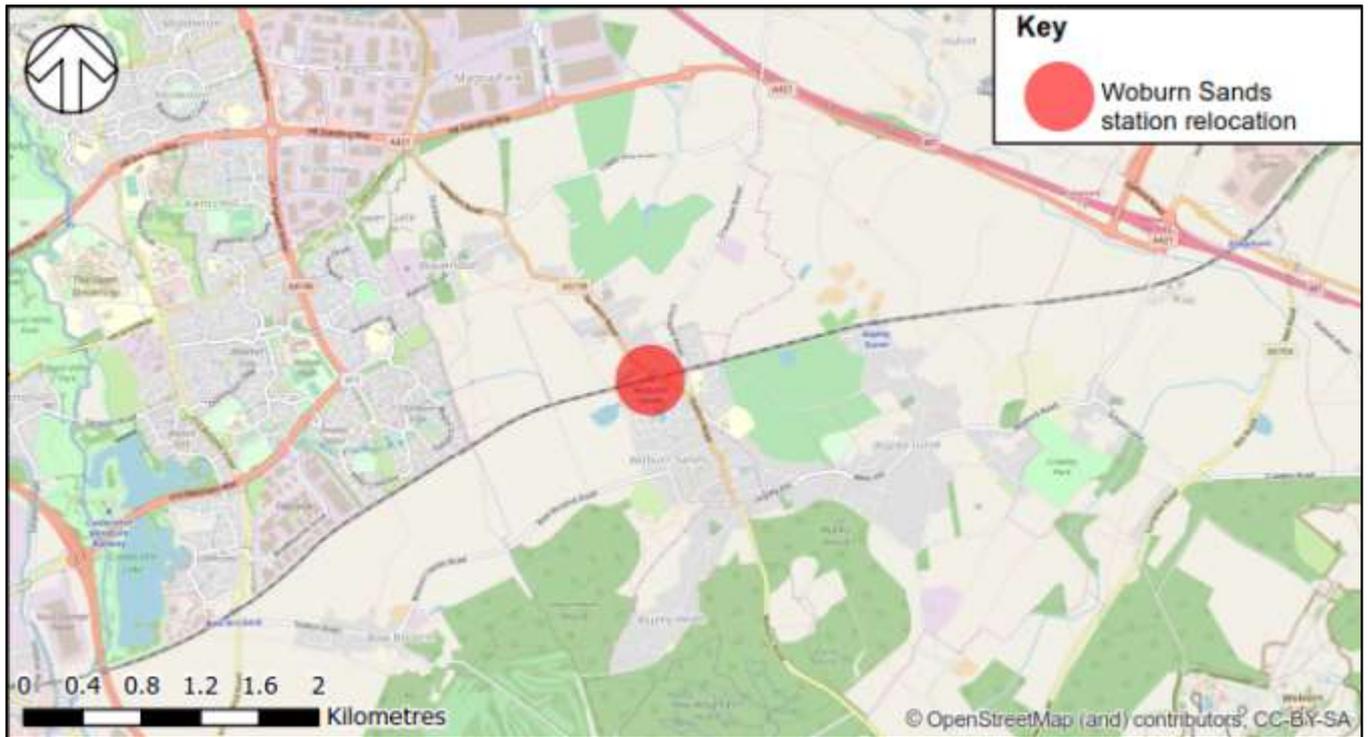
**CONCEPT TYPE**

**Rail**

**CONCEPT NAME**

**52. Relocate Woburn Sands Station**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Relocation of the Woburn Sands Railway Station in order to support the delivery of new longer-term development in south-east Milton Keynes. The location and design of the new station needs to be future-proofed and facilitate access to bus routes and Redway routes / expansions, cycle facilities (lockers, cycle parking) and real-time travel information. This option could also provide car-club vehicles, car-share points, cycle-share points, electric cycles and Demand Responsive Transit pick-up points.

<p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Encourages modal shift through improved public transport facilities</li> <li>▪ Supports economic growth and the delivery of new development in south-east Milton Keynes</li> </ul>	<p><b>DISBENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Expensive to implement and would require backing from Network Rail and train operators</li> <li>▪ Provides no direct improvement to the capacity or frequency of rail services</li> </ul>
<p><b>PROGRAMME</b></p> <ul style="list-style-type: none"> <li>▪ Long term (10+ years)</li> </ul>	<p><b>FUNDING OPTIONS</b></p> <ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Network Rail</li> </ul>

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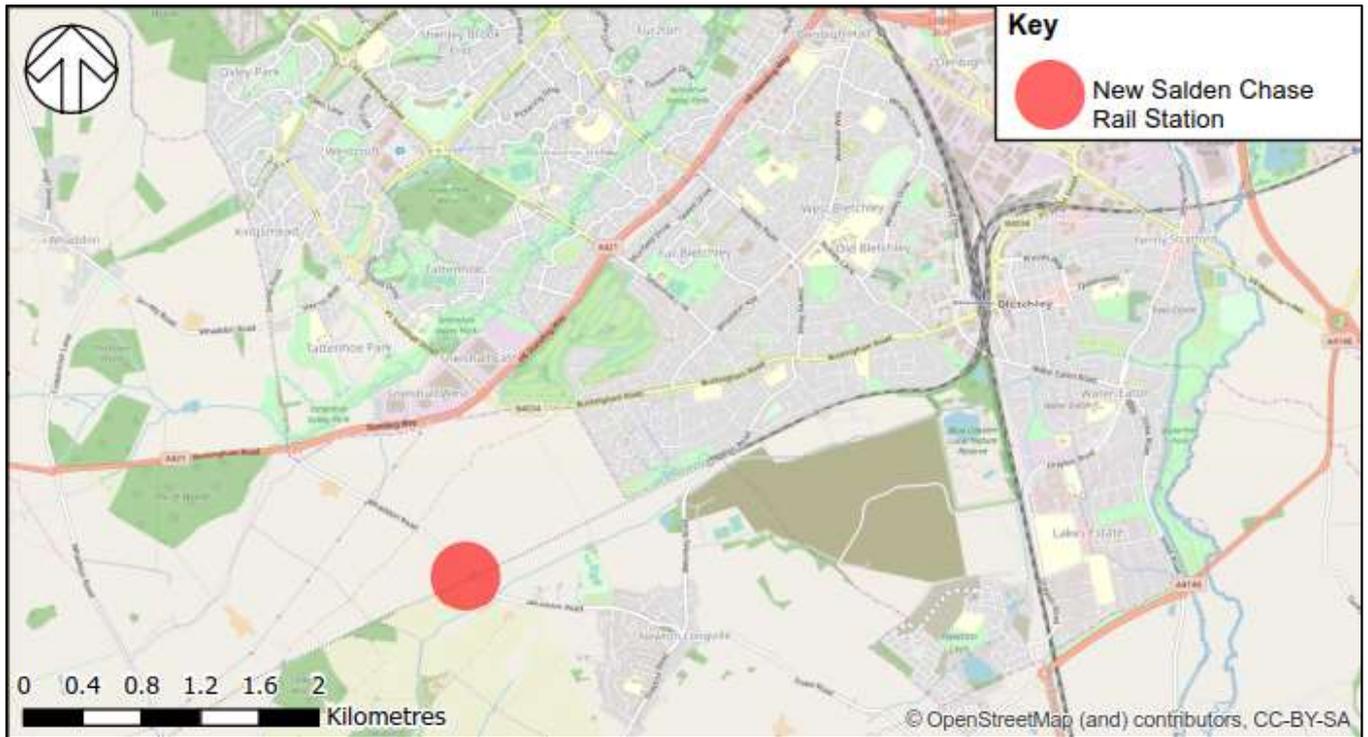
**CONCEPT TYPE**

**Rail**

**CONCEPT NAME**

**53. New Salden Chase Rail Station**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Provision of a new railway station at Salden Chase (on the East-West Rail route) in order to support the delivery of new development in south-west Milton Keynes. The location and design of the new station needs to be future-proofed and facilitate access to bus routes and Redway routes / expansions, cycle facilities (lockers, cycle parking) and real-time travel information. This option could also provide car-club vehicles, car-share points, cycle-share points, electric cycles and Demand Responsive Transit pick-up points.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift through improved public transport facilities</li> <li>▪ Supports economic growth and the delivery of new development in south-east Milton Keynes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expensive to implement and would require backing from Network Rail and train operators</li> <li>▪ Provides no direct improvement to the capacity or frequency of rail services</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Long term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Network Rail</li> </ul>

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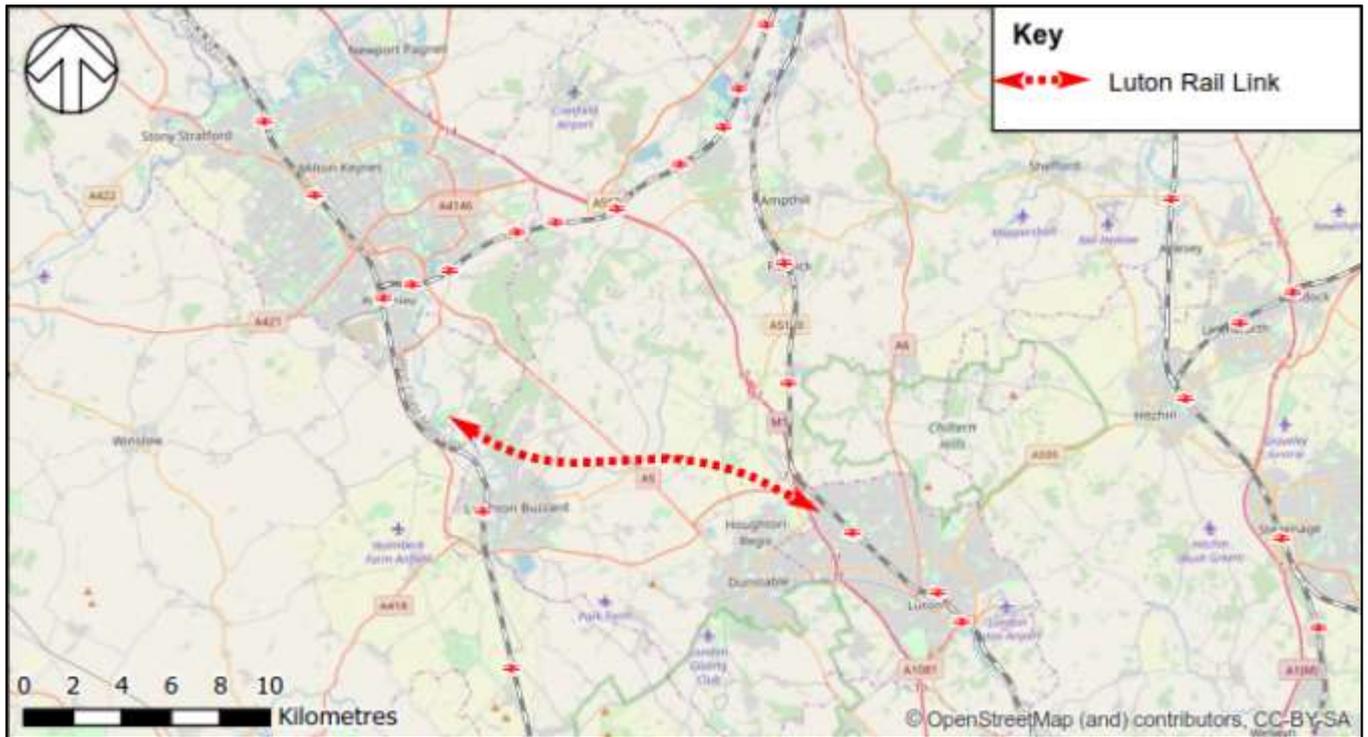
**CONCEPT TYPE**

**Rail**

**CONCEPT NAME**

**54. Luton Rail Link**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Provision of a new, direct rail connection between Luton (Midland Main Line) and Milton Keynes Central (West Coast Mainline). The provision of an extra and direct service into Milton Keynes Central may require an extra rail line into Milton Keynes Central.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift through the provision of a new rail link between Luton and Milton Keynes</li> <li>▪ Improved connectivity between Milton Keynes and Luton via the West Coast and Midland Mainlines</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expensive to implement and would require backing from Network Rail and train operators</li> <li>▪ New infrastructure required at Milton Keynes Central could cause disruption</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Long term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council &amp; Luton Borough Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Network Rail</li> </ul>

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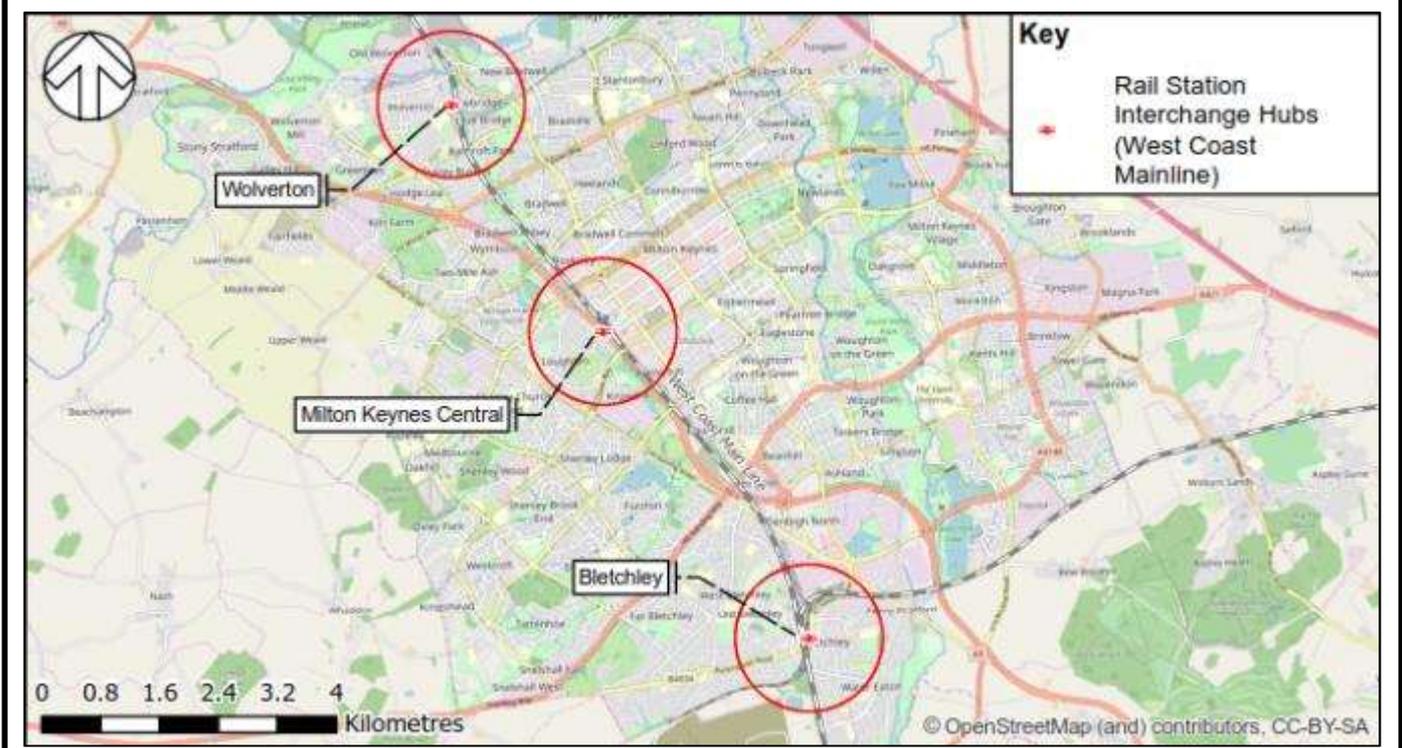
**CONCEPT TYPE**

**Rail**

**CONCEPT NAME**

**55. Rail Station Interchange Hubs (West Coast Mainline)**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Enhance and improve the facilities and sustainable access to local railway stations along the West Coast Mainline. This option would provide: improved cycle access to the stations through cycle lanes; high-quality cycle facilities (lockers, cycle parking, tools and pumps); high-quality bus and taxi interchange facilities and real-time travel information. This option could also provide car-club vehicles, car-share points, cycle-share points, electric cycles and Demand Responsive Transit pick-up points.

