

# Bletchley Transport Strategy

## Annex B to the Transport Vision and Strategy for Milton Keynes



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## Executive Summary

### **Introduction to the Bletchley Transport Strategy**

Bletchley has been the subject of a number of studies and strategies within recent years which have either focused upon transport issues, or which have identified the important influence that transport has on the potential growth, economic development and regeneration of Bletchley. Therefore, a key aim of this report is to draw together and review previous work, and investigate more recent developments and collate stakeholder views in order to produce an up to date and coherent Transport Strategy for the entire area of Bletchley for the next 20 years to 2031.

The Bletchley Transport Strategy (BTS) has considered multi-modal transport issues in the whole of Bletchley and its immediate hinterland, including the cumulative impact of future housing, leisure and commercial developments on the local road network.

The BTS has been carried out in two stages. Stage 1 produced a report and a draft long list of fifty interventions for improving all modes of transport in Bletchley. This included a period of public and key stakeholder consultation on the proposed interventions. This final report dated March 2011, was produced in Stage 2 and provides a prioritised list of interventions and a proposed delivery programme.

The BTS has been conducted in parallel with the emerging Milton Keynes Transport Vision and Strategy which will provide the basis for the Local Transport Plan (LTP3). LTP3 addresses the whole of Milton Keynes including the wider area of Bletchley and its immediate hinterland.

Close working co-operation has been maintained between the teams preparing the BTS and LTP3. The BTS has drawn upon the same principles that have underpinned LTP3.

### **A Transport Vision for Bletchley**

The overarching aim of the Bletchley Transport Strategy is to assist in the delivery of a Bletchley ready to make the most of the future opportunities offered by proposals such as East – West Rail, a Bletchley which has a transport system that supports the economic vibrancy of the area by providing access to jobs, education and leisure, and a Bletchley that is accessible for all users, with a range of transport options for all important trips. These aspirations have been summarised in a single Transport Vision statement based

## **Bletchley Transport Strategy**

upon a combination of the views expressed during the Consultation Workshops held in September 2010, and the findings of the previous studies.

***Transport Vision - “A Sustainable<sup>1</sup> Transport System that makes Bletchley an attractive, connected and convenient place to live, work and shop”***

### **Supporting Objectives**

This Transport Vision is supported by a number of strategic transport objectives specific to Bletchley; these cover the main transport issues identified throughout the development of Stage 1 of the Strategy. These objectives are:

- Economy - Enabling economic development and regeneration
- Safety - Giving Bletchley safe and legible streets
- Accessibility - Improving accessibility by improving sustainable connections
- Environment - Managing the environmental impacts of transport choices
- Growth - Effectively managing the transport impacts of growth.

Each of these objectives has been based upon evidence derived from consultation, national and local policy reviews, previous studies and a technical review of existing and anticipated future transport issues. These objectives help identify the most appropriate transport interventions that will deliver the Transport Vision for Bletchley.

### **Key findings include the following:**

- Bletchley’s external links are good (particularly to Milton Keynes), but there is a lack of connectivity for all modes of transport between areas within Bletchley, particularly between the eastern and western sides of the rail line.
- Traffic is concentrated on key corridors to the north and east of Bletchley, specifically Standing Way to the north and Saxon Street to the east, which reflects the current commuting patterns to and from Bletchley. This results in congestion at key junctions linking Bletchley to the wider area and employment sites.
- The roads within Bletchley generally<sup>2</sup> have the capacity to accommodate expected traffic levels (and are expected to continue to do so in the future), but some junctions have inadequate capacity thereby causing congestion.

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<sup>1</sup> The most widely used definition of the term “Sustainable” is “meets the needs of the present without compromising the ability of future generations to meet their own needs” (the Brundtland Commission).

## Bletchley Transport Strategy

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- Pedestrian and cycle movements are constrained by the lack of suitable links and there are safety concerns on key routes and at significant local junctions.
- There are several road traffic accident areas, particularly the junction of Buckingham Road with Sherwood Drive and the junction of Saxon Street with Buckingham Road.
- Signage to and within Bletchley is inadequate, particularly route signage and signage for parking

### **Development and Delivery of intervention schemes**

A long list of transport intervention schemes was prepared in Stage 1 which covered all modes of transport. These have the potential to address the issues identified for Bletchley and support the strategic transport objectives of the Bletchley Transport Vision.

Following extensive public and key stakeholder consultation, this report now provides a list of interventions prioritised in a proposed delivery programme.

It is proposed that management and delivery of these schemes be centred upon a close working arrangement between Ward Members, the two Bletchley Councils and a combination of local interest groups, the business community and officers of MKC. The detail of this arrangement will be developed following the adoption of this report.

The delivery of the Bletchley transport schemes will depend upon the allocation of capital and revenue funding through the MK Transport Vision and Strategy. This will include sources such as S106, some Parish monies where relevant and government grants. The feasibility of schemes and their detailed design will be funded from within the allocation for each scheme or programme of schemes.

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<sup>2</sup> With the exception of sections of Buckingham Road, which are approaching capacity for a local all purpose road in some future scenarios.

## 1. Introduction

### Background to the Strategy

WYG were appointed by Milton Keynes Council (MKC) to assist in the development of a Transport Strategy for Bletchley. The strategy area comprises the Wards of Bletchley and Fenny Stratford, Eaton Manor, Denbigh and Whaddon, whilst also taking into account wider implications or connections outside of this immediate area.

The population of the whole of Bletchley is approximately 40,000.

The two Bletchley councils, West Bletchley Parish Council and Bletchley and Fenny Stratford Town Council, were consulted throughout.

The BTS has been conducted in parallel with the emerging MK Transport Vision and Strategy which will provide the basis for the Local Transport Plan (LTP3). LTP3 addresses the whole of Milton Keynes including the wider area of Bletchley and its immediate hinterland.

The development of the Bletchley Transport Strategy comprises two stages. Stage 1 had the following main aims:

- To bring together the findings of the previous studies and strategies carried out within recent years. These have focused upon Bletchley's transport issues, or have identified the important influence that transport has on the potential growth, economic development and regeneration of Bletchley.
- To carry out a technical review of available information and data, including traffic flow information, recent road traffic accident data and the findings of site inspections, to provide a technical evidence base for the study.
- To carry out a full consultation exercise, including stakeholder workshops, in order to identify the transport issues within Bletchley of the greatest importance to local residents, businesses and the two councils.

The main outputs of Stage 1 were:

- An identified Vision for the whole of Bletchley with five supporting strategic transport objectives, covering economic development, safety, environment, accessibility and growth.
- A comprehensive consultation exercise involving the two Bletchley councils and key stakeholders with an interest in transport issues.
- A list of fifty transport interventions, arising out of the consultation, which have the potential to offer a future transport benefit to Bletchley. These interventions were identified from previous studies, or from the stakeholder workshops, or identified through the technical review.
- A method to prioritise the list of interventions for delivery through the MK Transport Vision and Strategy or other mechanisms.

The BTS has been conducted in parallel with the emerging MK Transport Vision and Strategy which will provide the basis for the Local Transport Plan (LTP3). LTP3 addresses

## Bletchley Transport Strategy

the whole of Milton Keynes including the wider area of Bletchley and its immediate hinterland.

The Stage 1 Report provided the basis for public consultation. It was published in two documents; an executive summary report and a comprehensive technical report. The subsequent consultation period ran until the 21<sup>st</sup> January 2011. Full details of the consultation are provided in **Section 3**, with a summary of the main activities carried out provided below:

- Web Survey – Both documents were published on the Milton Keynes Council consultation portal and transport website and on the two Bletchley Councils' websites. This was accompanied by an online questionnaire.
- Paper Survey – Hard copies of the BTS with questionnaires (for those without web access) were distributed at a number of staffed and unstaffed venues across Bletchley throughout the consultation period including Bletchley and Milton Keynes libraries and the Spotlight Centre in the Lakes Estate.
- Presentations and exhibitions – A series of presentations were made to the two Councils, local residents groups, businesses and Milton Keynes Council's Transport Advisory Group. Exhibitions were held at a number of disability-accessible public venues.

This document is the Final Report which builds upon the findings of Stage 1 and the results of consultation; it proposes a number of transport interventions for implementation throughout the term of the strategy to year 2031.

It is intended that this strategy be regularly updated.

These interventions have been allocated a position in a proposed delivery programme, which relates to their priority, potential cost and their ease of deliverability.

### Report Format

This report is laid out as follows:-

- **Section 2** summarises the main findings of Stage 1;
- **Section 3** summarises the consultation exercise and the responses received;
- **Section 4** summarises the methodology for prioritising interventions;
- **Section 5** details the results of the prioritisation process for individual interventions;
- **Section 6** details the potential for the delivery of transport interventions within packages;
- **Section 7** considers delivery and funding options and opportunities;
- **Section 8** provides details of a proposed delivery programme for the interventions;
- **Section 9** identifies the next steps in development and delivery.

## 2. Bletchley Transport Strategy – Summary of Stage 1

### Introduction

Stage 1 of the Bletchley Transport Strategy involved a comprehensive technical review and key stakeholder Workshops held in September 2010. This was followed by the development of a Transport Vision for Bletchley, which was supported by a number of strategic transport objectives.

Stage 1 also generated an initial list of fifty potential transport interventions for consideration. The main findings of Stage 1 are summarised in **Table 1**.

**Table 1 – Main findings of Stage 1 and their source**

Review of previous studies	Stakeholder Consultation	Technical Review
	Make Bletchley a more attractive destination	Inconsistent signage, both strategically and locally
	Effectively manage and / or accommodate growth	
Walking and cycling links are limited and severed by major roads and junctions	Improve walking and cycling connections and accessibility	East – West Bletchley links are limited and severed by Saxon Street and the rail line
Poor quality public transport waiting and interchange facilities	Improve connections between bus and rail	Public transport provision is variable; there are good links to Central Milton Keynes, but more limited links within Bletchley
Manage congestion at key locations	Manage vehicular traffic at particular junctions / locations	Congestion is focused on a number of key junctions, mainly on the main routes
Inappropriate parking provision and parking management limits economic growth	Manage parking demands	
		Number of accidents, particularly at main junctions within Bletchley

# Bletchley Transport Strategy

## Vision and Objectives

A Transport Vision for Bletchley was formulated following the September Workshops. This was proposed as the cornerstone of the future Transport Strategy and is:

***“A Sustainable Transport System that makes Bletchley an attractive, connected and convenient place to live, work and shop”***

The Transport Vision is supported by a number of Strategic Transport Objectives specific to Bletchley, which emerged from the key stakeholder consultation and from the review of previous studies. These are:

1. **Economy** - Enabling economic development and regeneration;
2. **Safety** - Giving Bletchley safe and legible streets;
3. **Accessibility** - Improving accessibility by improving the sustainable connections;
4. **Environment** - Managing the environmental impacts of transport choices;
5. **Growth** - Effectively managing the transport impacts of growth.

The subsequent public consultation process sought views on the appropriateness of the proposed Transport Vision and its supporting objectives. The results of the consultation exercise are summarised in **Section 3**.

## Transport Interventions

A long-list of fifty transport intervention schemes was prepared in Stage 1 which covered all modes of transport. Interventions were considered for their potential to support the delivery of the transport objectives. The full list of interventions is provided in **Appendix A**.

The interventions were split geographically and by transport mode. This formed a large part of the subsequent public consultation process, in which respondents were asked to identify their preferred interventions. **Section 3** provides a summary of the responses received.

## Previous Reports and Studies

The list of previous reports and studies that this report has referred to is:

- Bletchley Regeneration Study
- Bletchley Regeneration Framework
- Bletchley Park Masterplan
- Bletchley Town Centre and Fenny Stratford Parking Review
- West Bletchley Traffic Review
- Milton Keynes Retail Capacity and Leisure Study

## 3. Consultation and Stakeholder Engagement

### Introduction

In order that the Transport Strategy for Bletchley be considered suitably robust, it was essential that there should be full consultation with local key stakeholders and provide the public the opportunity for comment on the proposals and on the proposed list of transport interventions.

### Consultation Activities

A comprehensive stakeholder engagement and consultation process was carried out both during the development of the Strategy and then again following the publication of the Stage 1 report. All venues were disability-accessible and complied with the Equalities Act.

A summary of the consultation process is provided in **Figure 1**.

### Consultation Responses

#### Response levels and demographics

A total of forty-four responses were received (including several email responses). In addition comprehensive written responses were received from West Bletchley Parish Council and Bletchley and Fenny Stratford Town Council, business and community groups and private individuals.

- Individuals – 63%
- Parish Councillors – 6% (low individual percentage is because a joint response was received from each Council)
- Interest groups – 13% (e.g. disability, rail, local schools and university)
- Businesses – 9%
- Employees living outside of Bletchley – 9%

Other written responses were received from the Bletchley Forum (for local businesses) and representatives from COBRA<sup>3</sup>, the Bletchley and Fenny Stratford Business Association and the Marston Vale Community Rail Partnership.

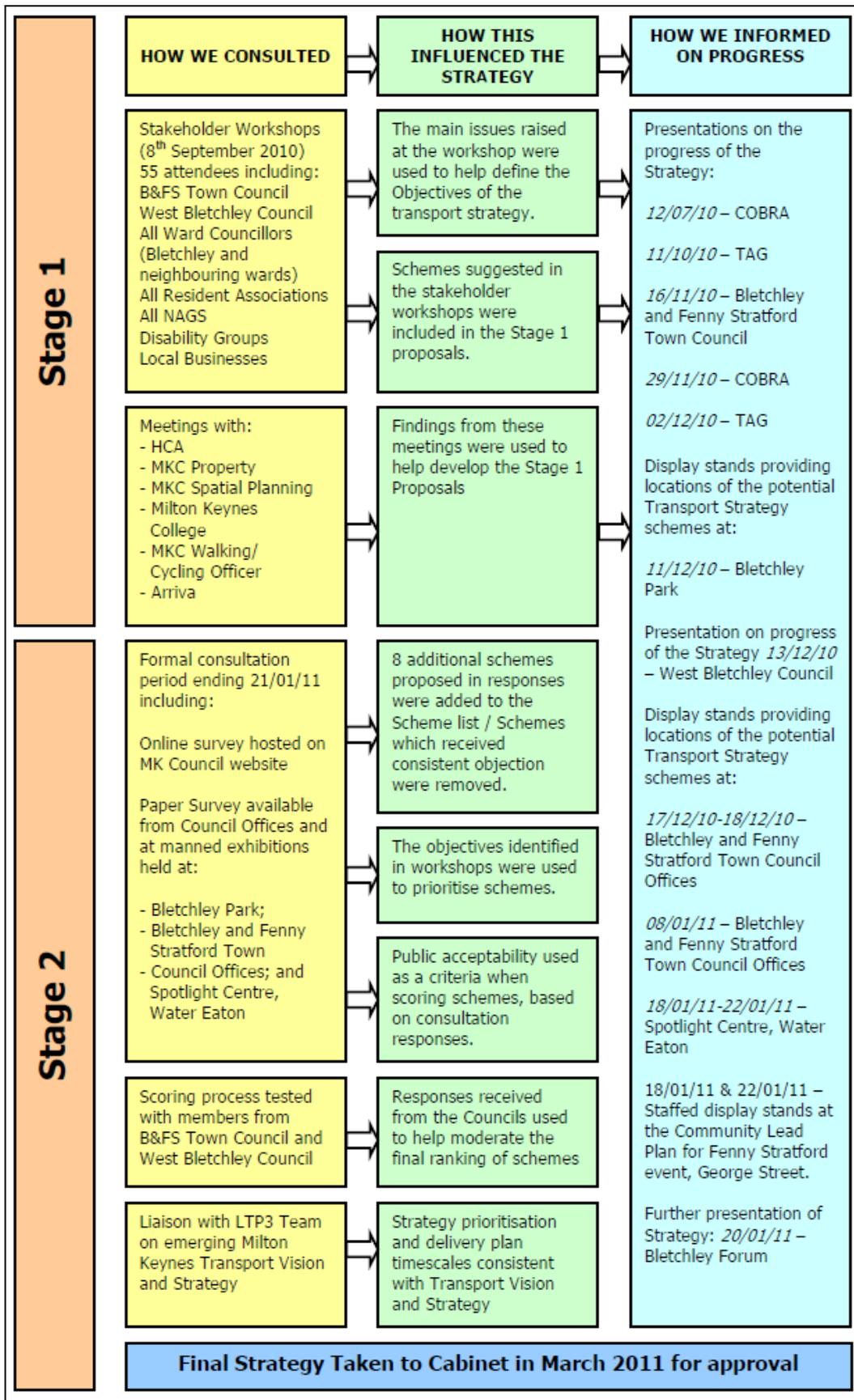
Male and female respondents were split 52% to 48%, with the majority aged between 25 and 60.

The majority of respondents classed themselves as White British (86%). 4% of all respondents considered themselves to have a disability.

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<sup>3</sup> Consortium of Bletchley Residents Associations

**Figure 1 - Consultation Summary**



## Vision and Objectives

The following responses were received in response to the question “What do you think of the draft Bletchley Transport Vision and Objectives?”