<p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Encourages modal shift by enhancing connectivity to sustainable modes of transport</li> <li>▪ Provides modern and attractive inter-modal interchange facilities</li> </ul>	<p><b>DISBENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Provides no direct improvement to the capacity or frequency of rail services</li> <li>▪ Requires packaging with sustainable transport infrastructure to encourage use</li> </ul>
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<p><b>PROGRAMME</b></p> <ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<p><b>FUNDING OPTIONS</b></p> <ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Train Operators</li> </ul>
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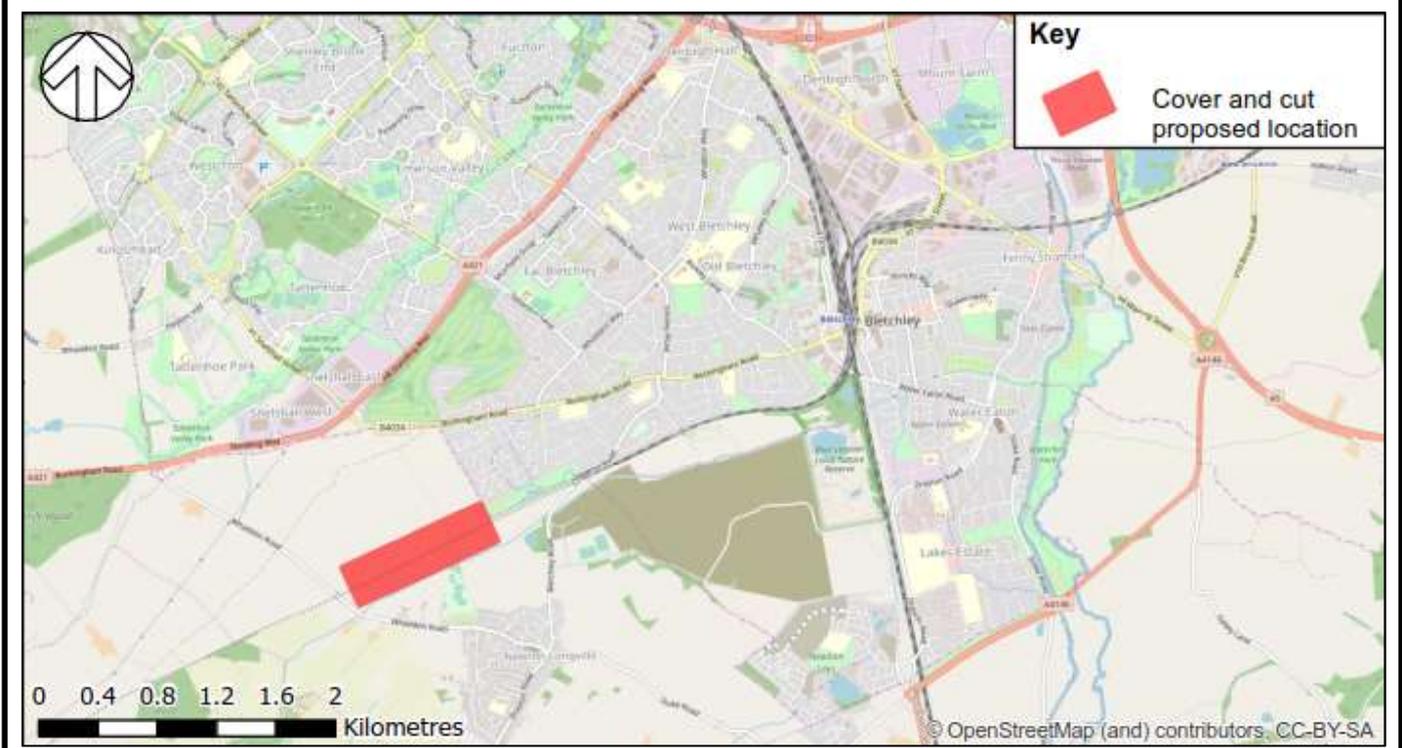
**CONCEPT TYPE**

**Rail**

**CONCEPT NAME**

**56. Cover and cut East-West Rail at Bletchley / Salden Chase**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Cut and cover the East-West Rail line in the Bletchley / Salden Chase area. This would enable strategic housing development in Milton Keynes and encourage future growth to the south of the city by freeing up space at ground-level.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Supports economic growth and the delivery of strategic housing in Milton Keynes</li> <li>▪ Increases safety along the East-West Rail Line due to underground section of track</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expensive to implement and would require backing from Network Rail and train operators</li> <li>▪ Provides no direct improvement to the capacity or frequency of rail services</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Long-term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Central Government (EWR Company)</li> </ul>

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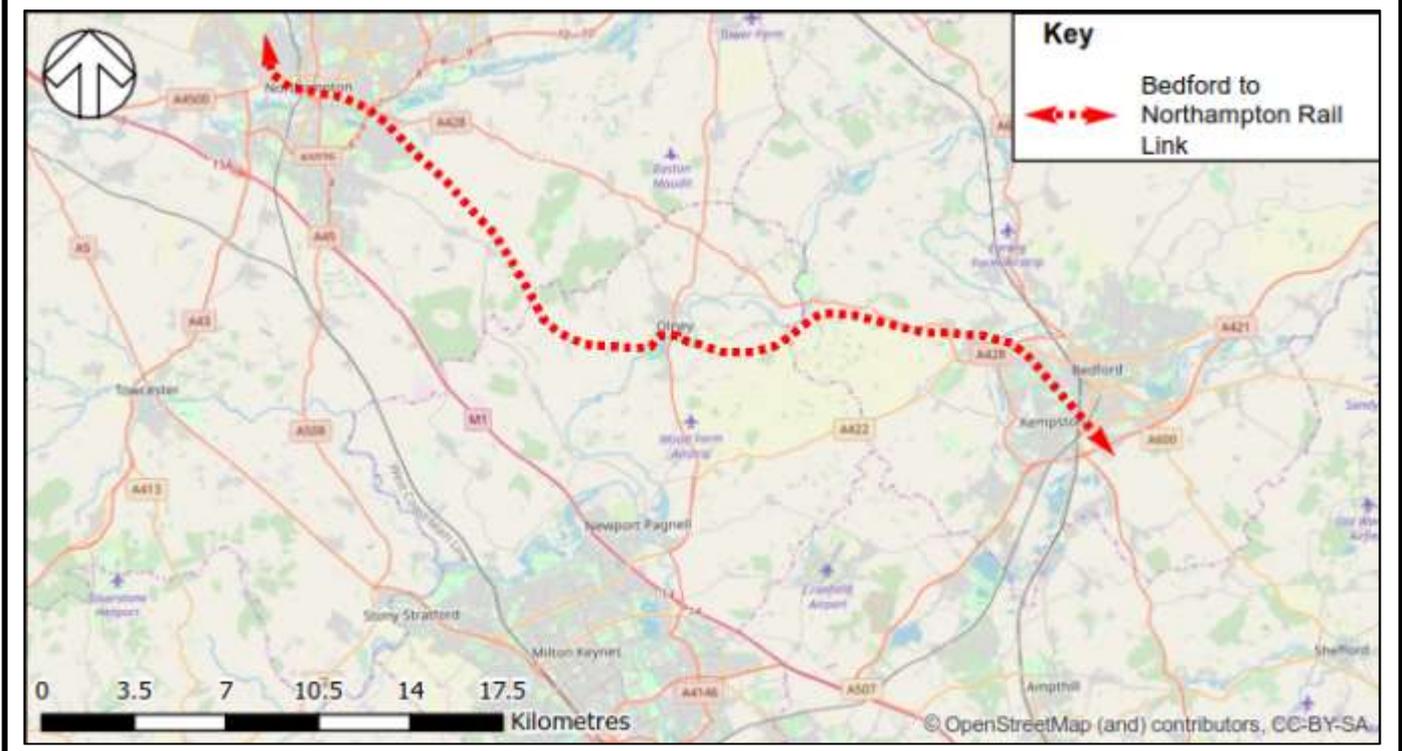
**CONCEPT TYPE**

**Rail**

**CONCEPT NAME**

**57. Bedford to Northampton Rail Link**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Re-opening of the rail link between Bedford and Northampton, via Olney (the Cobbler Line). This would enable more efficient and quicker journeys between the West Coast Mainline and Midland Mainline and provide a direct route between four key airports. The route would follow the existing line from Northampton Station south-east out to Brackmills Industrial Estate before continuing towards Olney. The route would then cross the A509 and route east towards Bedford, crossing the A248 and joining the Midland Mainline to the north of Bedford.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift through the provision of a new rail link between Bedford and Northampton</li> <li>▪ Improves connectivity between the Midlands and West Coast Mainlines and four key airports</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expensive to implement and would require backing from Network Rail and train operators</li> <li>▪ Provides no direct connections to Milton Keynes Central and key trip attractors</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Long term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Central Bedfordshire Council &amp; Bedford Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Network Rail</li> </ul>

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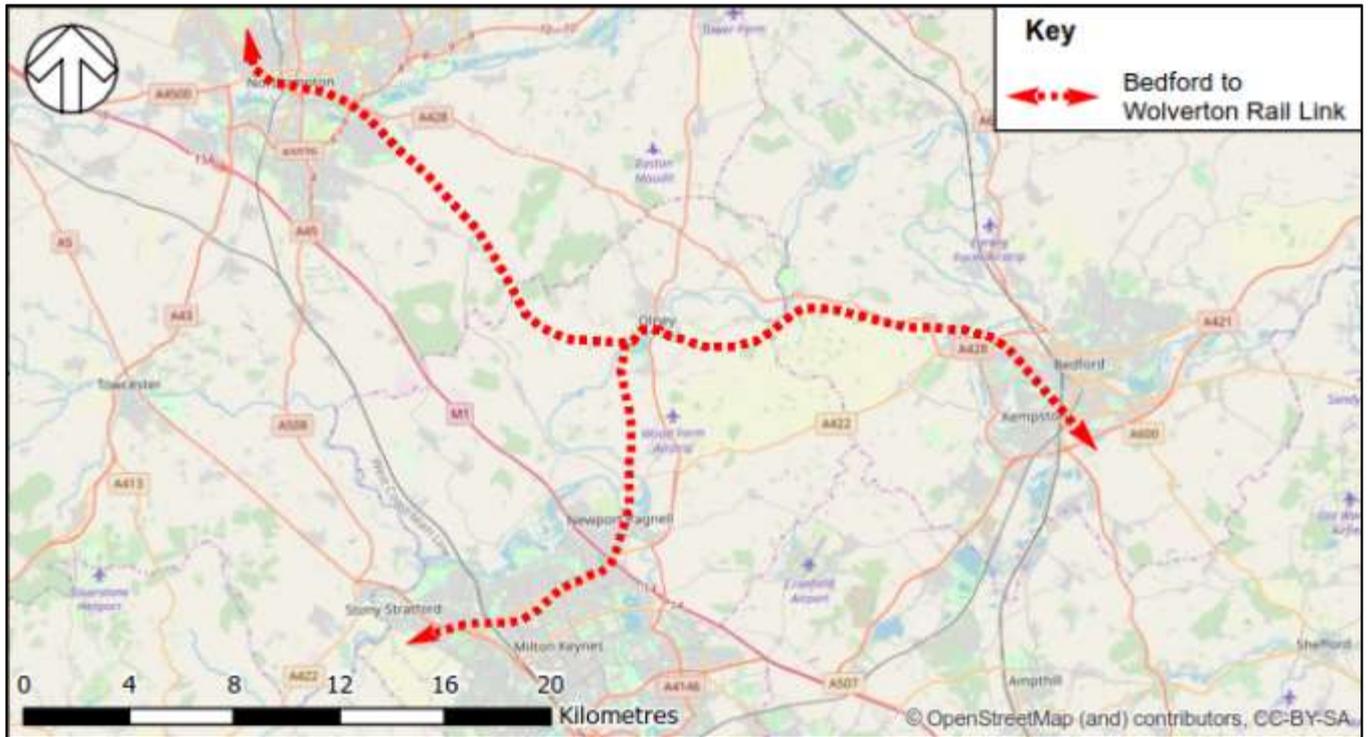
**CONCEPT TYPE**

**Rail**

**CONCEPT NAME**

**58. Bedford to Wolverton Rail Link**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Provision of a new rail link between Bedford and Wolverton, via Olney (combining *Option 50* and *Option 57*). From Wolverton Railway Station the line would route north-east to Olney, via Newport Pagnell. From Olney, the new route would then follow the alignment of the Cobbler Line (linking Bedford to Northampton) to Bedford. It would enable more efficient and quicker journeys between the West Coast Mainline and Midland Mainline and fill a strategic gap in the existing rail network.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift through provision of a new rail link between Bedford and Wolverton</li> <li>▪ Improves connectivity between the Midlands and West Coast Mainlines</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expensive to implement and would require backing from Network Rail and train operators</li> <li>▪ Provides no direct connections to Milton Keynes Central and key trip attractors</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Long term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Councils (Bedford, Central Bedfordshire &amp; MK)</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Network Rail</li> </ul>

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**CONCEPT TYPE**

**Parking**

**CONCEPT NAME**

**59. High-Quality Destination Cycle Parking**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Implementation of secure, high-quality cycle parking at key existing destinations including: regional centres; Central Milton Keynes; schools; nurseries and employment sites. The cycle parking should be secure, well-overlooked and provide for a range of cycles – including specific infrastructure and facilities for e-Bike charging. At key sites, this should include Cycle Hubs (transport interchanges) with electronic access and a payment system.

**BENEFITS**

- Encourages modal shift with dedicated high-quality cycle facilities at key destinations
- Improves accessibility and connectivity to key employment, leisure and travel hubs

**DISBENEFITS**

- Requires packaging with cycle route / infrastructure improvements to encourage uptake
- Requires adequate space for infrastructure to be implemented

**PROGRAMME**

- Short-term (1-5 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids
- S106 Funding

**CONCEPT TYPE**

**Parking**

**CONCEPT NAME**

**60. Powered Two-Wheeler Parking**

**INITIAL OPTION SKETCH**



Image source: <http://wakefield.mag-uk.org/localmag.html>

**DESCRIPTION**

Implementation of secure high-quality powered two-wheeler (scooters and motorcycle) parking at key existing destinations including: regional centres; Central Milton Keynes; and key employment sites. The powered two-wheeler parking should be secure (hoops for locks), well-overlooked and provide for a range of powered two-wheelers.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift with dedicated high-quality powered two-wheeler facilities at key destinations</li> <li>▪ Improves access and connectivity to key employment, leisure and travel hubs</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reallocation of available parking space could constrain capacity for other modes of transport</li> <li>▪ Requires adequate space for infrastructure to be implemented</li> </ul>

PROGRAMME	FUNDING OPTIONS
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<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> </ul>
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**CONCEPT TYPE**

**Parking**

**CONCEPT NAME**

**61. Increase Public Car Parking Provision in Central Milton Keynes**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Increased car parking provision at key destinations throughout Milton Keynes – including Central Milton Keynes and key business centres – to accommodate strategic growth and provide for the requirements of these sectors. The infrastructure provided would predominantly be multi-storey car parking.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Creates a direct revenue source that can be invested into transport measures</li> <li>▪ Increases car parking allocation through maximisation of space with multi-storey car parks</li> </ul>	<ul style="list-style-type: none"> <li>▪ Increased car parking provision will not encourage modal shift to sustainable travel modes</li> <li>▪ May require road network upgrades to facilitate access to car parking facilities</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ Car Park Operators</li> <li>▪ S106 Funding</li> </ul>

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**CONCEPT TYPE**

**Parking**

**CONCEPT NAME**

**62. Capped Public Car Parking Provision in Central Milton Keynes**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Cap car parking provision (at the current level) at existing key destinations throughout Milton Keynes – including Central Milton Keynes and key business centres – in order to control and manage congestion at peak times and encourage modal shift to more sustainable travel modes.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift to more sustainable modes of travel due to maintained car parking provision</li> <li>▪ Potential to maintain existing levels of congestion on the local network during peak commuting hours</li> </ul>	<ul style="list-style-type: none"> <li>▪ Potentially detract from business investment and tourism in the local area due to parking provision</li> <li>▪ Requires packaging with sustainable travel options / infrastructure to change travel behaviour</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> </ul>

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**CONCEPT TYPE**

**Parking**

**CONCEPT NAME**

**63. Reduced Public Car Parking Provision in Central Milton Keynes**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Reduced car parking provision at existing key destinations throughout Milton Keynes – including Central Milton Keynes and key business centres – in order to control and reduce congestion at peak times and encourage modal shift to more sustainable travel modes. The existing infrastructure used for car parking would be sold for development of enhanced for public uses.