**Table 2 – “What do you think of the Draft Vision and Objectives?”**

Strongly support	21%
Support	53%
Neither support nor oppose	9%
Oppose	6%
Strongly oppose	3%
Don't know / Didn't Complete	8%

The following is a selection of the comments received on the question relating to the Transport Vision and Objectives:

- West Bletchley Parish Council support the draft Vision and Objectives
- Bletchley and Fenny Stratford Town Council fully support the Transport Vision for Bletchley and believe that it succinctly summarises the transport aspirations of the Town Council. We fully support the objectives of the strategy
- Good reflection of the views expressed at the Stakeholder Workshop
- Support the Vision and Objectives but they are not sufficiently ambitious
- Fully support any improvements to make Bletchley a better place to work, live and visit
- Support most areas of the Vision and Strategy, particularly those related to sustainable transport, if there is one criticism it is with regards to the vague commentary on the southern bypass, for which there is neither local support nor engineering justification
- Most, if not all of the objectives are required, but further detail is required to allow full comment to be made.
- Support, but is currently too vague and needs a timescale for delivery
- The primary concern should be to make the streets safer, so far this has been a credible consultation and this must continue to delivery
- The most important objective is to give Bletchley a viable transport solution, through the provision of improved signage, parking and junction improvements
- Support measures that get more people walking and cycling
- Uses data that is too old to be valid. Bus Priority on Buckingham Road appears to be ill conceived as the corridor is too narrow

## Interventions

Respondents were also asked to give their views on their preferred transport interventions under a number of specific categories:

- Walking and Cycling
- Public Transport
- Traffic Management
- Improving Key Junctions and New Roads
- Other Interventions

The main responses to each of these categories are provided in the following sections. Respondents were asked to provide a list of (up to) 5 of their preferred interventions in each category. The five more popular interventions in each category (being those listed the most times in total across all responses received) are listed.

### Walking and Cycling

- Bletchley to stadium:MK / IKEA pedestrian / cycle route
- Extension of pedestrian route on Princes Way to junction with Saxon Street
- Pedestrian / cycle corridor parallel to Buckingham Road
- Water Eaton to Central Bletchley pedestrian / cycle route
- Improved pedestrian access to Fenny Stratford Rail Station

### Public Transport

- New Rail Station Over-bridge
- Provision of real-time bus information
- Improved bus station (current site)
- New bus station
- Mini – Interchange for taxi / buses on western frontage of rail station

### Traffic Management

- Review of Strategic Signing for Bletchley
- Reducing Speed Limit on Saxon Street
- Improved car parking static signage
- Accident reduction / traffic calming on Aylesbury Street
- Review car parking zoning

### Improving Key Junctions and New Roads

- Improved junction of Saxon Street with Watling Street (the B&Q junction)
- Improved junction of Buckingham Road with Sherwood Drive
- Improved junction of Princes Way with Albert Street
- Improved junction of Water Eaton Road with Manor Road
- Improvements to the junction of Standing Way with Watling Street / the Bletchley Southern Bypass both received the same number of responses.

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## Other Interventions

The 5 most popular responses in this category (i.e. interventions which were not included in previous categories), were:

- Downgrading Saxon Street (south of Princes Way) to a single carriageway
- Improved junction of Saxon Street with Watling Street (the B&Q junction)
- Improved junction of Buckingham Road with Sherwood Drive
- Electric car charging points
- Area Travel Plan for employment zones / IKEA / stadium:MK / development of parking standards received the same number of responses

## Overall preferred interventions

This question asked respondents to state their overall top five transport interventions in all categories. These were:

- Improved junction of Saxon Street with Watling Street (B&Q Junction)
- New Bus Station Site (new site)
- New Rail Station over-bridge
- Improved junction of Buckingham Road with Sherwood Drive
- Bletchley to stadium:MK / IKEA pedestrian / cycle route

## General level of support for the Transport Strategy

In response to the question “What do you think of the overall Transport Strategy for Bletchley?” the following responses were received:

**Table 3 – “What do you think of the overall Transport Strategy for Bletchley?”**

Strongly support	14%
Support	68%
Neither support nor oppose	7%
Oppose	4%
Strongly oppose	4%
Don't know / Didn't Complete	3%

## Bletchley Transport Strategy

### Specific Issues identified / raised

Additional comments were raised as follows:

- Strong support for the new Strategy
- Introducing too many signalised junctions will increase bus journey times and make them unpredictable. Signals better in the rush hour not at other times;
- Obviously the whole list of proposals cannot be implemented immediately. Priority should be given to interventions which have been approved by MKC, but not carried out e.g. the junction of Saxon Street and Watling Street (B&Q junction);
- Fully support the ethos and purpose of the Transport Strategy. Need to include plans for increased parking in the town centre;
- Overall strategy okay, but the intervention list lacks imagination, innovation or vision;
- A useful step in the right direction;
- The Strategy should prioritise low cost improvements which improve the viability of the town centre;
- Surprised that the single track run from the by-pass into Lakes Estate has not been considered; and
- No parking charges should be introduced, (unless also introduced in other MK Towns)

### Changes to the Strategy in response to the Consultation

Following consultation, a number of new interventions were added and some removed from future consideration.

#### New Interventions

- Intervention 51 – Improve the junction of Trafalgar Avenue with Standing Way
- Intervention 52 – Improve the junction of the A5 / A4146 Watling Street and Brickhill Road
- Intervention 53 – Community adopts Fenny Stratford Station
- Intervention 54 – Refurbish Fenny Stratford Station House
- Intervention 55 – Extend the Redway Network to Bletchley
- Intervention 56 – Review speed limits across Bletchley
- Intervention 57 – Introduce School Travel Plans
- Intervention 58 – Pedestrian crossings on Queensway / Findlay Way

Descriptions of interventions removed from the Strategy can be found in **Section 5**.

The final list of transport interventions is provided in **Appendix B**.

## 4. Prioritisation Methodology

### Introduction

This section identifies the proposed methodology for prioritising the interventions identified in **Appendix B**.

### Process

The process of prioritisation adopted in this report involves an individual’s assessment of the importance of an intervention against the strategic transport objectives using a technique that ranks each intervention in order of its importance to that individual.

### Policy Compliance

In addition, interventions need to be ranked in accordance with how they influence national policy objectives (such as the economy, the built and natural environment and health) and are acceptable at the local level. In this report the foregoing is termed Policy Compliance.

The Milton Keynes Transport Vision and Strategy (Local Transport Plan 3) will provide the main mechanism through which transport interventions within Bletchley can be planned, funded and delivered. It is therefore essential that the Bletchley specific strategic transport objectives accord with those contained within the MK Transport Vision and Strategy. The relationship between the Bletchley specific objectives and those of the MK-wide Transport Vision and Strategy is summarised in **Table 4**.

The five strategic transport objectives specific to Bletchley were each divided into three sub-objectives which related specifically to issues raised through the preparation of the Stage 1 report. For example the three sub-objectives listed under the Strategic Transport Objective of “Effectively managing the transport impacts of growth” were:

- Providing better sustainable links to and from development sites
- Managing or reducing congestion on important routes
- Reducing unnecessary through traffic on Saxon Street and Buckingham Road

Each potential transport intervention is then scored against the fifteen sub-objectives, using a 7 point scale ranging between -3 and +3 identified in **Table 5**.

**Table 5 – Scoring Criteria**

-3	-2	-1	0	+1	+2	+3
Significantly Obstructs	Moderately Obstructs	Slightly Obstructs	Neutral effect	Slightly Supports	Moderately Supports	Significantly Supports

**Table 4 – Relationship between Bletchley Transport Strategy and MK Transport Vision and Strategy Objectives**

		MK Transport Vision and Strategy Objectives						
		Provide real and attractive transport choices to encourage more sustainable travel behavior as Milton Keynes Grows	Support the economic growth of the borough through the fast, efficient and reliable movement of people and goods	Reduce transport based CO <sub>2</sub> emissions to help tackle climate change	Provide access for all to key services and amenities in Milton Keynes including employment, education, health, retail and leisure	Improve safety, security and health	Contribute to quality of life for all Milton Keynes residents, strengthening linkages between communities	Establish a development framework that embraces technological change, in which Milton Keynes can continue to pioneer and develop
Bletchley Transport Strategy Objective	Enabling economic development and regeneration		✓		✓			✓
	Giving Bletchley safe and legible streets					✓	✓	
	Improving accessibility by improving the sustainable connections	✓			✓		✓	
	Managing the environmental impacts of transport choices	✓		✓		✓		
	Effectively managing the transport impacts of growth		✓	✓				✓

The deliverability of an intervention is an essential consideration in the preparation of a robust strategy. Deliverability relies upon a number of factors:

- **Timescales** – Whether an intervention could realistically be planned, designed and delivered within a short, medium or long timescale. An intervention which cannot be delivered for a considerable period of time is likely to carry a high level of risk against it being delivered.
- **Funding** – Whether potential funding sources for the intervention have been identified and the extent to which the identified funding would cover the costs. The lower the certainty over the potential funding options available the greater the level of risk to delivering the intervention. Scoring for funding deliverability was aided by information received from Milton Keynes Council on potential funding, including confirmation of whether interventions are currently on the capital funding programme and / or whether the intervention is likely to meet the criteria for Section 106 funding.
- **Land requirements** – Whether the land required to deliver an intervention is available and / or under the control of the local authorities (or intervention promoters). If the land required for an intervention is not available or protected, then this adds risk to the deliverability of any proposal.
- **Public Acceptability** – Whether an intervention is likely to be acceptable to the travelling public. Any intervention which would create significant concern or objection would carry added risk in terms of delivery.
- **Policy Acceptability** – Whether an intervention supports current or emerging policy, and whether it could therefore be expected to receive political support at a local level.
- **Other** – Any other issues specific to the intervention, including the need for traffic orders or other legal issues.

The deliverability scoring criteria are summarised in **Table 4**.

## Table 4 – Deliverability Scoring Criteria

Score	-3	-2	-1	0	+1	+2	+3
Timescales	post 2031	post 2026	post 2021	Within 10 years	Within 8 years	Within 4 years	Within 2 years
Funding	No funding identified, cost of intervention £5m +	No funding identified, cost of intervention £1m - £5m	No funding identified, cost of intervention £0.2m - £1m	No funding identified, cost of intervention less than £0.2m	Potential funding stream identified, intervention not in programme	Potential funding stream identified / Intervention in programme	Funding confirmed, intervention in programme
Land Requirements	Large risk of third party land requirements / no CPOs served / no improvement line	Moderate risk of third party land requirement	Limited risk of third party land requirements	No known third party land requirements / no identified spare public highway land	No known third party land requirements / limited spare public highway land	No known third party land requirements / moderate spare public highway land	No known third party land requirements / significant spare public highway land
Public Acceptability	Strong public objection	Moderate public objection	Limited public objection	Public opinion neutral or unknown	Limited public support	Moderate public support	Significant public support
Policy Acceptability	Intervention is significantly contrary to policy	Intervention is moderately contrary to policy	Intervention is slightly contrary to policy	Intervention is policy neutral	Intervention slightly supports policy	Intervention moderately supports policy	Intervention significantly supports policy
Special Requirements (i.e. CPOs, Traffic Orders etc)	High potential	Moderate potential	Limited potential	No known special requirements – public opinion neutral	No known special requirements – limited public support	No known special requirements – moderate public support	No known special requirements – significant public support

## Value for Money

At the Strategy Stage, sufficient information is not available to enable a detailed assessment of value for money.

## Bletchley Councils' Prioritisation

The proposed prioritisation methodology, outlined in the preceding sections, was utilised in the consultation exercise detailed in **Section 3**. In addition, a half day session was held on the 28<sup>th</sup> January 2011, with a group representing West Bletchley Parish Council and Bletchley and Fenny Stratford Town Council, in order to give the two Councils the opportunity to understand the prioritisation methodology and to score a number of sample interventions.

The group was asked to determine whether:

- The scoring criteria were effective in scoring individual transport interventions; and
- The scoring provided sufficient differentiation between interventions, i.e. that the results of the scoring did not result in the “bunching” of scores, thereby preventing the ranking of results.

The group agreed that the methodology proposed was robust, and made the following suggestions:

- That deliverability be treated separately to policy compliance, and given a weighting, to ensure that interventions which were the subject of considerable public and political objection were not promoted
- That the two Councils produce their own scores of the interventions.

## Summary

Following consultation, the prioritisation methodology proposed was tested and refined. The revised methodology was subsequently used to prioritise the list of interventions as described in the next section.

## 5. Prioritisation Results – Individual Interventions

### Introduction

This Section summarises the results of assessing interventions individually. Commentary on how the interventions perform against the supporting strategic transport objectives is provided. However there is also the potential to consider interventions as part of an area package and this is covered in **Section 6**.

### Performance against policy compliance

Policy compliance as noted in **Section 4** is essentially compliance with national objectives, (such as the economy, the built and natural environment and health), MKC policies and local polices at parish and town council level.

When considering an intervention's ability to deliver or support the strategic transport objectives, the following interventions scored most highly, and were therefore considered to be most capable of supporting the identified objectives.

A full list of the ranked interventions is provided in **Appendix D**, with details of the highest ranked interventions provided below.

The highest ranked intervention was the provision of improvement works to the Saxon Street / Watling Street B&Q junction. This intervention scored well against most of the objectives and particularly against those relating to the built and natural environment and the management of congestion on key routes.

The second highest rated intervention was the potential downgrading of Saxon Street, for the section south of Princes Way, to a single carriageway. This intervention was considered to be particularly effective at supporting economic development and regeneration objectives and in improving the quality and safety of Bletchley's Streets. This intervention was also considered to offer significant benefits with respect to improving the potential connectivity between the bus and rail stations.

The third ranked intervention was the provision of improvement works to the junction of Buckingham Road with Sherwood Drive. This intervention also performed well against objectives related to the management of congestion and against the accident reduction sub-objective. In addition West Bletchley Parish Council commented that this intervention would have added value if considered as part of a package of measures centred around Bletchley Rail Station on Sherwood Drive. (This is considered further in **Section 6**).

The fourth highest ranked intervention was the extension of the Redway network into Bletchley, which scored well against a wide range of objectives, particularly with regards to traffic reduction, accessibility and improving Bletchley's streets. However this intervention, whilst highly desirable in policy terms, when considered as a whole, was expected to have a number of significant deliverability issues. These were particularly related to the more constrained nature of Bletchley's streets and the likely limited availability of sufficient space to introduce Redways within much of the town. (This is considered further in the Deliverability section of this report).

## Bletchley Transport Strategy

The next two highest scoring interventions related to more specific walking / cycling improvement works, with the interventions being the provision of a Water Eaton to Central Bletchley walking and cycling route and the provision of a Bletchley to stadium:MK / IKEA walking and cycling route.

Other higher scoring interventions included the following:

- Improvements to the junction of Standing Way with Watling Street;
- Improved pedestrian / cycle access to Fenny Stratford Station;
- West Bletchley to Tattenhoe / Emerson Valley pedestrian / cycle route;
- Review of Strategic Signing for Bletchley;
- Improvements to the Saxon Street / Buckingham Road Junction;
- New Bus Station site;
- New Rail Station overbridge;
- Extension of pedestrian / cycle route on Princes Way to Saxon Street;
- Parking at Fenny Stratford Station;
- Improvements to the junction of the A5 / A4146 Watling Street and Brickhill Road.

The most poorly scored interventions, when considered against their ability to support the specific transport objectives for Bletchley, were:

- Introduction of car parking charges;
- Queue relocation at Saxon Street / Princes Way;
- Improvements to the junction of Trafalgar Avenue with Standing Way;
- Improved junction of Buckingham Road with Church Green Road;
- Introduction of parking restrictions on Sherwood Drive;
- Extension of the 24 / 25 bus service;
- Electric car charging points;
- Improved junction of Buckingham Road with Shenley Road.

### Performance against deliverability

Whilst the preceding section identifies how well interventions perform against the strategic transport objectives, this was without reference to how deliverable or realistically achievable these interventions were considered to be. For example the suggested extension of the Redways into Bletchley scored very highly in terms of delivering policy objectives, but was not considered to be achievable in terms of land availability in many areas.

The deliverability score of an intervention determines whether an intervention should be included within the Strategy, and at what stage in the Strategy it may be expected to come forward. For example an intervention which is considered to be highly beneficial to achieving the objectives of the Strategy, but which has significant timescale or cost implications is likely to be held until later stages in order to allow necessary design and consultation work to take place, and to enable funding to be identified and secured. Similarly an intervention which is highly beneficial in policy terms, but which faces insurmountable issues in terms of delivery, would not be appropriate to include within the Strategy. Alternatively a number of interventions may offer lower benefits but have the potential to be delivered relatively easily and cheaply, and therefore could be moved up the delivery programme.

## Bletchley Transport Strategy

Following consultation with Milton Keynes Council officers to understand likely funding options, each intervention in the list was then assessed in terms of deliverability and the results are given in **Appendix E**.

Interventions with the highest level of deliverability are summarised below.

Extension of pedestrian route on Princes Way to the junction with Saxon Street; this intervention scored most highly due to a combination of identified funding, the potential for quick delivery and the availability of highway land to construct the works. This was also the second most referenced desirable pedestrian / cycle intervention in the public consultation survey responses.

The second highest scoring intervention was the review of Strategic Signing, which scored well due to its ability to be implemented quickly, the relatively low cost and the lack of third party land requirements. This intervention also scored well in terms of public acceptability, being the highest placed traffic management intervention in the public consultation survey. The third highest scoring intervention in terms of delivery was the provision of improved Car Parking Signage. Again this intervention is particularly deliverable in terms of potential costs and timescales and was also the third most popular traffic management intervention in the public consultation survey.