<p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Encourages modal shift to more sustainable modes of travel due to limited car parking provision</li> <li>▪ Potential to reduce congestion on the local network during peak commuting hours</li> </ul>	<p><b>DISBENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Potentially detract from business investment and tourism in the local area due to limited parking</li> <li>▪ Requires packaging with sustainable travel options / infrastructure to change travel behaviour</li> </ul>
<p><b>PROGRAMME</b></p> <ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<p><b>FUNDING OPTIONS</b></p> <ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> </ul>

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**CONCEPT TYPE**

**Parking**

**CONCEPT NAME**

**65. Expansion of Electric Vehicle Charging Points**

**INITIAL OPTION SKETCH**

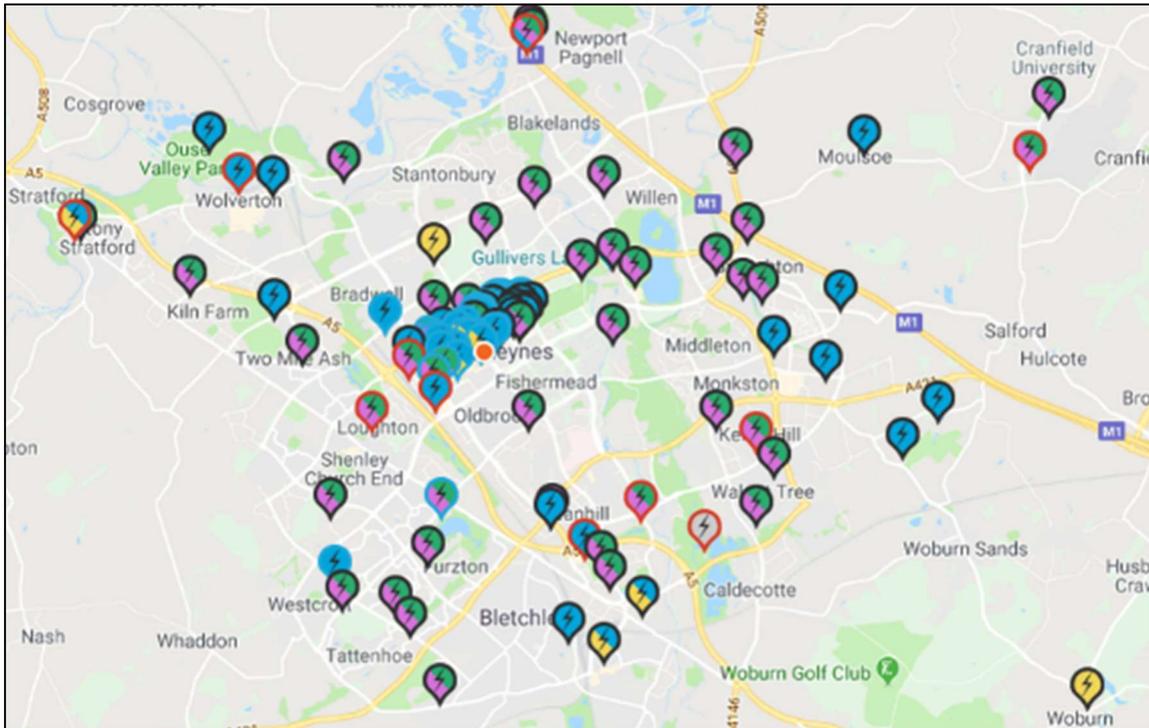


Image source: <https://www.zap-map.com/live/>

**DESCRIPTION**

Increase the supply of electric car charging points across Milton Keynes to encourage the use of a more sustainable mode of car travel. Additional charging infrastructure would be installed at key locations and trip attractors throughout Milton Keynes – including Central Milton Keynes, new development sites and employment sites – to increase accessibility to charging facilities for all users.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages the use of electric vehicles due to increased charging infrastructure availability</li> <li>▪ Improves the local environment due to electric vehicles reducing emissions</li> </ul>	<ul style="list-style-type: none"> <li>▪ Additional charging infrastructure fails to encourage a reduction in private vehicle trips</li> <li>▪ Reduces the number of parking spaces available for non-electric vehicle users</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Charger Operators</li> </ul>

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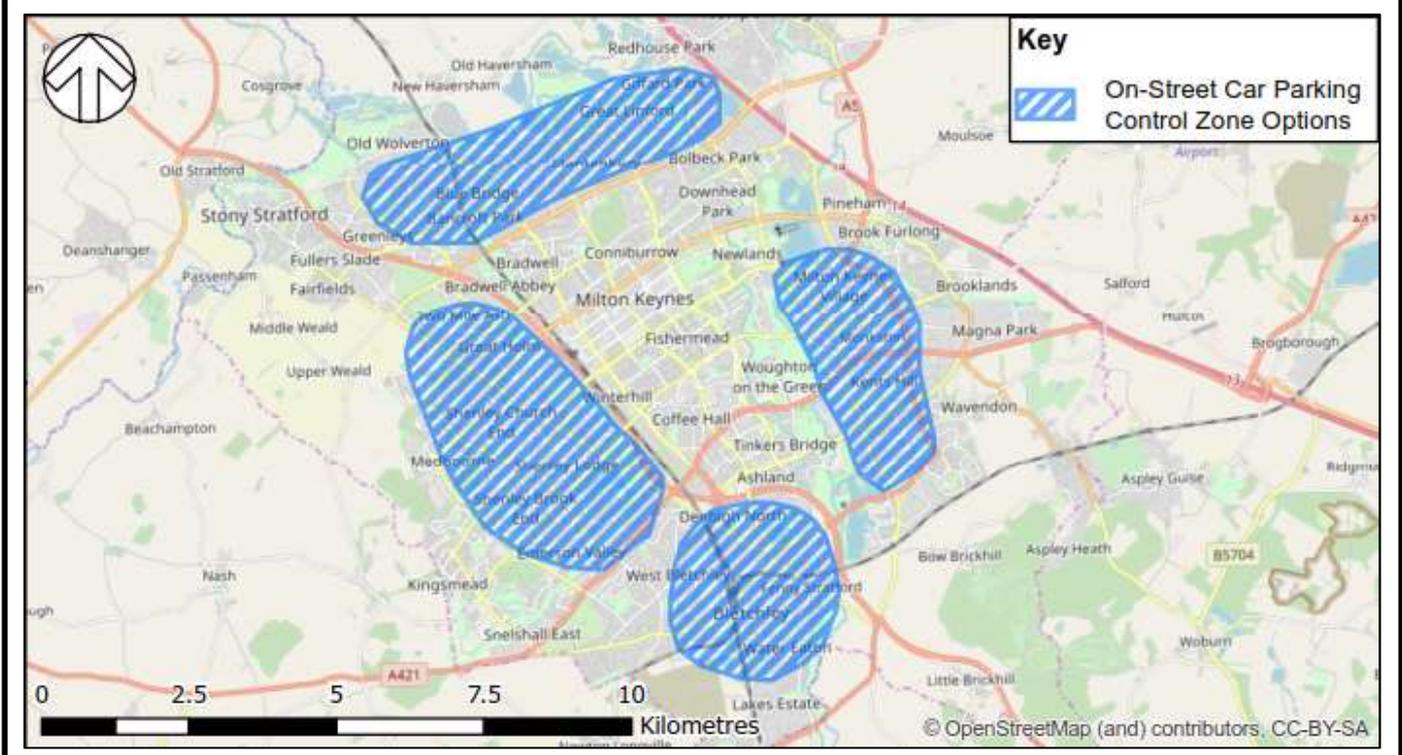
**CONCEPT TYPE**

**Parking**

**CONCEPT NAME**

**66. On-Street Car Parking Controls**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Implementation of on-street parking controls in locations that suffer from high-levels of on-street parking stress, in order to control and manage parking and encourage modal shift to more sustainable travel modes. To improve parking provision for local residents, a permit based system could be introduced.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift to more sustainable modes of travel due to car parking controls</li> <li>▪ Reduces on-street parking stress with parking available to residents via permits</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires packaging with sustainable travel options / infrastructure to change travel behaviour</li> <li>▪ Cost of residential permits may be unaffordable for some residents</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> </ul>

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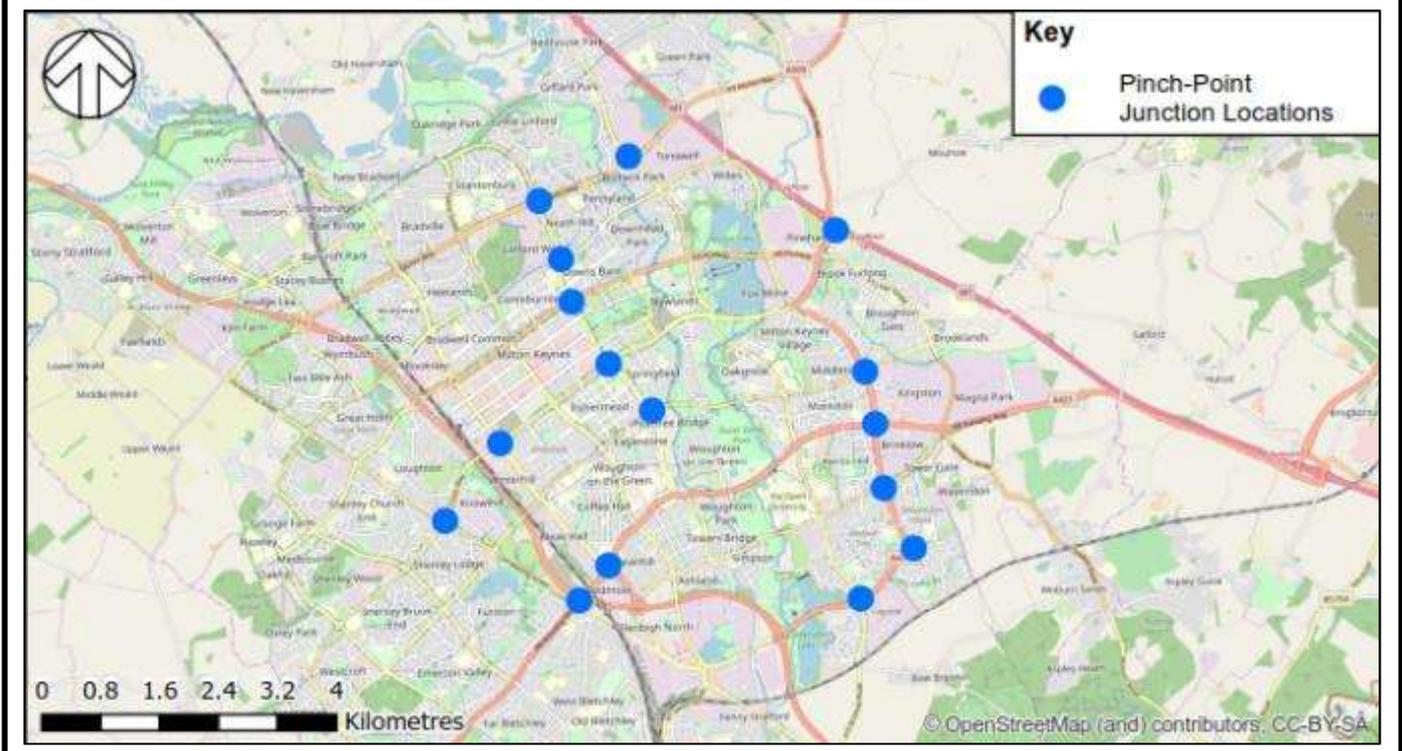
**CONCEPT TYPE**

Road

**CONCEPT NAME**

**67. Pinch Point Junction Capacity Improvements**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Delivery of physical highway capacity improvements at junctions identified as pinch points on the road network in and around Milton Keynes. Enhancements could include the introduction of traffic signals to regulate traffic flows and junction widening, within the existing highway boundary extent, to provide additional approach lanes to junctions. The purpose of these physical measures is to reduce congestion and vehicle delays at junctions.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Increases capacity at junctions and improves operational efficiency</li> <li>▪ Reduces congestion, delay and journey times and improves journey time reliability</li> </ul>	<ul style="list-style-type: none"> <li>▪ Potential to shift congestion to other junctions on the network</li> <li>▪ Benefits are limited to individual junctions and provides no direct link capacity enhancements</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium-term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Councils (Bedford, Central Bedfordshire &amp; MK)</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>

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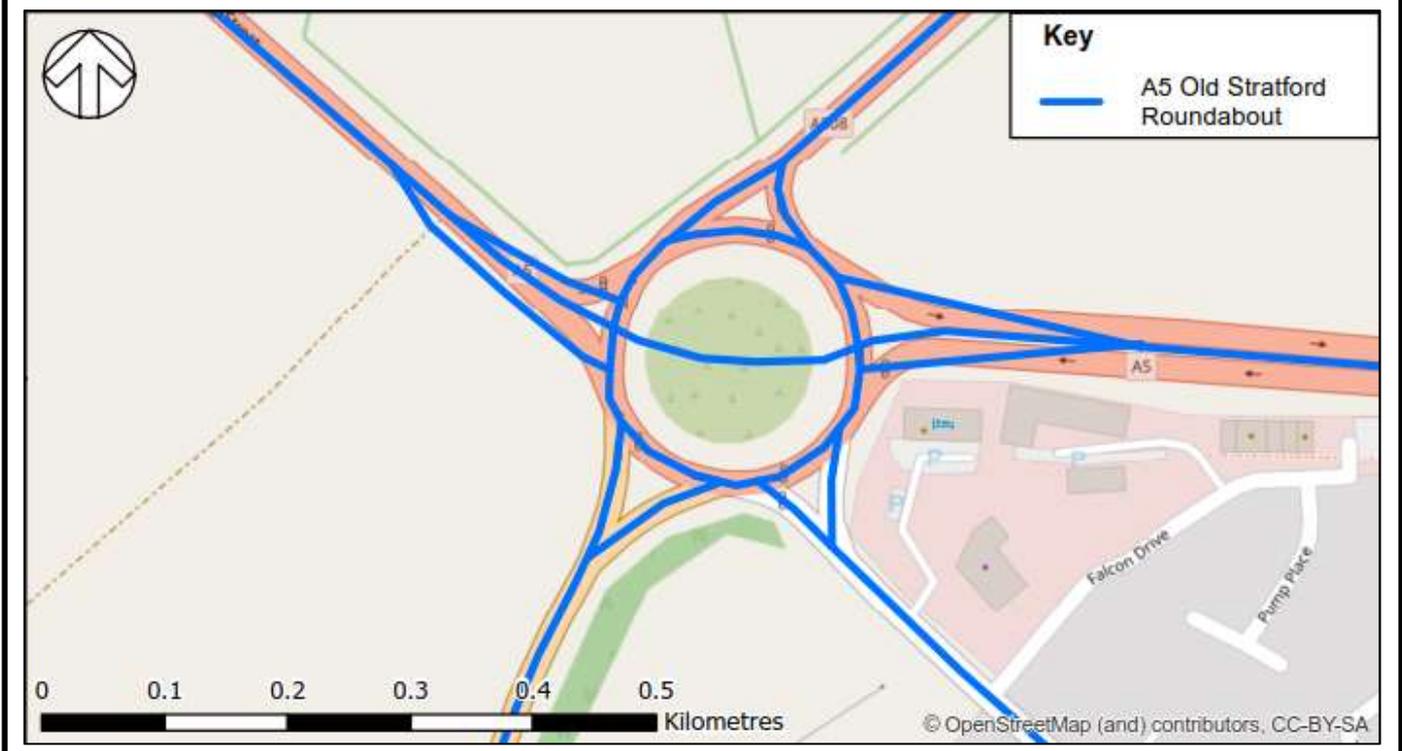
**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**68. A5 Old Stratford Roundabout**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

The A5 Old Stratford Roundabout is currently an at-grade five-arm roundabout, where the A5 meets the A508 and A422, which were historically diverted around Old Stratford, and Towcester Road. This option looks to upgrade this roundabout to a grade-separated junction allowing the A5 to be free-flow with on / off-slips.

<p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Increases capacity at the junction and improves operational efficiency</li> <li>▪ Reduces congestion, delay and journey times and improves journey time reliability</li> </ul>	<p><b>DISBENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Requires widening of the A5 Watling Road (north-western arm) to dual carriageway standard</li> <li>▪ Benefits are limited to the A5 Old Stratford Roundabout</li> </ul>
<p><b>PROGRAMME</b></p> <ul style="list-style-type: none"> <li>▪ Long term (10+ years)</li> </ul>	<p><b>FUNDING OPTIONS</b></p> <ul style="list-style-type: none"> <li>▪ Councils (Bedford, Central Bedfordshire &amp; MK)</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Highways England</li> </ul>

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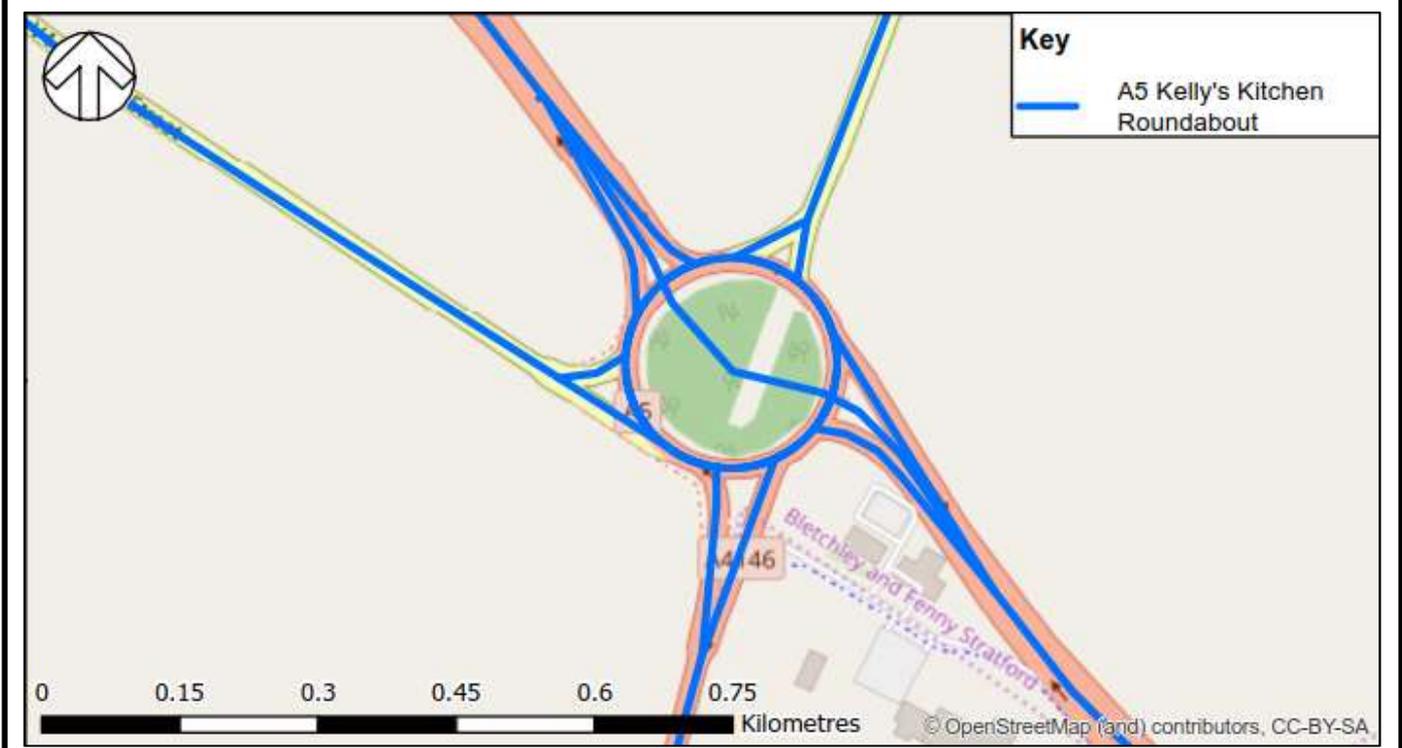
**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**69. A5 Kelly’s Kitchen Roundabout**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

The A5 Kelly’s Kitchen Roundabout is currently an at-grade five-arm roundabout, where the A5 meets the V10 Brickhill Street, A4146 and Watling Street. During the peak periods this junction is often congested. Access to the services from the A5 (south), connecting to the A4146, provides a potential rat-run for users to access the roundabout. This option looks to upgrade this roundabout to a grade-separated junction allowing the A5 to be free-flow with on / off-slips.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Increases capacity at the junction and improves operational efficiency</li> <li>▪ Reduces congestion, delay and journey times and improves journey time reliability</li> </ul>	<ul style="list-style-type: none"> <li>▪ Potential to shift congestion to other junctions on the network</li> <li>▪ Benefits are limited to the A5 Kelly’s Kitchen Roundabout</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium-term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Councils (Bedford, Central Bedfordshire &amp; MK)</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Highways England</li> </ul>

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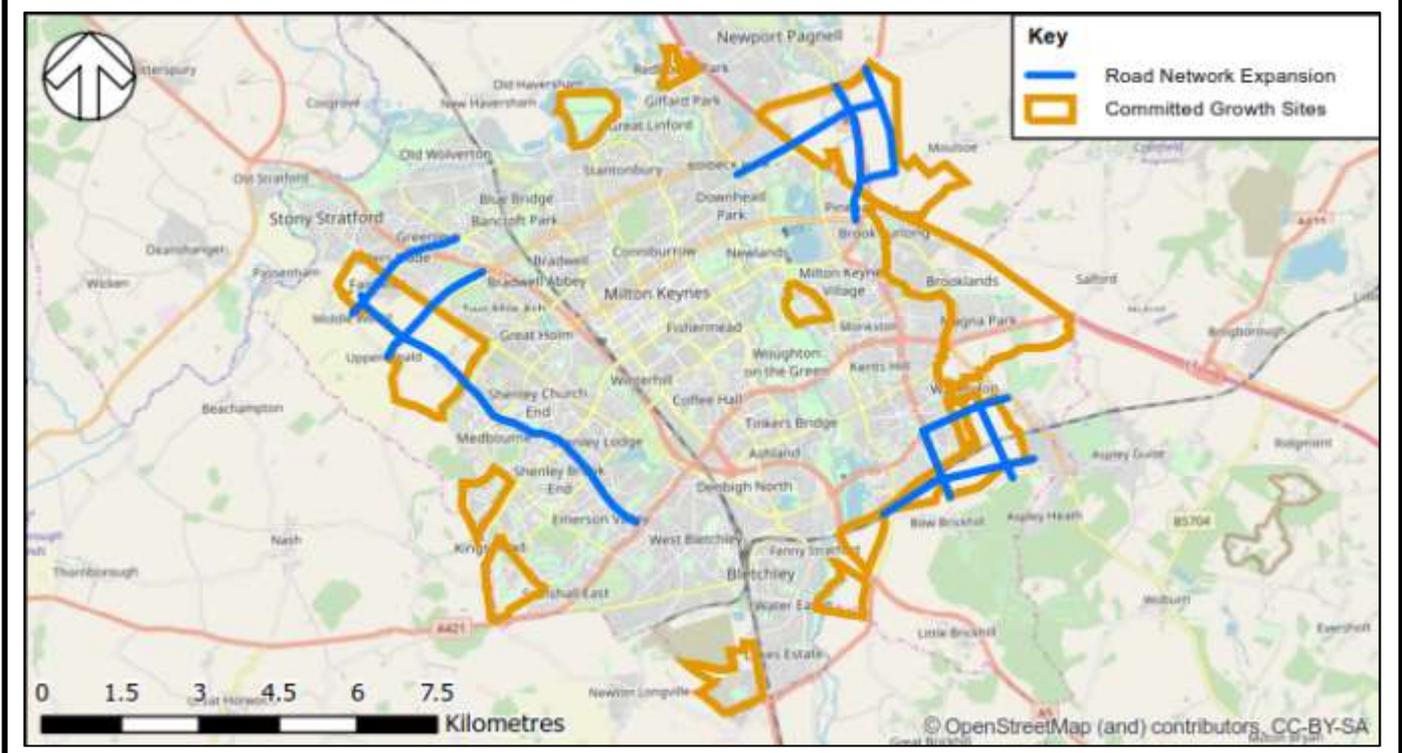
**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**71. Milton Keynes Grid Road Expansion**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Expansion of the Milton Keynes grid road system – a network of direct, high-capacity roads and junctions – into the strategic growth sites allocated in Plan:MK (preferred strategy for meeting the Borough’s development needs until 2031). Locations where the grid road system could be implemented includes: land east of the M1; South East Urban Extension; Eaton Leys; Western Expansion Area; Westcroft and Newton Leys. The routes would also cater for bus routes and provide Redway extensions.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Supports economic growth by providing direct, high-capacity grid road networks at growth sites</li> <li>▪ Reduces congestion, delay and journey times and improves journey time reliability</li> <li>▪ Can be packaged with, and support, other Active Travel options</li> </ul>	<ul style="list-style-type: none"> <li>▪ Development of grid road system may encourage high levels of private car use</li> <li>▪ May require road network upgrades to facilitate additional volume of vehicles</li> <li>▪ Could result in local community severance</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium-term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Councils (Bedford, Central Bedfordshire &amp; MK)</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>

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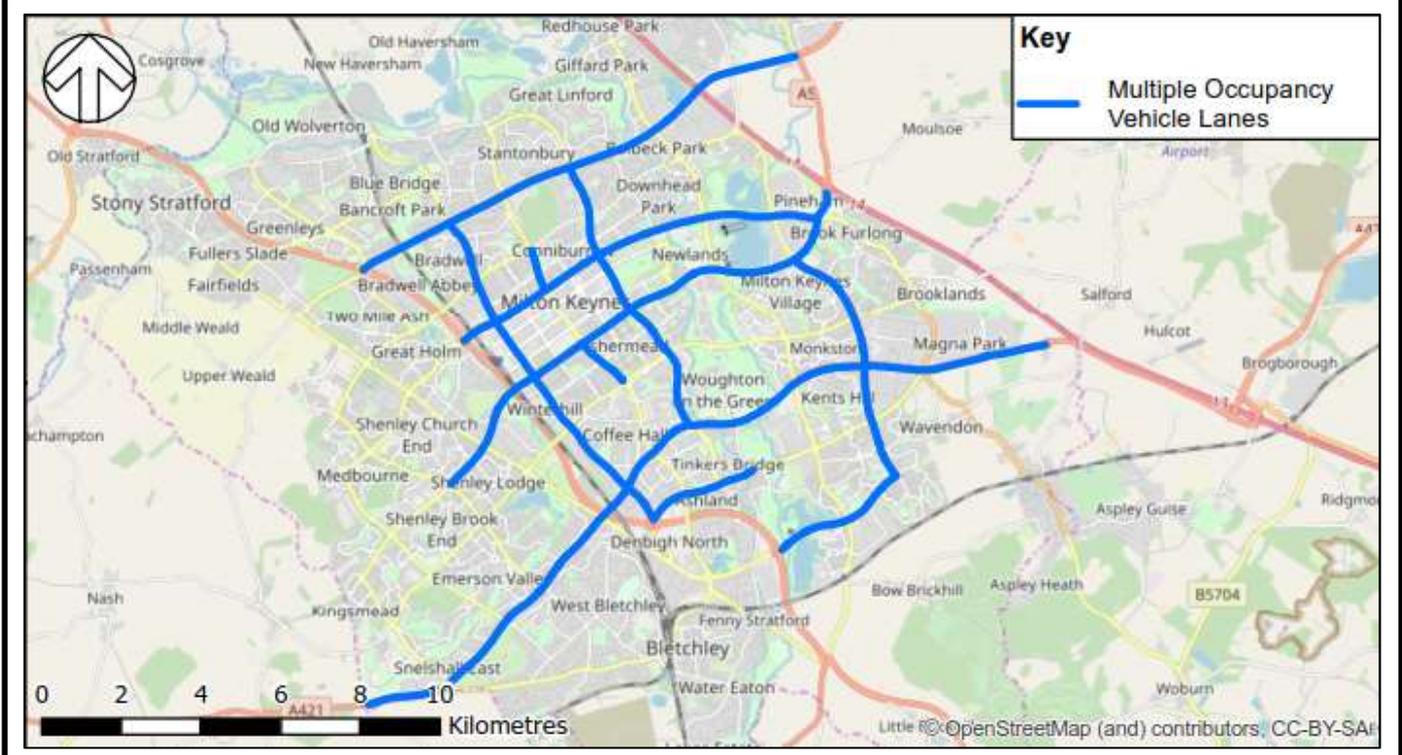
**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**72. Multiple Occupancy Vehicle Lanes**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Implementation of multiple occupancy vehicle lanes on the dual carriageway grid road network throughout Milton Keynes, restricting the type of users that can use these lanes. Vehicles carrying more than one person would be permitted to use the lanes, to encourage vehicle sharing. This option can also be adapted to permit other modes of transport (for example, buses, taxis and powered two-wheelers) to use the lanes if required.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages multiple occupancy modes of travel due to improved journey times and reliability</li> <li>▪ Offers flexibility to expand the lane occupancy permissions to include additional modes of transport</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reallocation of carriageway space could constrain capacity for other modes of transport</li> <li>▪ Requires enforcement to ensure the lanes are only used by authorised vehicles</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> </ul>

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**CONCEPT TYPE**

Road

**CONCEPT NAME**

**73. Fleet Operator Training**

**INITIAL OPTION SKETCH**



Image source: <http://www.transportengineer.org.uk/transport-engineer-news/aecom-awarded-five-year-contract-to-manage-fors/72493>

**DESCRIPTION**

Promotion and encouragement for fleet operator training schemes (for example, the Fleet Operator Recognition Scheme). The scheme provides training and education for bus, coach, van and truck fleet operators in order to implement best practices and improve road safety, driving standards (ensure legal compliance) and environmental practices (reduced fuel consumption and emissions).

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Increases safety on the road network due to education of fleet operators</li> <li>▪ Improves the local environment due to fleet operators implementing environmental best practice</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fleet operator training fails to encourage a reduction in private vehicle trips</li> <li>▪ Requires fleet operators to invest in the scheme to be effective</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Scheme Operators</li> </ul>

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**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**74. A422 to Watling Street Link Road**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Provision of a new link road between the A422 and Galley Hill Roundabout in the north-west quadrant of Milton Keynes in order to relieve congestion on the A5 Old Stratford Roundabout and provide greater access opportunities from the A422 corridor into Milton Keynes. The new link road would connect the H1 Ridgeway / Watling Street (from Galley Hill Roundabout) to the A422 east of Deanshanger, crossing the River Great Ouse, south of Stony Stratford.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Relieves congestion and vehicular pressure on the A5, A422 and at the A5 Old Stratford Roundabout</li> <li>▪ Improves connectivity and access to Milton Keynes via the north-west quadrant</li> </ul>	<ul style="list-style-type: none"> <li>▪ New road link fails to encourage modal shift to sustainable travel modes</li> <li>▪ Potential to shift congestion to other junctions and links on the road network</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>

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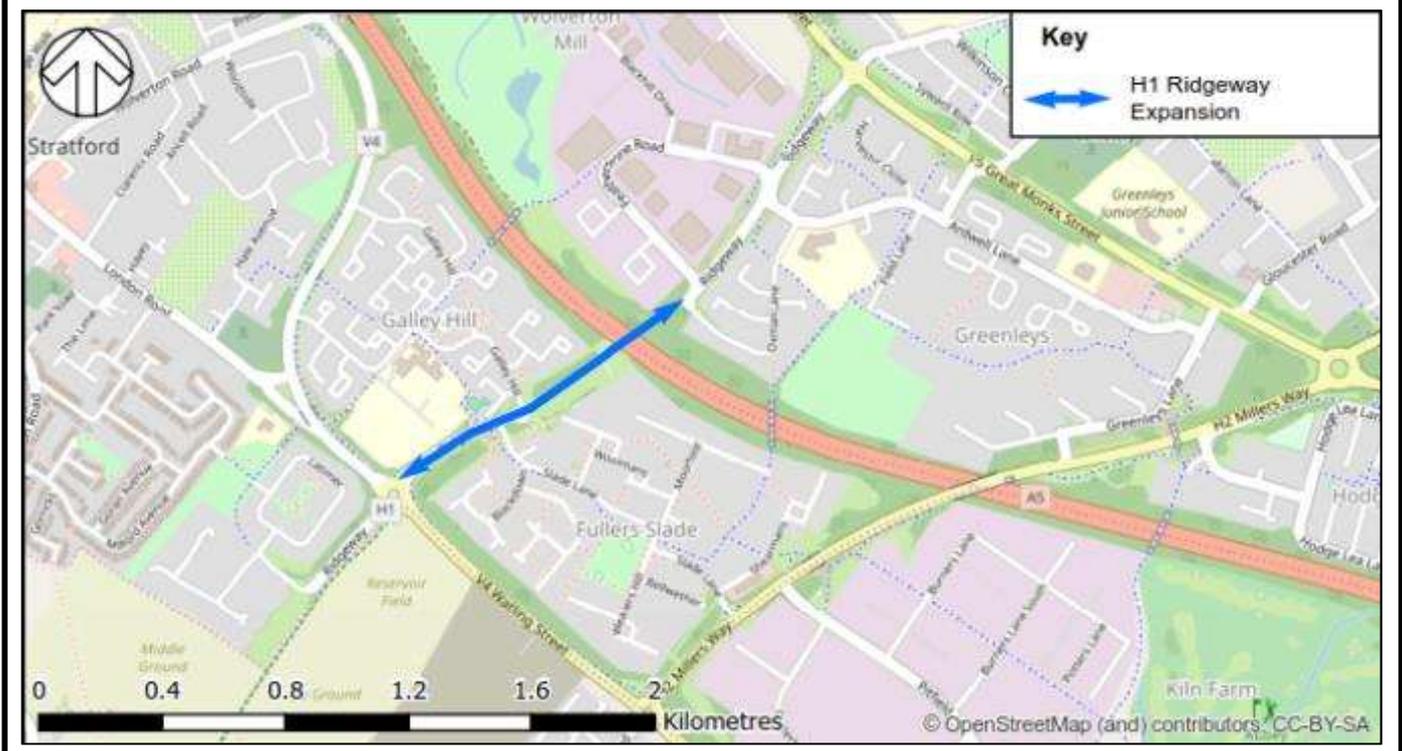
**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**75. H1 Ridgeway Extension**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Extension of the H1 Ridgeway to connect the existing links either side of the A5, in the north-west quadrant of Milton Keynes, in order to relieve congestion on Watling Street and provide greater east-west vehicle connectivity. The new link road would provide a connection over the A5 between the H1 Ridgeway / Featherstone Road junction (north of the A5) to the H1 Ridgeway / Galley Hill junction (south of the A5). This option is linked to the delivery of A422 to Galley Hill Roundabout Link Road (*Option 74*).