The fourth most deliverable intervention was the provision of improvement works to the junction of Saxon Street with Watling Street (B&Q junction). Whilst a relatively complex intervention, this scored well with regards to deliverability due to the advanced stage of intervention design and consultation that had taken place, the identification of funding and the strong levels of public support for the intervention; (with this intervention being both the most popular junction improvement and the most popular overall in public consultation survey responses).

The fifth highest scoring intervention, in terms of deliverability, was improvement works to the junction of Buckingham Road with Sherwood Drive. This was based upon the identification of potential funding for works in the vicinity of this junction, a high level of public support and a high level of policy support. However it should be noted that this relies upon a form of junction improvement that could be delivered within the constraints of the existing highway.

Other interventions that scored highly in terms of potential deliverability included the following:

- Bletchley to stadium:MK / IKEA pedestrian / cycle route;
- New pedestrian crossing at Sherwood Drive;
- Cycle parking at local / district centres;
- Improved Bus Station (current site);
- Improved pedestrian / cycle access to Fenny Stratford Station;
- Improvements to the Saxon Street / Buckingham Road junction;
- Improved pedestrian crossings on Saxon Street;
- Review of Car Parking Zoning;
- School Travel Plans;
- West Bletchley to Tattenhoe / Emerson Valley pedestrian / cycle route.

# Bletchley Transport Strategy

## Casualty reduction interventions

When considering the whole list of interventions identified, it was notable that a number of accident reduction interventions scored relatively poorly where they did not address other objectives of the strategy. In these cases it is suggested that they are taken forward within Milton Keynes Council's casualty reduction programme for investigation and works, if required to ensure safety.

### Transport Interventions removed from the Strategy

A number of interventions which scored poorly in terms of deliverability were considered unsuitable for inclusion in the Bletchley Transport Strategy and were either suggested for further study or removed from the Strategy entirely.

The interventions removed from the Strategy due to deliverability issues are summarised below:

- **Intervention 5:** Queue relocation at junction of Saxon Street and Princes Way. The intervention was removed due to public objection received during consultation.
- **Intervention 17:** Improved car parking signage (variable message). This intervention was removed due to strongly expressed public objection received during the consultation exercise.
- **Intervention 18:** Car parking charges. This intervention was removed due to strong public objection and concerns raised by the two Councils.
- **Interventions 2 and 8:** Reduced speed limits on Saxon Street (North and South). Whilst these interventions scored relatively well in terms of policy compliance and deliverability overall, they were not fully supported in public consultation responses when considered in isolation. Therefore it was considered appropriate to remove these interventions from individual consideration and assess their potential inclusion in a wider transport package.
- **Intervention 55:** Extension of the Redway system into Bletchley. This scored well in terms of policy support. However it was considered that issues associated with the availability of sufficient land to deliver cycle routes to Redway standards would make this intervention unachievable, with the strategy instead focusing on specific pedestrian / cycle routes which were considered to be deliverable.
- **Intervention 25:** Bus priority on Buckingham Road between Shenley Road and Sherwood Drive. This intervention was considered to face significant deliverability issues in terms of the availability of road space to achieve a full bus lane or significant junction priority works. As such this intervention was excluded from the strategy on deliverability grounds.
- **Interventions 26 and 27:** The removal of the bus priority proposals to the eastern end of Buckingham Road also includes the removal of proposals to amend the junction of Buckingham Road with Shenley Road and Church Road. These junction improvements were considered likely to be necessary in the event of the introduction of bus priority on Buckingham Road and/or to cater for increased traffic using Buckingham Road, related to the Salden Chase development. In light of the withdrawal of the Salden Chase application, these interventions have been removed, although they could be re-introduced in response to any future development proposals.

## Summary

The intervention prioritisation exercise identified those interventions which have the greatest potential to support the objectives of the Bletchley Transport Strategy and those which are considered to be the most deliverable in terms of public support, potential funding and other issues. The exercise also identified interventions which should be removed from the strategy. **Section 6** now considers the potential merits of interventions when considered as “packages”.

## 6. Intervention Packages

### Introduction

There is often potential for interventions to add value to each other when considered as a package. The “package” approach to delivery is supported by a number of responses received whereby individual interventions were supported if considered as part of a wider package of works. Specific examples related to interventions in the Saxon Street South area, interventions in the vicinity of Sherwood Drive and those around the Fenny Stratford Rail Station.

For example intervention number 22 “Introduce parking restrictions on Sherwood Drive” is an intervention which would be economic and quick to deliver but which on its own does not significantly support the objectives. However, when considered in association with other interventions in the vicinity, including the potential for a mini-interchange point and new pedestrian facilities, this intervention would have increased benefits in terms of encouraging sustainable transport and improving safety.

### Proposed Transport Package Areas

Stage 1 report divided the Bletchley area into eight areas. Five of these areas are identified as areas for delivery of interventions in packages:

- The area surrounding the Saxon Street / Watling Street junction (B&Q junction);
- The southern end of Saxon Street (between Princes Way and Buckingham Road);
- The town centre route from Saxon Street into Princes Way providing access to the main town centre car parks;
- The area surrounding the junction of Sherwood Drive with Buckingham Road; and
- The area surrounding Fenny Stratford Rail Station.

Whilst there have been a number of interventions proposed within each intervention package area, it is acknowledged that not all the interventions could be delivered in the same timescales. **Tables 7 to 11** show interventions considered suitable for delivery earlier in the strategy are in regular text, whilst those which are considered likely to require further assessment and delivery during later stages of the strategy are in *italics*.

**Table 5 – Transport Strategy Area 1**

Saxon Street Northern Section	
Intervention Number	Intervention Details
1	Bletchley to stadium:MK / IKEA pedestrian / cycle route
4	Improved junction of Saxon Street with Watling Street (B&Q junction)

**Table 6 – Transport Strategy Area 2**

<b>Saxon Street South</b>	
Intervention Number	Intervention Details
3	<i>Improvements to Saxon Street / Princes Way junction</i>
6	Improved pedestrian crossings on Saxon Street
7	<i>Bus Priority on Saxon Street</i>
9	Improvements to Saxon Street / Buckingham Road Junction
10	<i>Downgrading Saxon Street (south of Princes Way) to a single carriageway</i>
11	Improved Bus Station (current site)
12	<i>New Bus Station Site</i>
13	<i>New Rail Station overbridge</i>

**Table 7 – Transport Strategy Area 3**

<b>Town Centre</b>	
Intervention Number	Intervention Details
14	Extension of pedestrian route on Princes Way to junction with Saxon Street
15	Improved car parking signage (Static)
16	<i>Improved junction of Princes Way with Albert Street</i>
19	Review of Car Parking Zoning

**Table 8 – Transport Strategy Area 4**

<b>Sherwood Drive</b>	
Intervention Number	Intervention Details
20	New Pedestrian crossing on Sherwood Drive
21	Mini interchange for taxi / bus on western frontage of rail station
22	Introduce parking restrictions on Sherwood Drive
23	Improvements to Buckingham Road / Sherwood Drive junction

**Table 9 – Transport Strategy Area 5**

<b>Fenny Stratford</b>	
Intervention Number	Intervention Details
31	Pedestrian crossing facilities on Aylesbury Street / Watling Street
32	Accident Reduction / Traffic Calming on Aylesbury Street
33	Improved pedestrian / cycle access to Fenny Stratford Rail Station
34	<i>Parking at Fenny Stratford Rail Station (Cycle and Car)</i>

# Bletchley Transport Strategy

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## Summary

This package approach to delivery provides a combination of interventions which score very well in terms of supporting policy objectives with those which are considered to be most deliverable, but which may not as individual interventions be highly supportive of the strategic transport objectives.

### 7. Funding Options and Opportunities

One of the main deliverability issues identified was that of potential funding options. The main funding mechanism over the course of the Bletchley Transport Strategy is expected to be the Local Transport Plan 3, which is planned to run until 2031. However anticipated changes in transport funding may offer some alternative funding options that could apply to some of the interventions considered or offer a means of supplementary funding. This section identifies the main funding options to be considered.

#### MK Transport Vision and Strategy (LTP3)

**Major Schemes** - None of the interventions proposed within the Bletchley Transport Strategy qualify individually as major schemes, (with the exception of the Southern Bypass Distributor Road – interventions 42 / 46). However there is the potential for a combined package of interventions, particularly those in the Saxon Street South Area to form a potential future major scheme bid.

**Integrated Transport** - The main source of funding for minor interventions is likely to come from the Integrated Transport Funding Block. Whilst the level of funding available for individual interventions will be dependant upon the final split of funding priorities identified within the MK Transport Vision and Strategy (LTP3), individual Bletchley interventions can be considered for funding within the appropriate transport mode, i.e. walking / cycling, public transport etc.

#### Sustainable Transport Fund

In January 2011 Central Government released guidance notes on the proposed Sustainable Transport fund. This represented a move away from specific grants to the funding of targeted transport packages that address specific local transport issues.

The twin focus on economic development / regeneration and sustainable transport / CO<sub>2</sub> reduction is reflected in the main objectives of the Bletchley Transport Strategy. The recently published guidance on Sustainable Transport fund bids also expresses support for those interventions or packages of interventions which have been the subject of community consultation and which have an identified level of community support, resolving largely local, rather than inter-urban issues.

#### Other funding opportunities

**Local Enterprise Partnerships** - The forming of LEPs (Local Enterprise Partnerships) may represent a potential funding option for local transport interventions. Whilst the eventual powers and activities of the LEPs are not yet know, it is expected that there may be a focus on economic and business development. As such the economic development and regeneration focus for Bletchley via the LEPs is likely to focus n E-W Rail.

**Section 106 funding** - There is the potential for either partial or full funding of transport interventions via Section 106 contributions resulting from development across Bletchley and the Milton Keynes area.

## Bletchley Transport Strategy

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There are also a number of Section 106 agreements in place that have available funding applicable to a number of the proposed interventions, (the availability of Section 106 funding was included in the deliverability assessment of each transport interventions).

### Other funding sources

In addition to the above, there are a number of emerging funding options which could be considered, including:

- Community Infrastructure Levy
- Other Government grants
- Tax Increment Financing<sup>4</sup>

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<sup>4</sup> Tax Increment Financing is a relatively recent Government initiative that lets Local Authorities borrow against expected increases in business rates etc, based upon uplift caused by investment in infrastructure. This is still at an early stage, but would be most relevant to interventions associated with regeneration and economic growth. See the following link:

[http://www.hm-treasury.gov.uk/press\\_47\\_10.htm](http://www.hm-treasury.gov.uk/press_47_10.htm)

### 8. Potential Delivery Programme

The following section outlines the proposed potential delivery programme for the priority interventions within the Bletchley Transport Strategy. The final list of interventions is in **Appendix B**.

Interventions have been allocated according to indicative delivery timescales, with the main delivery periods being defined as:

- Short Term – Interventions which can be delivered between 2011/12 to 2014/15
- Medium Term – Interventions which can be delivered between 2015/16 and 2020/21
- Long Term – Interventions which can be delivered between 2021/2022 and 2030/2031

Details are provided for each intervention, identifying whether or not the intervention forms part of a package, the suggested timescale for delivery, broad expected cost (bracket), relationship with LTP3 strategy strands and potential funding sources.

It should be noted that the following does not guarantee the delivery of interventions, as partial or full funding will need to be identified in the majority of cases.

#### Short Term (2011/12 – 2014/15)

The following interventions are considered appropriate for delivery in the short term between 2011/12 and 2014/15. The majority of the interventions selected for short term delivery have been identified based upon a combination of high public support through the consultation process, the ability to strongly support the objectives of the Bletchley Transport Strategy through the intervention prioritisation process, and a high deliverability score, including identification of appropriate funding sources. Brief details of each of the interventions proposed are provided in the following section.

**Intervention 1: Bletchley to stadium:MK / IKEA walking / cycling route** - The provision of pedestrian / cycle improvements from Bletchley Town Centre to stadium:MK / IKEA, including new links from the northern end of Saxon Street. This intervention is proposed for early delivery to coordinate with junction improvements, (potentially including an improved pedestrian provision) at the Saxon Street / Watling Street junction.

**Intervention 4: Improvements to junction of Saxon Street / Watling Street** - This intervention is proposed for early delivery through the strategy as both the intervention receiving the highest level of public support through the consultation process and one which is identified as achieving a wide range of transport strategy objectives, including reducing congestion, improving the northern entrance to Bletchley and improving safety. There is also the potential for future public transport priority to be built into the intervention.

**Intervention 11: Improvements to current Bus Station site** - This intervention is proposed for consideration during the short to medium term, with the short term requirements being a comparative study identifying the merits of a full regeneration of the current bus station site or the provision of a new bus station on a new site. Should the refurbishment of the existing site be the preferred option, the physical improvement works would then be proposed to be carried out in the medium term (i.e. 2015 onwards).

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**Intervention 14: Extension of the pedestrian / cycle route on Princes Way** – This intervention is proposed for delivery in the short term, providing the link between the existing walking / cycling provision on the northern end of Saxon Street and the new facilities connecting with the leisure centre.

**Intervention 15: Improved Car Parking signage** - This intervention is proposed for early delivery as an interim measure to maximise the efficient use of car parking (and the associated effects on the circulation of traffic) around the central areas of Bletchley.

**Intervention 19: Review of Car Parking Zones** - This intervention is proposed to be delivered in the short term in combination with the introduction of new / revised car parking signage. A review of car parking zoning within Bletchley is proposed to identify where priority car parking spaces can be identified for short stay retail parking, (encouraging a fast turnover of spaces where appropriate), whilst more efficient use of the parking spaces further from the town centre could be considered, primarily to promote longer stay parking.

**Intervention 20: New pedestrian crossing on Sherwood Drive** - A new pedestrian crossing on Sherwood Drive is proposed in the short term as part of a combined package of works close to the junction of Sherwood Drive with Buckingham Road, aimed at improving access to the Rail Station and the College. This intervention is considered to have a wide range of benefits (particularly when considered as part of a package of works), including improved safety and accessibility. This intervention is also considered to be highly deliverable in the short term (subject to traffic orders) with identified funding.

**Intervention 21: Mini Interchange on western frontage of Rail Station** - The provision of a mini interchange to the western frontage of the rail station, accommodating smaller public transport vehicles, such as minibuses, and providing for taxis, is proposed as a short term intervention in advance of any larger projects to improve connections to / from the rail station. This would need to be in collaboration with landowners. This could also form part of the Sherwood Drive / Buckingham Road package of works.

**Intervention 22: Introduction of car parking restrictions on Sherwood Drive** - The provision of car parking restrictions on Sherwood Drive is proposed as a measure to support the wider package of works, improving visibility for pedestrians, cyclists and drivers, improving safety and allowing a freer movement of traffic.

**Intervention 23: Improvements to junction of Buckingham Road / Sherwood Drive** - The improvement of the junction of Buckingham Road with Sherwood Drive was one of the highest ranked interventions in both consultation responses and through the intervention prioritisation process and forms the central element of the Sherwood Drive / Buckingham Road package of works. This junction is considered to be one of the main constraints on movements between West Bletchley and Bletchley Town Centre with improvement works providing benefits in terms of capacity, accessibility (if associated with pedestrian facilities) and safety.

**Intervention 28: West Bletchley to Tattenhoe / Emerson Valley walking and cycling route** - The provision of a walking / cycling route connecting West Bletchley with Tattenhoe / Emerson Valley was considered to be one of the more immediately deliverable pedestrian / cycle interventions, with the potential to link to existing routes and provide access to a range of valuable local facilities for residents within West Bletchley. This intervention has therefore been proposed for early delivery.

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**Intervention 31: Pedestrian crossing facilities on Aylesbury Street / Watling Street-** Intervention 31 and 33 (improved pedestrian / cycle access to Fenny Stratford Station) are proposed for delivery as a joint intervention, with both receiving support through the consultation exercise and forming the first phase of any improvement works related to the Fenny Stratford Station area.

**Intervention 33: Improved pedestrian / cycle access to Fenny Stratford Station -** Proposed for delivery with Intervention 31 (Pedestrian crossing facilities on Aylesbury Street / Watling Street), providing footway / cycle links serving the rail station.

**Intervention 38: Cycle parking at District / Local centres -** The provision of new / improved cycle parking at District / Local centres is proposed for early delivery within the Strategy to coordinate with walking / cycling improvement works and the revision of general parking arrangements in and around Bletchley.

**Intervention 40: Review of signage –** There are a number of inconsistencies with current strategic signage for Bletchley, with gaps in signage for pedestrians and cyclists also identified. A coordinated review of signage for all modes of travel is therefore proposed as one of the short term projects arising from the Strategy. More efficient signage at a strategic level could also be coordinated with Intervention 15 (Improved Car Parking Signage) to encourage more efficient movement of vehicles around Bletchley.

### Medium Term (2015/16– 2020/21)

The following interventions are considered appropriate for delivery in the medium term, consisting of the majority of the larger or more complex interventions contained within the Strategy, allowing sufficient time for intervention design, land assembly and funding to be identified where necessary. Brief details of each of the interventions proposed are provided in the following sub-sections.