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Relieves congestion and vehicular pressure on Watling Street and H2 Millers Way</li> <li>▪ Improves east-west connectivity over the A5 into Milton Keynes from the north-west quadrant</li> </ul>	<ul style="list-style-type: none"> <li>▪ New road link fails to encourage modal shift to sustainable travel modes</li> <li>▪ Requires packaging with A422-A5 Link Road to provide wider strategic connectivity</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>

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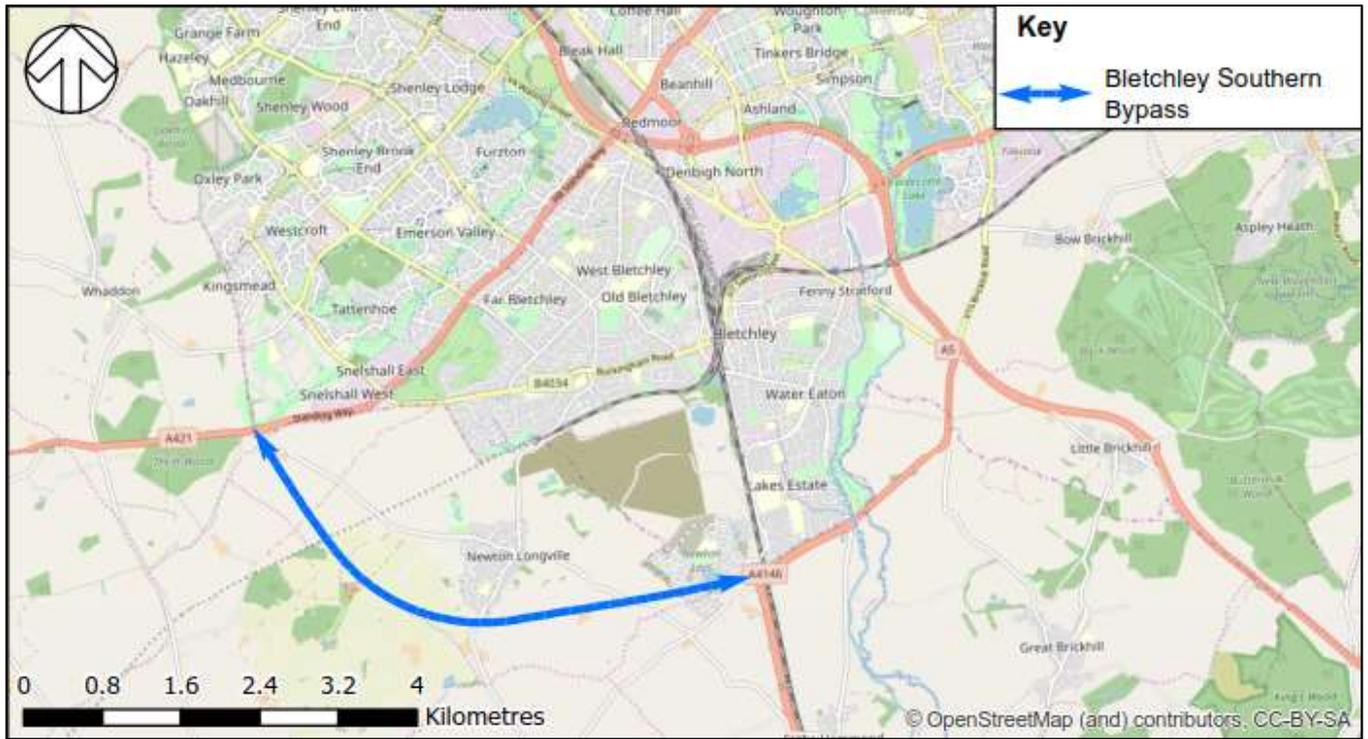
**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**76. Bletchley Southern Bypass**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Delivery of the Bletchley Southern Bypass linking the A421 and A4146 to provide congestion relief to the A421 and Buckingham Road and support the delivery of strategic growth in the southwest. The indicative route for the Bletchley Southern Bypass would connect the A4146 Stoke Hammond Bypass to the A421, west of Bletchley.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Relieves congestion and vehicular pressure on the A421 and Buckingham Road</li> <li>▪ Supports economic growth and the delivery of new development in south-west Milton Keynes</li> </ul>	<ul style="list-style-type: none"> <li>▪ New road link fails to encourage modal shift to sustainable travel modes</li> <li>▪ Potential to shift congestion to other junctions and links on the road network</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>

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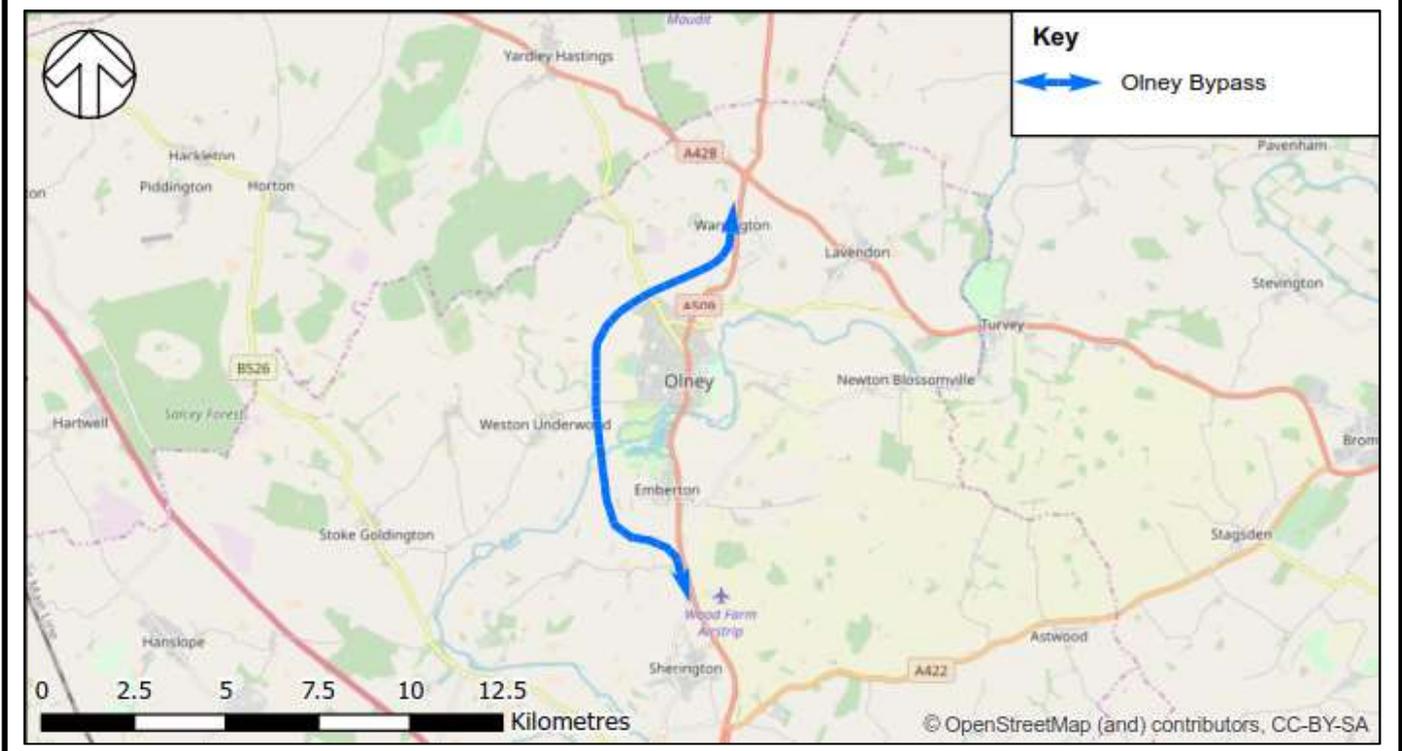
**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**77. Olney Bypass**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Provision of a north-south bypass of the A509 to the west of Olney in order to relieve congestion on the A509, a key radial route to and from Milton Keynes, and support the delivery of strategic growth to the north. The new bypass could route to the west of Emberton before heading north to cross the River Great Ouse south-west of Olney. The alignment would then cross the B5388 Yardley Road and re-join the existing A509, near Warrington.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Relieves congestion and vehicular pressure on the A509, a key radial route, through Olney</li> <li>▪ Supports economic growth and the delivery of new development north of Milton Keynes</li> </ul>	<ul style="list-style-type: none"> <li>▪ New road link fails to encourage modal shift to sustainable travel modes</li> <li>▪ Local environmental impacts along the route of the bypass</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>

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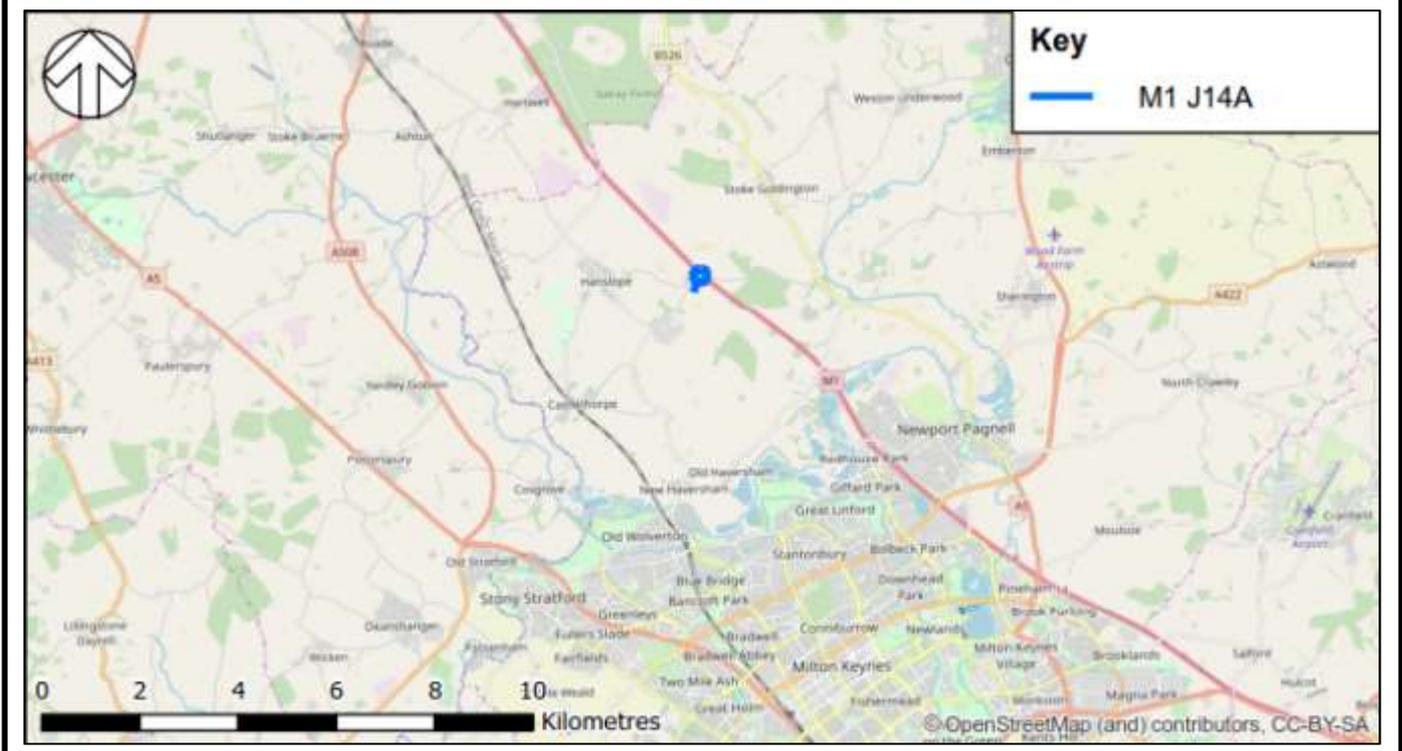
**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**78. M1 Junction 14A**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Construction of a new grade-separated junction on the M1 (Junction 14A) to the north of Milton Keynes, in order to support strategic development and relieve the pressure and impacts of the development on existing villages and rural lanes. The new junction would also provide a connection to the A509 to A5 Link Road (Option 79), providing a strategic east-west route to the north of Milton Keynes.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Improves connectivity to Milton Keynes from the M1 relieving congestion and pressure on other junctions</li> <li>▪ Supports economic growth and the delivery of new development north of Milton Keynes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires packaging with the A509-A5 Link Road to provide strategic connectivity</li> <li>▪ New road infrastructure fails to encourage modal shift to sustainable travel modes</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Highways England</li> </ul>

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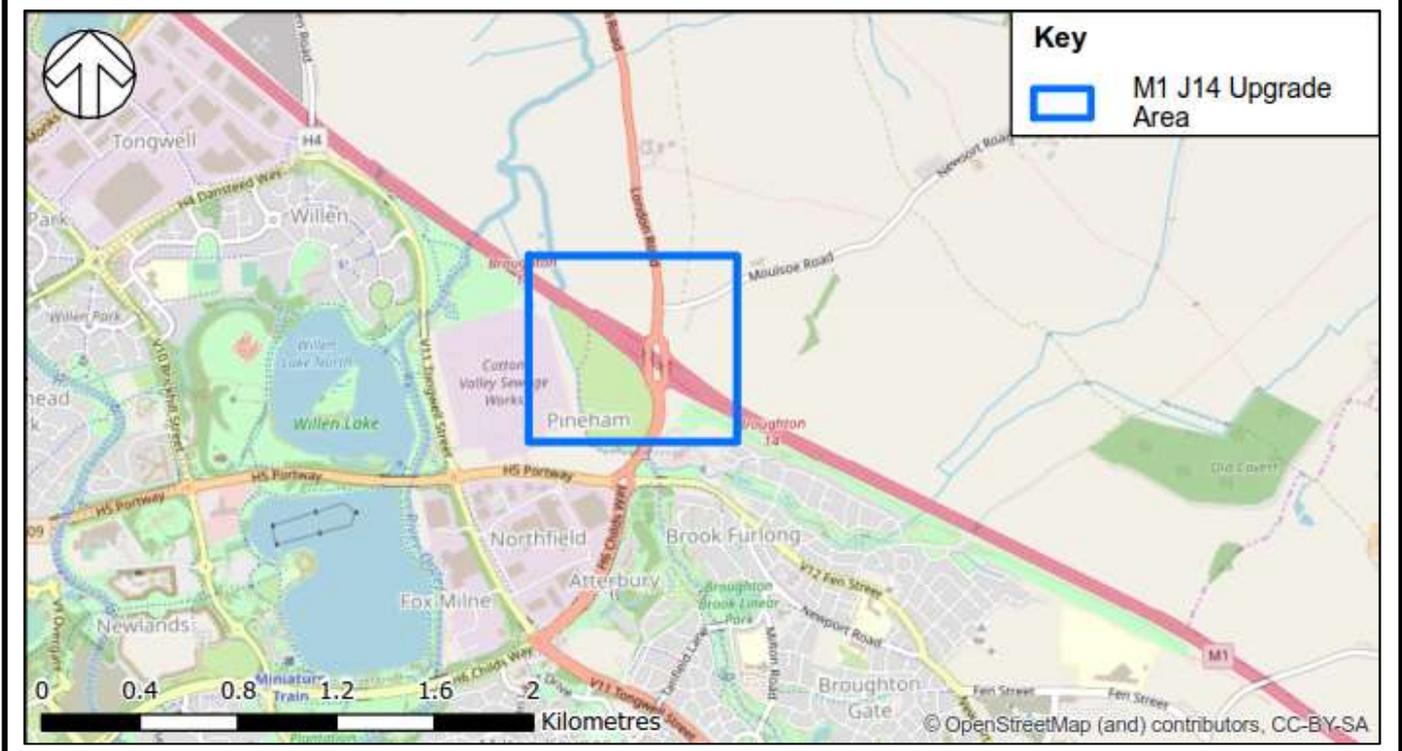
**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**79. Upgrade of M1 Junction 14 to support Strategic Growth**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