**Intervention 3: Improvements to Saxon Street / Princes Way -** Improvements to the junction of Saxon Street / Princes Way are proposed to help manage more effectively the flow of traffic into the southern end of Saxon Street; this could be coordinated with a number of other interventions, including the potential reduction of the southern portion of Saxon Street to single carriageway (referred to as downgrading), as part of a phased package of works. This intervention is proposed for delivery in the medium term, i.e. post 2015/16 to coordinate with the potential redevelopment of the Co-op site on the eastern side of Saxon Street and the related potential changes in traffic demands and movement that may result.

**Intervention 6: Improved pedestrian crossing facilities on Saxon Street -** The second intervention proposed as part of the Saxon Street South package of works would be the provision of improved pedestrian crossing facilities on Saxon Street. The location and form of the crossing facilities may be dependant upon the timing of other works in the area, for example delivered to coordinate with the location of the potential pedestrian rail over-bridge (Intervention 13).

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**Intervention 7: Bus Priority on Saxon Street** - The third intervention that could form part of the Saxon Street South package of works is the provision of bus priority on Saxon Street. The delivery of bus priority would be associated with a reduction in road space for private cars and would require this intervention to be delivered in coordination with the downgrading of Saxon Street and potentially junction works to the north and south at the junctions with Princes Way and Buckingham Road.

**Intervention 9: Improvements to the Saxon Street / Buckingham Road Junction** - The fourth potential intervention for inclusion within the Saxon Street package of works would be improvements to the southern junction between Saxon Street and Buckingham Road. Again this intervention may be most appropriately delivered if coordinated with other interventions in the area, potentially including the interactions between this junction and the Saxon Street / Princes Way junction and the junction of Buckingham Road with Sherwood Drive.

**Intervention 10: Downgrading of Saxon Street (south of Princes Way) to a single carriageway** - The main element of the Saxon Street South package of works is the potential downgrading of the section of Saxon Street between the junction with Princes Street and the junction with Buckingham Road to single carriageway (for private cars), depending upon the other interventions coming forward (including the potential relocation of the bus station), the surplus road space could then be assigned to other modes of transport (such as Intervention 7: Bus priority on Saxon Street, or increased areas for walking / cycling and public realm. This would need to comply with MKC's MK-wide policies on bus priority schemes.

**Intervention 13: Feasibility study into new pedestrian rail over-bridge** - The provision of a new pedestrian over-bridge connecting the western and eastern sides of the rail line would provide a positive interim solution to improving connectivity between the rail station, the bus station and the rest of the town. This is an intervention which was strongly supported through the consultation process, but which faces a number of challenges with regards to potential land and legal requirements; as such this intervention is initially proposed as a feasibility study, with any physical works proposed to be delivered in the medium term. Some of these issues may be resolved by the E-W Rail proposals.

**Intervention 16: Improvements to the Princes Way / Albert Street junction** - Improvements to the Princes Way / Albert Street junction are proposed to be delivered in coordination with any works at the junction of Saxon Street with Princes Street (Intervention 3), due to the level of potential interaction between the junctions. As with Intervention 3, this is proposed for delivery in the medium term to coordinate with the potential redevelopment of the Co-op site on the eastern side of Saxon Street, south of Princes Way.

**Interventions 35/36: Water Eaton to Central Bletchley / Canalside walking / cycling route** - The provision of two potential walking / cycling routes connecting Water Eaton with Central Bletchley were considered with a route through the centre of Water Eaton, potentially including some on carriageway sections (Intervention 35) and a further route running to the eastern side of Water Eaton adjacent to the Canal. This intervention is proposed for delivery post 2014/15 to allow the feasibility of both route options to be considered and a judgement made as to the most feasible route option/s to progress.

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**Intervention 37: Improvements to the Water Eaton Road / Manor Road junction** - The junction of Water Eaton Road with Manor Road was identified as an area with potential safety issues, with the potential for future congestion. It is proposed that junction improvements are considered at this location in the medium term, to allow suitable assessment and design work to take place and to monitor accident statistics and traffic activity further.

**Intervention 39: Upgrade bus stop facilities** - Intervention 39 is a general intervention in line with the MK Transport Vision and Strategy priority “Accessibility Improvements will be made to buses and bus stops”. It is possible that this intervention may be implemented in the shorter term, however it has been kept in the medium term strategy because of the potential timescales needed to roll out bus stop improvements throughout Bletchley.

**Intervention 48: Community Transport / Hopper bus service** – There are a number of local concerns with regards to specific gaps in public transport service, in particular concerns over the ability to make trips within Bletchley. Whilst early discussions with bus operators suggest that the provision of new scheduled services may not be commercially viable, the provision of a local community based service may offer a suitable alternative, particularly when providing access for the most socially excluded groups. Intervention 48 therefore proposes further investigation into the provision of further community based services within Bletchley.

**Intervention 52: Improvements to the A5 / A4146 junction (Little Chef Roundabout)** - The junction of the A5 / A4146 (Watling Street and Brickhill Road) was identified as being a key strategic junction for improvement. Whilst this intervention received strong public support and is considered to be deliverable in terms of potential funding opportunities, it has been proposed as a medium term intervention due to the potential scale and complexity of the works to allow for suitable design to take place.

**Intervention 56: Review of speed limits across Bletchley** - The review of speed limits across Bletchley will assist in the promotion of safer travel and may also support the delivery of other interventions across the town. However it is proposed that this is carried out during the medium term in light of the relatively recent traffic review work that took place across West Bletchley and in order that the impacts of projects related to this review be assessed before further changes are proposed.

**Intervention 58: Pedestrian crossing facilities on Queensway / Findlay Way** - The provision of pedestrian crossing facilities to the eastern end of Queensway was proposed through the consultation process as a potential additional intervention. It is suggested that the accident records for this area are reviewed in the short term to identify whether there is a current pedestrian accident issue at this location, with any potential physical works delivered in the medium term.

The remaining interventions are considered to be appropriate for delivery either in the longer term, or potentially through alternative delivery mechanisms. These remaining interventions are provided below, grouped by category.

### Long Term (2021/22 - 2030/31)

The following interventions are considered appropriate for delivery in the longer term. These are junction improvement works identified as potential future interventions, in response to increases in longer term traffic growth.

## Bletchley Transport Strategy

**Intervention 41 and 45 Improvements to the Standing Way / Watling Street junction and Standing Way / Shenley Road junction** – These junctions were identified as important routes for journeys to work and also to provide access to the District Centre at Westcroft for residents of West Bletchley. In addition, the forecast transport modelling information included within the Stage 1 identified the potential for future congestion and delay at these junctions due to increases in overall levels of traffic.

The provision of junction improvements at these locations is likely to be both complex and costly to deliver, due to the status of Standing Way and the levels of predicted future traffic demand. As such the provision of improvement works at these locations is currently proposed to be delivered in the longer term, both in light of the predicted requirement for capacity improvements arising as a result of future forecast traffic levels, rather than current congestion, and also to allow suitable funding to be identified and for appropriate design works to be carried out.

### Business Cases / Further Study

Several of the most significant interventions considered within the Strategy are proposed for further study. It is suggested that the business case for each of these is considered, after which they can be included within, or excluded from, future delivery stages of the Strategy.

**Intervention 12: New Bus Station Site** – In addition to the proposals to upgrade the current bus station site (Intervention 11), an alternative option was consulted upon which relocates the bus station elsewhere within Bletchley. (Previous relocation plans have placed the new bus station close to the junction of Saxon Street with Buckingham Road). Due to the large amount of investment required to relocate the bus station, and to ensure that the most appropriate alternative site is identified, it is proposed that the further study is carried out to provide a comparative assessment of the value of the relocation of the station to a new site, with that of upgrading the existing bus station site. This study should also identify the preferred location for any new bus station, including consideration of the minimum criteria, (in terms of number of bays, access and egress), required to deliver a high quality interchange.

**Intervention 42: Southern Bypass** – The provision of a bypass route to the southern side of Bletchley is a high profile transport scheme, which received a wide range of responses within the Bletchley Transport Strategy, ranging from strong support to considerable levels of objection. As a single scheme the southern bypass is of a far more significant scale than the other proposals within the Strategy and has the potential for impacts at a more strategic level. However the direct benefits to Bletchley are difficult to quantify at this stage, with no defined final determined route for the bypass, or a full indication of the effects of introducing such a route. Due to the costs of delivering such an intervention it is proposed that a business case quantifying the benefits of such a route, both to Bletchley and the wider benefits to Milton Keynes as a whole is prepared prior to including this intervention within a delivery programme.

**Intervention 46: Southern Distributor Road** – This intervention is a variation on Intervention 42: Southern Bypass, with the Southern Distributor Road option being considered on the basis of a route similarly located to the south of Bletchley, but which connects within the town more closely and serves a more local, as well as strategic purpose in terms of traffic movement. As part of the development of the business case for a southern route it is proposed that further transport modelling work is carried out to determine whether demands for a southern route would be predominantly local or longer

## Bletchley Transport Strategy

distance in nature, and what the effect of providing either type of route (bypass or distributor) would have on traffic levels within Bletchley (particularly on Buckingham Road and Saxon Street).