The M1 Junction 14 (Broughton) is currently a grade-separated roundabout, where the M1 meets the A509, with on / off slips to the M1. This junction provides a key access into Central Milton Keynes from the east. This option looks to upgrade this roundabout to provide greater capacity (signalisation / additional approach or circulatory lanes) in order to support strategic growth.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Increases capacity at the junction and improves operational efficiency</li> <li>▪ Reduces congestion, delay and journey times and improves journey time reliability</li> </ul>	<ul style="list-style-type: none"> <li>▪ Potential to shift congestion to other junctions on the network</li> <li>▪ Enhancements required to upgrade the M1 Junction 14 could cause disruption</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Highways England</li> </ul>

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**CONCEPT TYPE**

Road

**CONCEPT NAME**

**80. A509 to A5 Link Road**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Provision of a new link road between the A509 and A5 to the north of Milton Keynes, in order to support long-term strategic development and relieve the pressure and impacts of the development on existing villages and rural lanes. The new link road would provide a connection from the A5 to the M1 Junction 14A (*Option 78*) with an additional branch from the link road crossing the M1 and connecting with the A509 at Cricheley Hill Roundabout. The link road would provide a strategic east-west route to the north of Milton Keynes.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Improves east-west connectivity to key radial routes reducing congestion within Milton Keynes</li> <li>▪ Supports economic growth and the delivery of new development north of Milton Keynes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires packaging with the M1 Junction 14a to provide strategic connectivity</li> <li>▪ New road infrastructure fails to encourage modal shift to sustainable travel modes</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ S106 Funding</li> </ul>

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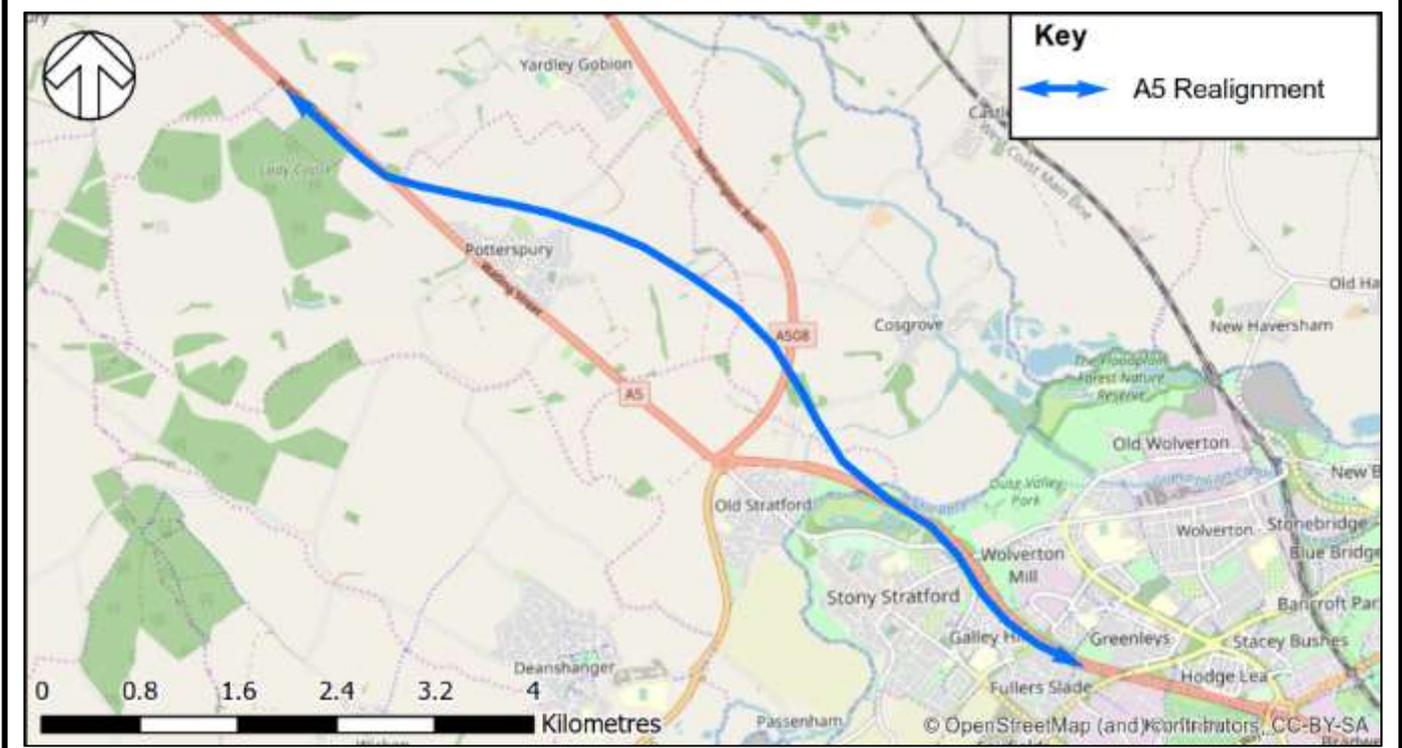
**CONCEPT TYPE**

Road

**CONCEPT NAME**

81. Realigned A5

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Realignment of the A5 in order to relieve congestion on the A5, a key radial route to and from Milton Keynes, and provide a junction connection to the A509 to A5 Link Road (*Option 80*) increasing east-west connectivity. The new alignment would divert off the A5 prior to the Old Stratford Roundabout crossing the A508 before connecting with the A509 to A5 Link Road (*Option 80*). The A5 realignment would then continue north-west to create a bypass of Potterspurty before re-joining the existing carriageway.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Reduces congestion, delay and journey times and improves journey time reliability on the A5</li> <li>▪ Supports economic growth and the delivery of new development north-west of Milton Keynes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires packaging with the A509-A5 Link Road to provide strategic connectivity</li> <li>▪ New road infrastructure fails to encourage modal shift to sustainable travel modes</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Medium term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Highways England</li> </ul>

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**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**82. One-Way Gyratory**

**INITIAL OPTION SKETCH**



*Image source: <http://nationalconversation.uk/milton-keynes-how-the-built-environment-affects-the-way-we-think-about-immigration/>*

**DESCRIPTION**

Fundamentally change the operation of the grid road network to a one-way operation, in order to improve network capacity and efficiency. The grid road has the potential to form a gyratory system around Central Milton Keynes (or city-wide) with the aim of reducing direct vehicle access to key destinations.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Increases capacity and operational efficiency on the road network</li> <li>▪ Increases safety along the road network due to reduced conflicting movements</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reduces connectivity to key destinations resulting in greater distances travelled</li> <li>▪ Potential to increase congestion on the road network due to directional travel</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Long term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> </ul>

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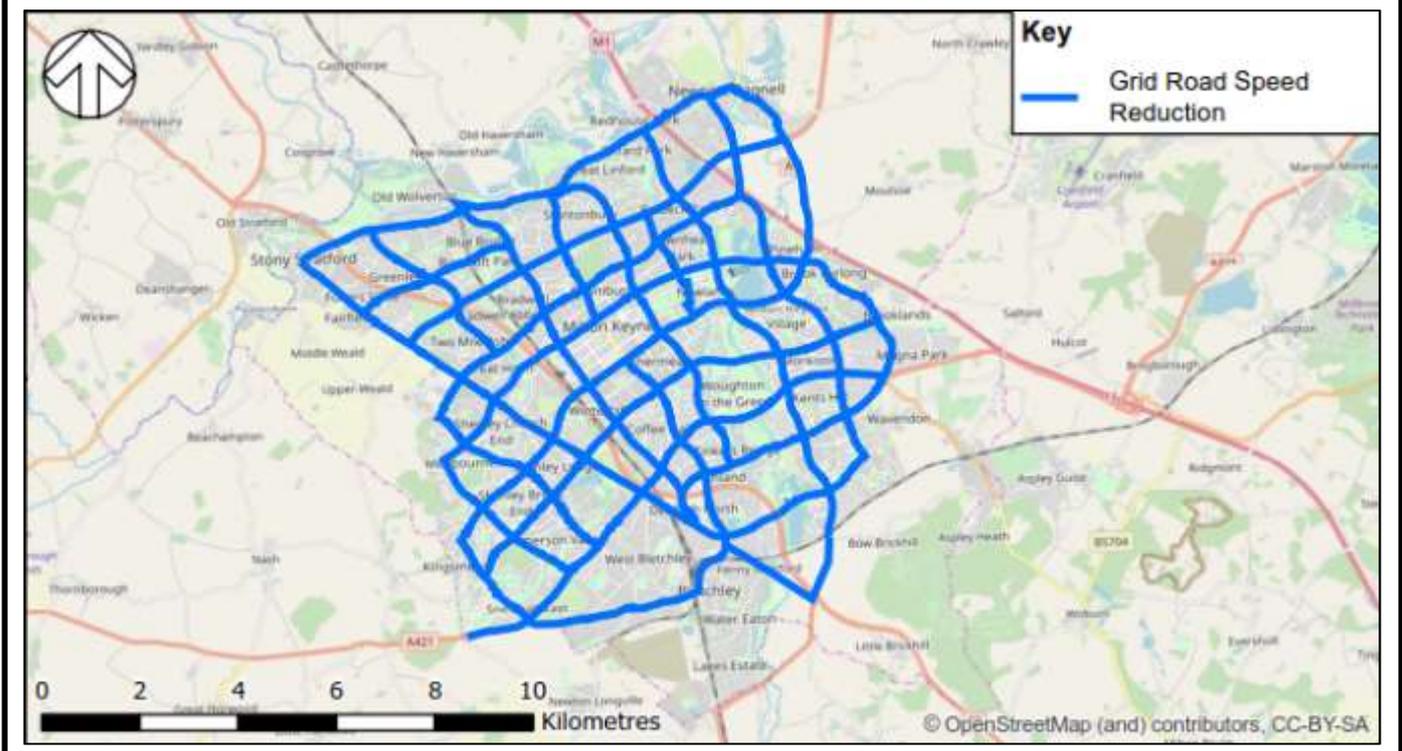
**CONCEPT TYPE**

**Road**

**CONCEPT NAME**

**83. Grid Network Speed Reduction**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Speed reduction on the urban grid road network to ensure safe operation. This would entail a 10mph reduction on both dual carriageways and single carriageways currently subject to national limits, resulting in speed limits of 50pm or 60mph.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Improves road safety throughout the urban area of Milton Keynes for residents and employees</li> <li>▪ Improves journey reliability with greater network efficiency from lower traffic speeds</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires packaging with additional infrastructure (cameras, speed humps) to enforce the speed limits</li> <li>▪ Increases journey times due to slower speeds which is likely to be exacerbated at peak times</li> </ul>

PROGRAMME	FUNDING OPTIONS
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<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> </ul>
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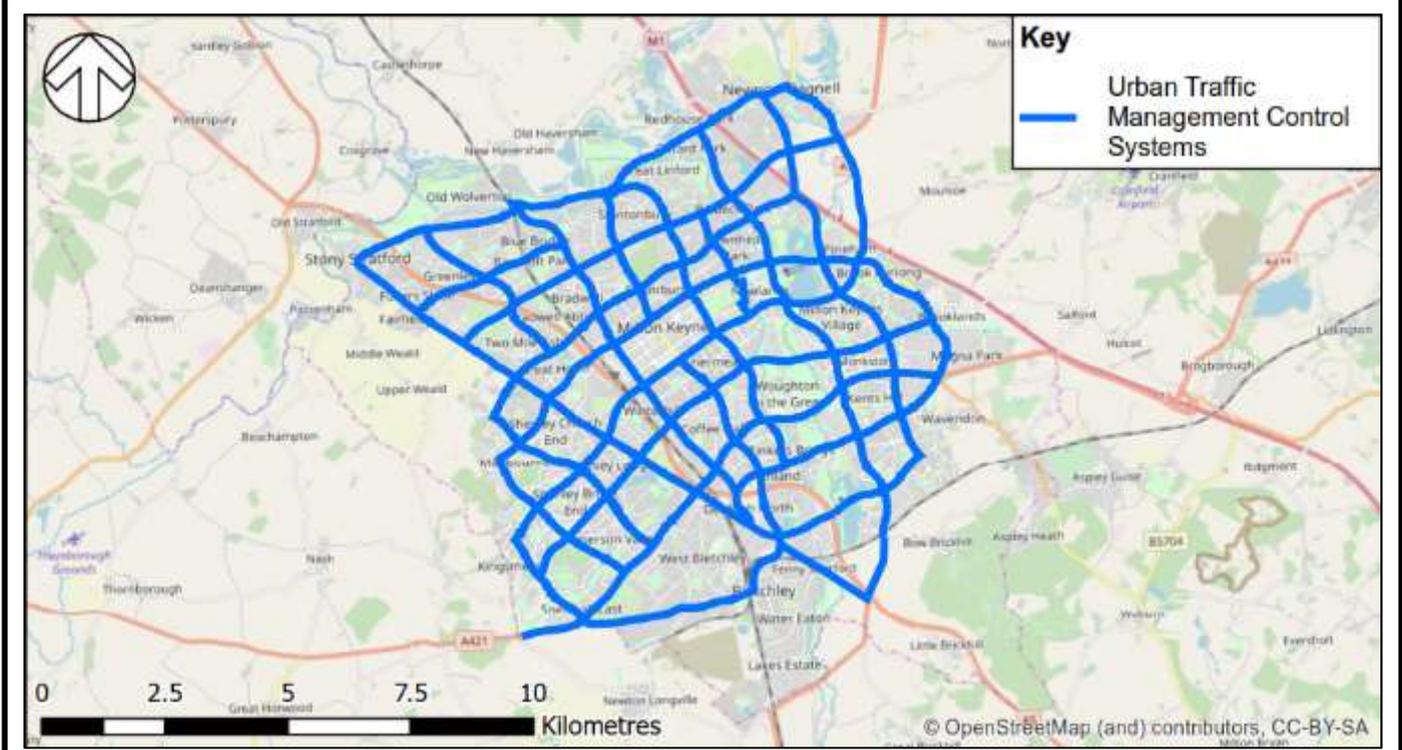
**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**84. Expansion / Development of Urban Traffic Management Control System**

**INITIAL OPTION SKETCH**



**DESCRIPTION**

Development / expansion of an Urban Traffic Management Control System. This will include signalised bus priority measures at key pinch-point junctions, signalisation at junctions utilising different signal types – Split Cycle Offset Optimisation Technique (SCOOT) / Microprocessor Optimised Vehicle Actuation (MOVA) – CCTV, and traffic and cycle counters. This option aims to gather data and maximise junction efficiency with the ability to monitor success.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Dynamic management system to improve network capacity and operational efficiency</li> <li>▪ Encourages modal shift by implementing a control system favouring sustainable travel modes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Can only be implemented at signal controlled junctions</li> <li>▪ Requires a connected, high-quality control system network throughout to be an effective solution</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> </ul>

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**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**85. Clean Freight Vehicles**

**INITIAL OPTION SKETCH**



Image source: <https://www.engadget.com/2018/05/09/ups-electric-trucks-arrival/?guccounter=1>

**DESCRIPTION**

Encourage the use of low-emission / electric delivery vehicles. This could be linked to the use of Freight Consolidation Centres (*Option 101*) and Urban Logistics Network (*Option 102*) with the provision of Collection Hubs (Click and Collect). Using more carbon efficient vehicles and routing patterns would enable efficient last mile delivery.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Improves the local environment due to freight operators using low-emission / electric vehicles</li> <li>▪ Supports the use of consolidated deliveries to enable efficient last mile delivery</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires packaging with other freight / delivery logistic options to be an effective option</li> <li>▪ Requires investment and backing from freight operators to upgrade their fleet</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Innovation Funds</li> </ul>

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**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**86. Milton Keynes Council Clean Vehicles**

**INITIAL OPTION SKETCH**



Image source: <https://corporate.thameswater.co.uk/Media/News-releases/Plug-for-first-Thames-Water-electric-vans>

**DESCRIPTION**

Replacement of the existing Milton Keynes Council's vehicle fleet with electric vehicles – for waste collection, maintenance vans and pool cars. A cycle pool could also be introduced to the Council fleet. This will demonstrate Milton Keynes Council's commitment to making the city greener, whilst providing an example to other Councils and members of the public and demonstrating that an all-electric fleet is possible.

**BENEFITS**

- Improves the local environment due to Milton Keynes Council using electric vehicles
- Improves reputation of Milton Keynes Council to the public and other organisations

**DISBENEFITS**

- Implementing an electric fleet does not reduce the number of vehicles on the road network
- Requires widespread charging infrastructure to ensure fleet efficiency

**PROGRAMME**

- Short term (1-5 years)

**FUNDING OPTIONS**

- Milton Keynes Council

**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**87. Electric Public Transport**

**INITIAL OPTION SKETCH**



Image source: <http://www.cbi.org.uk/insight-and-analysis/milton-keynes-wirelessly-charged-electric-buses/>

**DESCRIPTION**

Encourage the introduction of an electric taxi and bus fleet through Quality Partnership agreements and funding bids. The introduction of electric buses and taxis can help to improve air quality in the city centre and an increased frequency of bus services could help to break the reliance on personal vehicles.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift to more sustainable modes of transport</li> <li>▪ Improves the local environment due to bus / taxi operators using electric vehicles</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires investment and backing from public transport operators to upgrade their fleet</li> <li>▪ Requires widespread charging infrastructure to ensure fleet efficiency</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> <li>▪ Innovation Funds</li> </ul>

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**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**89. SMART Sensors**

**INITIAL OPTION SKETCH**

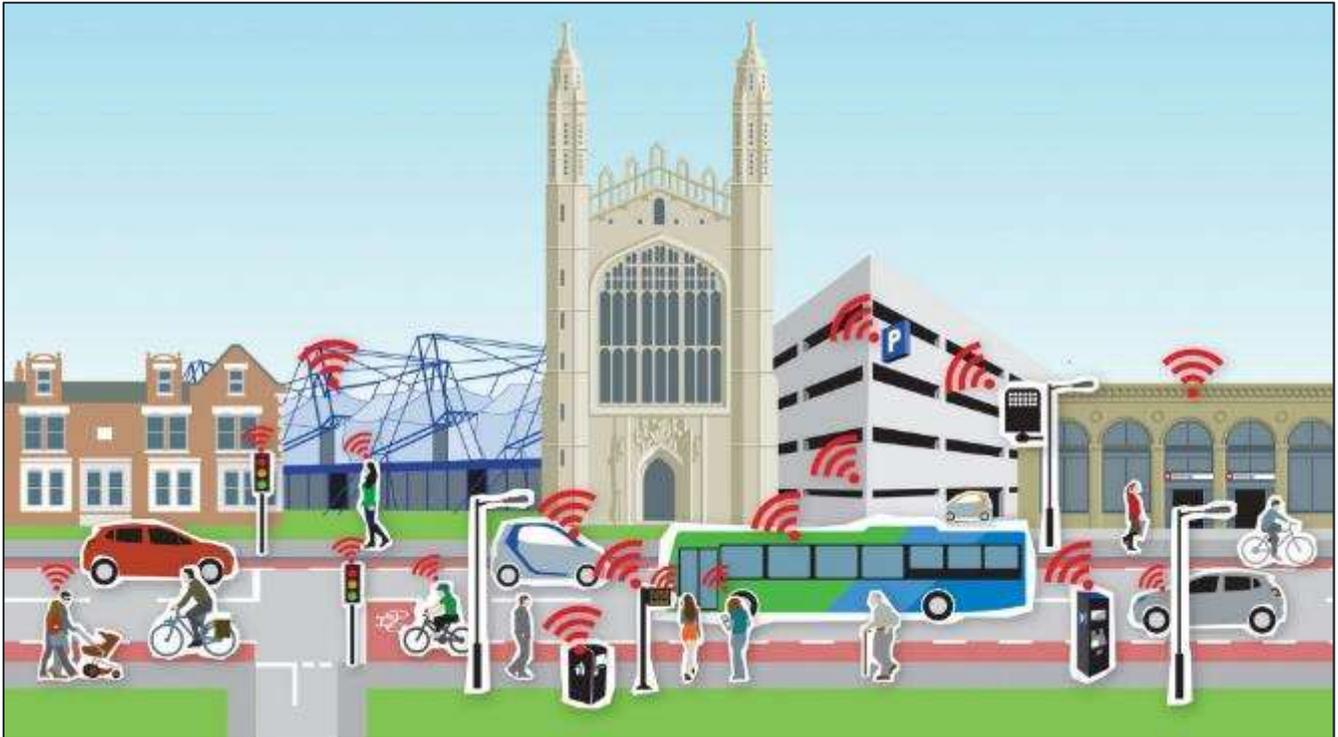


Image source: <https://www.cambridgefilmworks.com/smart-cambridge->

**DESCRIPTION**

Installation of SMART Sensors covering roads, Redways and parking spaces to enable the collection of real-time information. This data can then be linked to transport models, monitoring transport scheme impacts, network resilience, air quality, traffic conditions, asset maintenance, emergency planning, and providing open data to transport network users via a SMART Milton Keynes Travel Portal (*Option 93*) including car parking space availability, bus locations and dynamic vehicle routing.

**BENEFITS**

- Allows users to make informed decisions about how and when they travel
- Provides data that can be used to inform future transport infrastructure investment

**DISBENEFITS**

- SMART Sensors create a complex network which requires significant technological infrastructure
- Requires packaging with an accessible portal for users to access open data

**PROGRAMME**

- Short-term (1-5 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids
- Innovation Funds

**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**90. Cashless Bus Tickets**

**INITIAL OPTION SKETCH**



Image source: <https://www.intelligenttransport.com/transport-articles/65007/smarter-ticketing-changes-bus-industry/>

**DESCRIPTION**

Introduction of cashless ticket payment capability across all bus operators, on all buses and provide ticketing stations at bus stops. This option would encourage contactless card payments at bus stops and / or onboard buses and would enable the use of Apple Pay or Google Pay using smartphones.

**BENEFITS**

- Encourages modal shift by providing greater freedom and ease of ticket purchase
- Reduces journey times and increases journey reliability due to faster payments at stops / on-bus

**DISBENEFITS**

- Requires upgrade to vehicle fleet and bus stops to ensure continuous service of cashless payments
- Potential to increase social exclusion for members of the public without payment cards

**PROGRAMME**

- Short-term (1-5 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- Bus Operators

**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**91. Integrated Ticketing**

**INITIAL OPTION SKETCH**

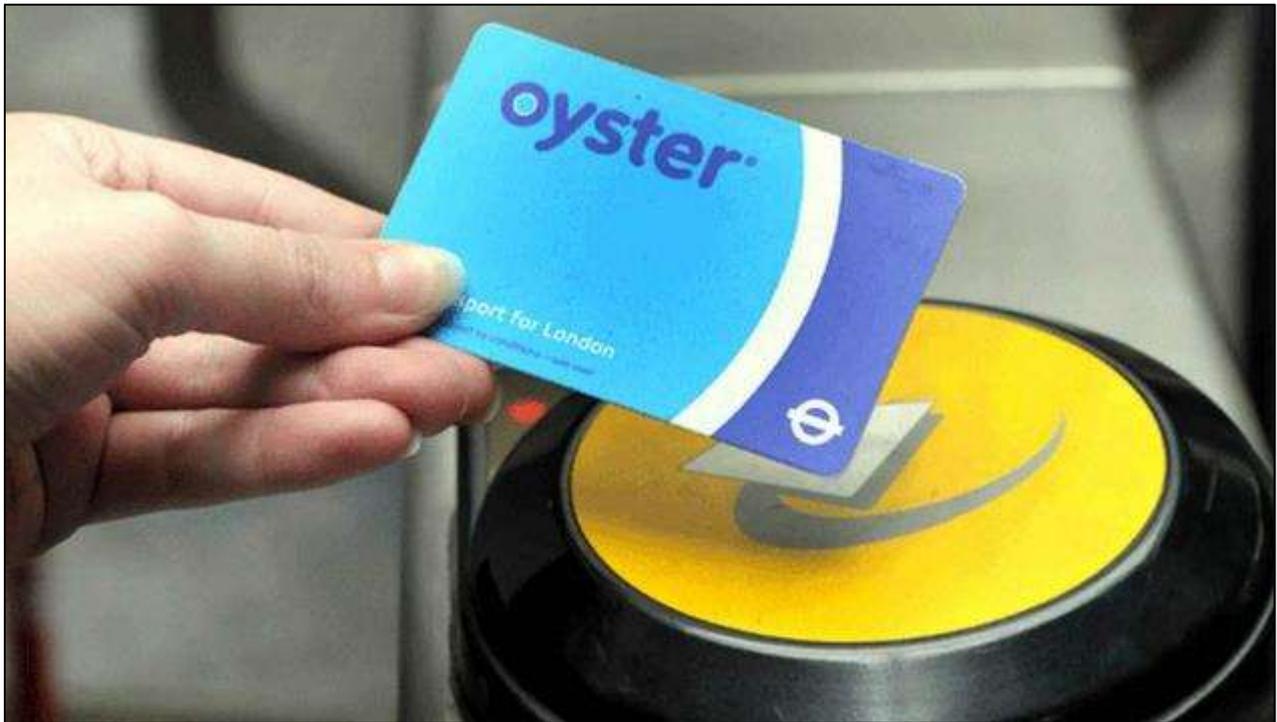


Image source: <https://www.standard.co.uk/news/transport/tfl-urged-to-release-223-million-left-by-passengers-on-oyster-cards-a3312656.html>

**DESCRIPTION**

Introduction of fully integrated, universal ticketing across rail, bus and cycle hire travel modes using contactless card payments (for example, Oyster Cards). This would provide a more efficient and user-friendly public transport network for users and encourage greater patronage of public transport modes. This would need to be agreed between each commercial operator.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift through improved accessibility across public transport modes</li> <li>▪ Reduces journey times and increases journey reliability due to universal public transport ticketing</li> </ul>	<ul style="list-style-type: none"> <li>▪ Dependent upon cooperation and support from public transport operators</li> <li>▪ Potential to increase social exclusion for members of the public visiting Milton Keynes</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> <li>▪ Public Transport operators</li> <li>▪ South East Midlands Local Enterprise Partnership</li> <li>▪ Central Government Funding Bids</li> </ul>

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<b>CONCEPT TYPE</b>	
<b>Technology</b>	
<b>CONCEPT NAME</b>	
<b>92. Mobility as a Service</b>	
<b>INITIAL OPTION SKETCH</b>	
<b>DESCRIPTION</b>	
<p>Implementation of a Mobility as a Service (MaaS) scheme (for example, Whim in Birmingham) by a private operator. MaaS schemes combine public and private transportation methods into a unified platform as services, where trips can be managed. MaaS schemes provide an application service which provides integrated access to public transport, taxis, cycle share schemes, Demand Responsive Transit (DRT), car clubs and car hire schemes on a pay as you go and monthly plan basis.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>Encourages modal shift to sustainable modes of transport by providing a unified platform</li> <li>Reduces journey times and increases journey reliability and flexibility of travel to all locations</li> </ul>	<ul style="list-style-type: none"> <li>Potential to increase social exclusion for members of the public without a smartphone device</li> <li>Requires investment and cooperation with private application developers and transport operators</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>Short term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>Scheme Operators</li> </ul>
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**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**93. SMART Milton Keynes Travel Portal**

**INITIAL OPTION SKETCH**

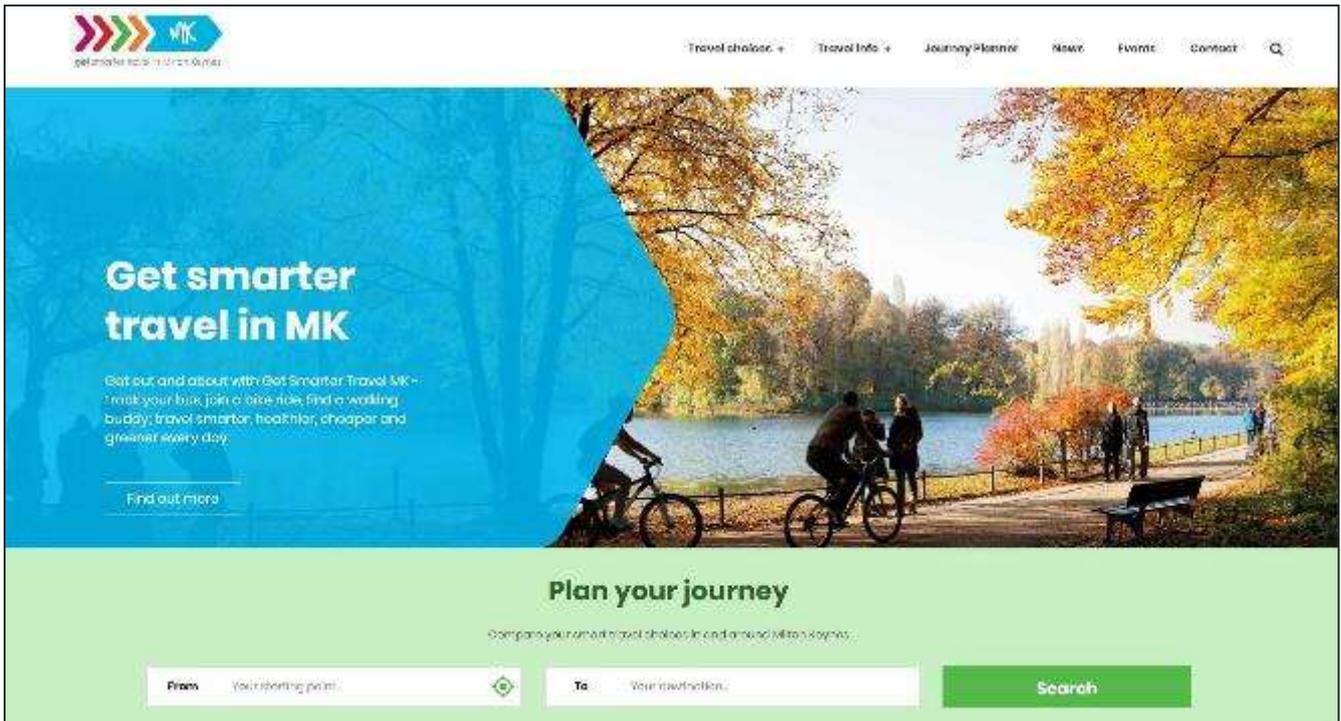


Image source: <https://www.getsmartertravelmk.org/>

**DESCRIPTION**

Creation and promotion of a SMART Milton Keynes web-based travel portal that provides users with real-time travel information, in conjunction with a network of SMART Sensors (*Option 89*). This can include: parking data (space availability); live bus tracking; bus timetables; train departures; traffic maps; weather forecasts; incident messages; car club availability; cycle scheme availability; air quality and journey planning.

**BENEFITS**

- Allows users to make informed decisions about how / when they travel
- Reduces journey time and delay for users by providing real-time travel information

**DISBENEFITS**

- Travel portal does not directly influence travel behaviour and reduce single occupancy trips
- Requires packaging with a network of SMART Sensors across Milton Keynes to provide open data

**PROGRAMME**

- Short term (1-5 years)

**FUNDING OPTIONS**

- Website Operator
- Milton Keynes Council

**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**94. Superfast Broadband**

**INITIAL OPTION SKETCH**

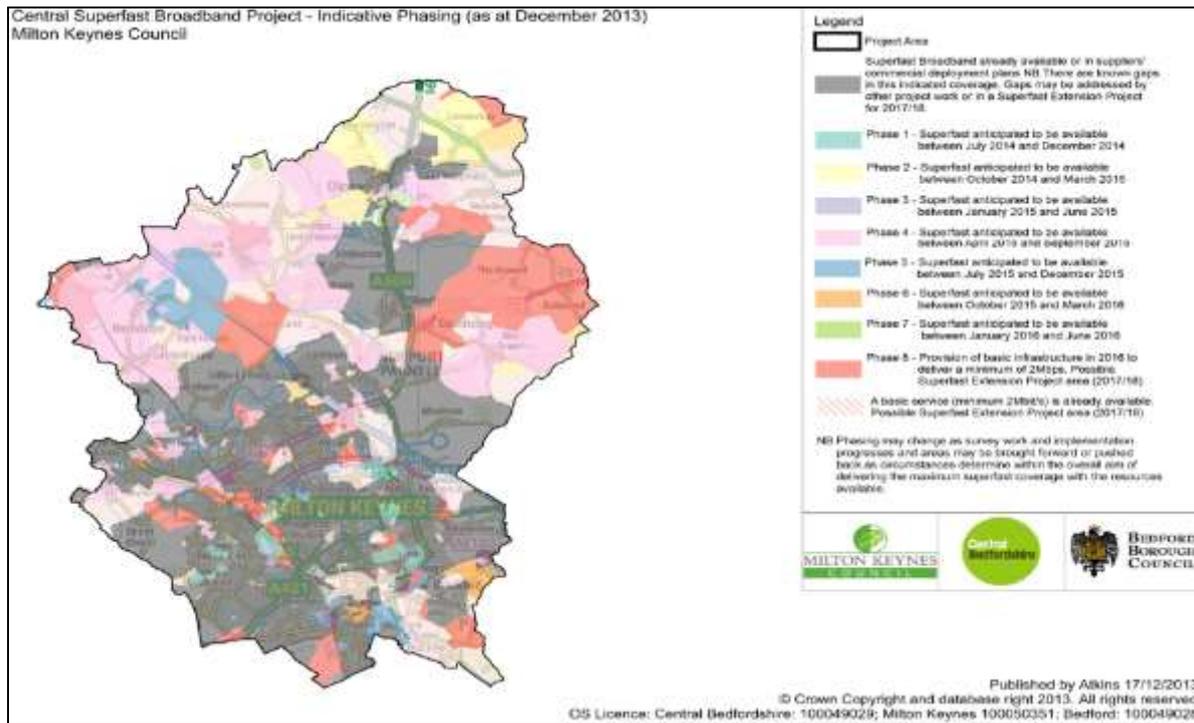


Image source: Superfast Broadband Update, Newport Pagnell North & Hanslope Area Forum (Milton Keynes Council, May 2015)

**DESCRIPTION**

Support for the delivery of superfast broadband across Milton Keynes, to encourage Mobility as a Service (MaaS) schemes (*Option 92*), access to application and web-based services and home working. The majority of Milton Keynes benefits from superfast broadband, and working with neighbouring councils, Milton Keynes Council are looking to extend fibre coverage throughout. Broadband Delivery UK 1 (2014-2016) extended fibre coverage to approximately 97% of premises in the Borough.

**BENEFITS**

- Reduces the need to travel, relieving pressure on the local transport network
- Encourages modal shift by supporting access to web-based services for real-time information

**DISBENEFITS**

- Requires a consistently reliable network to reduce travel need and provide real-time information
- Requires investment and cooperation from broadband suppliers

**PROGRAMME**

- Short-term (1-5 years)

**FUNDING OPTIONS**

- Broadband Providers

**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**95. Personal Autonomous Vehicle Solution**

**INITIAL OPTION SKETCH**



Image source: <https://medium.com/@DonotInnovate/mind-blowing-driverless-future-fcc5197d509>

**DESCRIPTION**

Implementation of a widescale personal autonomous vehicle solution for Milton Keynes. The technology allows users to have larger amounts of time available for work, play or to socialise, as they no longer need to be in control of the vehicle. Autonomous vehicles could also allow those who cannot currently operate a vehicle, to gain a new independence, as they no longer need to rely on driving themselves to destinations.

**BENEFITS**

- Autonomous technology enables more time to be used for work, play and socialising
- Potential to increase social inclusion by providing greater independence for non-motorists

**DISBENEFITS**

- Potential safety risks associated with autonomous vehicles in urban areas
- Personal autonomous vehicle solution fails to encourage modal shift to sustainable travel modes
- Requires widespread technological infrastructure to ensure vehicles are connected

**PROGRAMME**

- Long-term (10+ years)

**FUNDING OPTIONS**

- Scheme Operators
- Government Funding Bids
- Milton Keynes Council

**CONCEPT TYPE**

**Technology**

**CONCEPT NAME**

**96. Shared Autonomous Vehicle Solution**

**INITIAL OPTION SKETCH**



Image source: <https://www.intelligenttransport.com/transport-news/24259/shared-autonomous-vehicle-first-group/>

**DESCRIPTION**

Implementation of a widescale shared autonomous vehicle solution for Milton Keynes. The technology allows riders to have larger amounts of time available for work, play or to socialise, as they no longer need to be in control of the vehicle. Autonomous vehicles could also allow those who cannot currently operate a vehicle, to gain a new independence, as they no longer need to rely on driving themselves to destinations.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift by providing an accessible and affordable mode of transport</li> <li>▪ Potential to increase social inclusion by providing greater independence for non-motorists</li> </ul>	<ul style="list-style-type: none"> <li>▪ Potential safety risks associated with autonomous vehicles in urban areas</li> <li>▪ A shared autonomous vehicle solution fails to encourage active travel</li> <li>▪ Requires widespread technological infrastructure to ensure vehicles are connected</li> </ul>

PROGRAMME	FUNDING OPTIONS
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<ul style="list-style-type: none"> <li>▪ Long-term (10+ years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Scheme Operators</li> <li>▪ Government Funding Bids</li> <li>▪ Milton Keynes Council</li> </ul>
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**CONCEPT TYPE**

**Policy**

**CONCEPT NAME**

**97. Bus Lane Usage**

**INITIAL OPTION SKETCH**



Image source: <http://www.anfieldcommunitycorner.co.uk/?p=2833>

**DESCRIPTION**

Exploration of the opportunity to allow electric vehicles to utilise bus lanes and Multiple Occupancy Lanes (*Option 72*) in order to encourage modal shift to more sustainable vehicles. This option can also be adapted to allow other modes of transport to use the lanes if required, for example, autonomous vehicles and powered two-wheelers.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Encourages modal shift to more sustainable modes of transport by incentivising routes</li> <li>▪ Offers flexibility to expand the lane occupancy permissions to include additional modes of transport</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reduce attractiveness of bus travel due to availability to use by other modes</li> <li>▪ Requires enforcement to ensure the lanes are only used by permitted vehicles</li> </ul>

PROGRAMME	FUNDING OPTIONS
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<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> </ul>
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<b>CONCEPT TYPE</b>	
<b>Policy</b>	
<b>CONCEPT NAME</b>	
<b>98. Parking Policy</b>	
<b>INITIAL OPTION SKETCH</b>	
	
<p><small>Image source: Parking Strategy for Central Milton Keynes (Milton Keynes Council, November 2013)</small></p>	
<b>DESCRIPTION</b>	
<p>Review and update the Milton Keynes Council Local Plan Parking Policy. This would include the implementation of infrastructure for electric vehicles and passive electric vehicles in new developments, reviewing the existing car parking provision and utilisation and developing a simplified management strategy.</p>	
<b>BENEFITS</b>	<b>DISBENEFITS</b>
<ul style="list-style-type: none"> <li>▪ Encourages the use of electric vehicles due to increased charging infrastructure availability</li> <li>▪ Potential to link with other sustainable transport options (car club, car share, cycle parking)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parking policy does not directly influence driver behaviour and reduce single occupancy trip</li> <li>▪ Requires enforcement to ensure the policy provides an effective solution to parking</li> </ul>
<b>PROGRAMME</b>	<b>FUNDING OPTIONS</b>
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Milton Keynes Council</li> </ul>
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**CONCEPT TYPE**

**Delivery Partnerships**

**CONCEPT NAME**

**100. Sub-Regional Transport Group**

**INITIAL OPTION SKETCH**

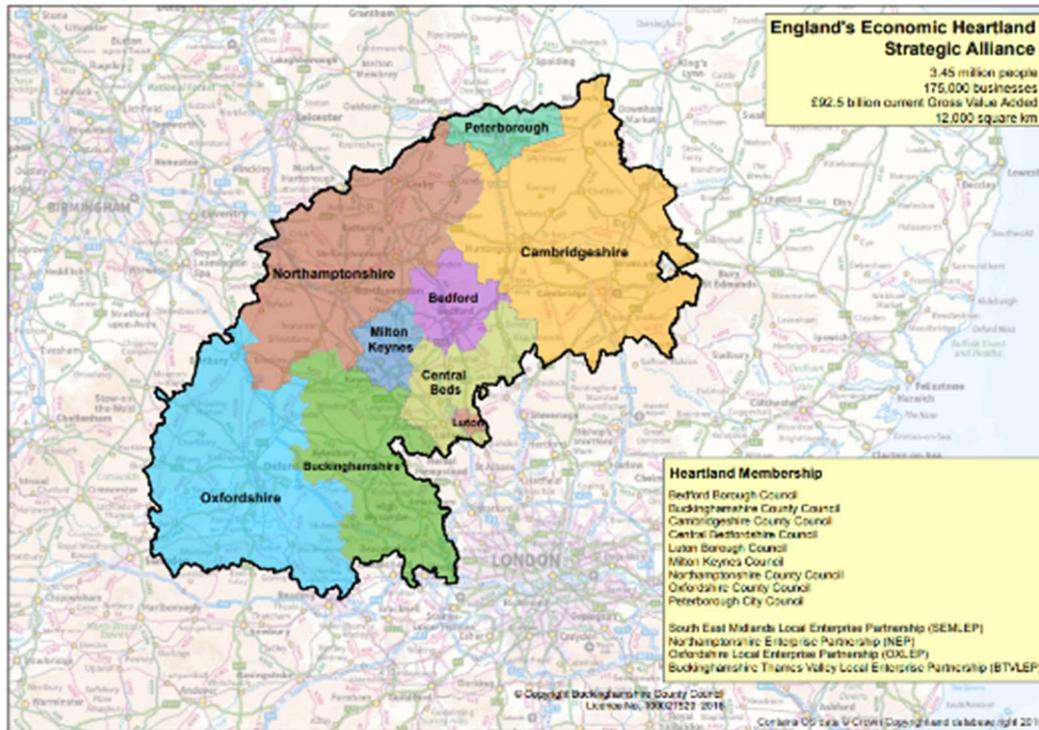


Image source: [http://www.EnglandSEconomicHeartland.com/Documents/EEH\\_Landscape%20map.pdf](http://www.EnglandSEconomicHeartland.com/Documents/EEH_Landscape%20map.pdf)

**DESCRIPTION**

Engagement with England's Economic Heartland (EEH) to provide input into the Regional Transport Strategy, in order to identify and plan cross-border and cross-region transport infrastructure projects. This option would also support the establishment of a Sub-National Transport Body.

<p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Provides an understanding of the current and future transport requirements at a sub-regional level</li> <li>▪ Encourages economic growth with targeted transport strategy with input from transport groups</li> </ul>	<p><b>DISBENEFITS</b></p> <ul style="list-style-type: none"> <li>▪ Potential for conflicting objectives resulting in stagnation of transport development</li> <li>▪ Sub-regional transport group would focus on strategic connections only</li> </ul>
<p><b>PROGRAMME</b></p> <ul style="list-style-type: none"> <li>▪ Short term (1-5 years)</li> </ul>	<p><b>FUNDING OPTIONS</b></p> <ul style="list-style-type: none"> <li>▪ Group Members</li> <li>▪ Central Government</li> </ul>

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**CONCEPT TYPE**

**Freight**

**CONCEPT NAME**

**101. Freight Consolidation Centres**

**INITIAL OPTION SKETCH**



Image source: <https://www.transportxtra.com/publications/local-transport-today/news/52797/relaunch-of-consolidation-centre-mooted-as-council-axes-grant/>

**DESCRIPTION**

Implementation of a series of Freight Consolidation Centres at strategic locations on the Milton Keynes periphery (for example, close to the M1 and Oxford to Cambridge Expressway). All local deliveries for retail, parcel / courier services will be consolidated at the centre and thereafter delivered to customers / residents in Milton Keynes using more carbon efficient vehicles and routing patterns enabling efficient last mile delivery.

BENEFITS	DISBENEFITS
<ul style="list-style-type: none"> <li>▪ Reduces the quantum of delivery vehicle fleet on the road network, increasing capacity</li> <li>▪ Improves the local environment due to the use of carbon efficient vehicles and routing patterns</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires support from the delivery companies / logistics companies to use the infrastructure</li> <li>▪ Potential to increase time between item purchase and delivery due to consolidation process</li> </ul>

PROGRAMME	FUNDING OPTIONS
<ul style="list-style-type: none"> <li>▪ Short-term (1-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Scheme Operators</li> </ul>

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**CONCEPT TYPE**

**Freight**

**CONCEPT NAME**

**102. Urban Logistics Network**

**INITIAL OPTION SKETCH**

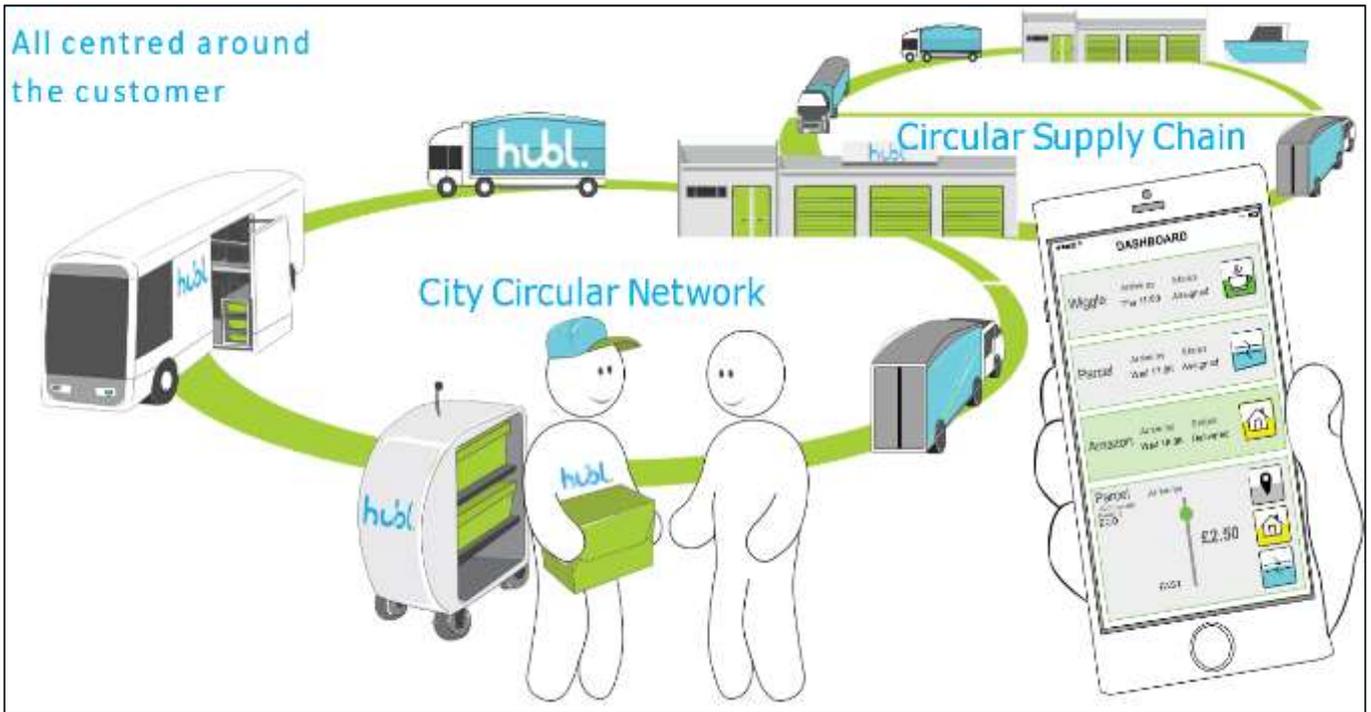


Image source: <http://www.hubl.co.uk/what-we-do/>

**DESCRIPTION**

Implementation of a first-last mile goods delivery infrastructure. This option can be combined with Freight Consolidation Centres (*Option 101*) and includes the provision of Collection Hubs (Click and Collect) that allow customers to send and receive goods at convenient locations, for example: railway stations, Park & Ride Sites (*Option 32*), town centres and regional centres. Deliveries to the Collection Hubs can be made by consolidated delivery vehicles and electric low emission vehicles (vans / cargo bikes).

**BENEFITS**

- Provides a convenient and attractive method of parcel collection for customers
- Improves the local environment due to the use of carbon efficient vehicles and routing patterns

**DISBENEFITS**

- Requires support from the delivery companies / logistics companies to use the infrastructure
- Requires packaging with other freight infrastructure to provide an efficient service

**PROGRAMME**

- Medium-term (5-10 years)

**FUNDING OPTIONS**

- Milton Keynes Council
- South East Midlands Local Enterprise Partnership
- Central Government Funding Bids
- Innovation Funds

**CONCEPT TYPE**

**Freight**

**CONCEPT NAME**

**103. Autonomous Deliveries**

**INITIAL OPTION SKETCH**



*Image source: <https://weburbanist.com/2016/07/18/the-brave-new-world-of-robotic-pizza-delivery-is-almost-here/>*

**DESCRIPTION**

Expansion of the autonomous 'last mile' delivery trial across Milton Keynes. The Co-op are currently trialling the use of hi-tech six-wheeled driving machines to deliver groceries ordered on a smartphone to customers. The use of autonomous / remote-controlled robot delivery vehicles could be expanded to other companies / services, including; pharmaceuticals, library services, groceries and electronic commerce (for example, Amazon deliveries).

**BENEFITS**

- Reduces the quantum of delivery vehicle fleet on the road network, increasing capacity
- Increases economic growth through reduced business delivery costs

**DISBENEFITS**

- Potential safety risks associated with autonomous vehicles in urban areas
- Requires technological infrastructure to ensure vehicles are connected

**PROGRAMME**

- Long-term (10+ years)

**FUNDING OPTIONS**

- Scheme Operators