Several interventions within the Strategy relate to the regeneration of the Fenny Stratford Rail Station. Whilst interventions 31 (Pedestrian crossing facilities on Aylesbury Street / Watling Street) and 33 (improved pedestrian / cycle access to Fenny Stratford Station) both relate to access to the Station and are proposed for delivery during the first delivery period, there are two interventions which may be more complex and require more study.

**Intervention 53: Adoption of Fenny Stratford Rail Station** – Consultation responses received from the Marston Vale Community Rail Partnership proposed the adoption of Fenny Stratford Rail Station by the local community, who would then take on responsibility for the ongoing maintenance, management and operation of the Station. Whilst it is understood that this has been successfully carried out elsewhere, such a transfer has a number of implications, including the need for considerable consultation with the appropriate rail agencies. As such it is proposed that initial discussions are held with the relevant stakeholder groups to determine the feasibility of these proposals before they are included in the Bletchley Transport Strategy delivery programme.

**Intervention 54: Refurbishment of Fenny Stratford Rail Station** – As with Intervention 53 (Adoption of Fenny Stratford Rail Station) the consultation response from the Marston Vale Community Rail Partnership proposed the refurbishment of the Fenny Stratford Rail Station Building. It is felt that the two interventions (53 and 54) are closely related and should be considered together in terms of initial feasibility discussions with the relevant stakeholder groups before being included within the Bletchley Transport Strategy delivery programme. This intervention may be considered within the E-W Rail proposals.

As identified in **Section 5**, road safety interventions did not perform well against the full range of strategic transport objectives. Two specific interventions are proposed for further investigation through the Road Safety programme:

**Intervention 30: Review traffic calming on Rickley Lane** – The Stage 1 review identified a number of accidents in the vicinity of Rickley Lane, with a number of consultation responses also identifying this an area of concern with regards to road safety. It was also suggested by West Bletchley Council that a review of traffic calming in this area could be associated with a reduction in speed limit to 20 mph, (particularly in the vicinity of the school). As such it is proposed that a review of traffic calming is carried out as part of any ongoing Road Safety review.

**Intervention 51: Safety improvements to junction of Trafalgar Avenue / Standing Way** – The provision of safety improvements at the junction of Trafalgar Avenue with Standing Way was raised as a potential intervention during the consultation period for the Bletchley Strategy and is suggested for review within the Council's Road Safety programme.

### Bletchley-wide schemes

The following interventions cover the whole of Bletchley and are proposed for further study: these could be implemented at any suitable stage throughout the duration of the Strategy.

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**Intervention 24: Pedestrian / Cycle corridor parallel to Buckingham Road** – The provision of a cycle corridor parallel to Buckingham Road was identified as a desirable intervention during both the initial Stakeholder workshops held during Stage 1 of the Strategy and also through consultation responses. However there are a number of potential deliverability issues with the scheme with regards to available highway land on Buckingham Road itself and a range of alternative parallel routes to consider. It is proposed that a review of the alternative parallel route options is carried out to determine the final feasibility of this scheme before it is included within any delivery programme.

**Intervention 29: Possible extension / enhancement of the current 24/25 bus service** – The current 24/25 bus service runs a looped service from Bletchley bus station, (passing the rail station, Whalley Drive, Whaddon Way and then via Emerson Valley and the Westcroft Centre) to Central Milton Keynes before returning to Bletchley via Great Linford, Newport Pagnell and Denbigh North. As such this service provides for a number of key connections for residents of Bletchley, particularly for those within West Bletchley. Initial discussions with local bus operators have identified that the service is running close to capacity (in terms of scope for further extensions or diversions of the service), so it is suggested that further discussions are held before this intervention is included within the Strategy to ensure deliverability.

**Intervention 47: Area Travel Plan for employment zone** – There are number of major employment zones in and around Bletchley, particularly to the north. It is proposed that a review of the potential for introducing voluntary Travel Plans on an area wide basis is explored with major local employers prior to including this intervention within the Strategy.

**Intervention 48: Community Transport** – The provision of Community Transport may play an important role in filling any current or future gaps in full bus services in and around Bletchley, particularly where the delivery of commercial services is not considered viable. It is therefore proposed that a review of Community Transport Provision is carried out, with particular reference to any existing or new gaps in commercial bus services accessing facilities such as local GP surgeries.

**Intervention 50: Development of Parking Standards** – The provision of development parking standards is largely expected to be addressed through the Milton Keynes wide proposals contained within the Local Transport Plan 3.

**Intervention 57: School Travel Plans** – The provision of School Travel Plans was raised as a proposed intervention through the consultation process. It is suggested that an initial review of School Travel Plans in the Bletchley area is carried out to determine where any new or refreshed Travel Plans may be required.

# Bletchley Transport Strategy

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## Scheme Costs

Where possible, the expected level of cost has been estimated with a level of contingency<sup>5</sup>. Furthermore, all the costs should be considered as indicative and represent an approximate 'order of cost'. The following caveats should be applied to the level of costs:

- Excludes the cost of any land acquisition and utilities (diverted or new).
- A Risk Allowance is made to cover unexpected design fees, project management, legal fees etc.
- Each intervention will require a detailed cost estimate when further information is made available.

### Link with MK Transport Vision and Strategy (LTP3) strategy strands

Each intervention within the Bletchley Transport Strategy is linked with strategy strands within the MK Transport Vision and Strategy (LTP3). **Tables 12 to 18** cross-references Bletchley interventions with these strategy strands using the 3 – 4 digit reference used within the LTP3 document.

**Appendix E** provides a summary of the strategy strands referenced in **Tables 12 – 18**.

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<sup>5</sup> The Highways Agency recommends that an Optimism Bias of 44% is applied to any cost estimate for a highway intervention.

**Table 10 – Transport Strategy Interventions – Short term**

Intervention number	Intervention Name	Package	Timescale for Delivery	Expected level of cost	Relationship with MK Strategy (LTP3)	Potential funding source/s
1	Bletchley to stadium:MK / IKEA walking / cycling route	Yes	Short	£317,000	Cwo5	LTP, STF, S106
4	Improved junction of Saxon Street with Watling Street (B&Q junction)	Yes	Short	£800,000	Hto19,Bo6	LTP, STF, S106
11	Improved Bus Station (current site)	Yes	Short – Medium	£792,000	Bo4,Bo12,Bo15	LTP3, STF, CIL
14	Extension of walking / cycling route on Princes Way	Yes	Short	£159,000	Cwo5	LTP3, S106
15	Improved Car Parking Signage	Yes	Short	£127,000	Dpo4	LTP3
19	Review Car Parking Zoning	Yes	Short	£317,000	Dpo4	LTP3
20	New pedestrian crossing on Sherwood Drive	Yes	Short	£96,000	Hto9,Ro3,Cwo8	LTP3, STF, S106
21	Mini Interchange on western frontage of Rail Station	Yes	Short	£80,000	Bo4,Bo15,Ro3	LTP3, STF, S106

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Intervention number	Intervention Name	Package	Timescale for Delivery	Expected level of cost	Relationship with MK Strategy (LTP3)	Potential funding source/s
22	Introduce car parking restrictions on Sherwood Drive	Yes	Short	£32,000	Hto9	LTP3, STF, S106
23	Improved junction of Buckingham Road / Sherwood Drive	Yes	Short	£238,000	Hto9,Hto19	LTP3, STF, S106
28	West Bletchley to Tattenhoe / Emerson Valley walking / cycling route	No	Short	£159,000	Cwo5	LTP3, STF
31	Pedestrian crossing facilities on Aylesbury Street / Watling Street	Yes	Short	£96,000	Hto9	LTP3
33	Improved pedestrian / cycle access to Fenny Stratford Station	Yes	Short	£159,000	Cwo8	LTP3
38	Cycle parking at District / Local Centres	No	Short	£17,000 each	Cwo10	LTP3
40	Review of Signage (all modes)	No	Short	£238,000	Hto5,Cwo2	LTP3

**Table 11 – Transport Strategy Interventions – Medium Term**

Intervention number	Intervention Name	Package	Timescale for Delivery	Expected level of cost	Relationship with MK Strategy (LTP3)	Potential funding source/s
3	Improvements to Saxon Street / Princes Way junction	Yes	Medium	£317,000	Hto19	LTP3, S106, STF
6	Improved pedestrian crossings on Saxon Street	Yes	Medium	£127,000	Hto9	LTP3, S106, STF
7	Bus Priority on Saxon Street	Yes	Medium	£96,000	Bo6	LTP3, S106, STF
9	Improvements to Saxon Street / Buckingham Road Junction	Yes	Medium	£396,000	Hto9,Hto19	LTP3, S106
10	Downgrading Saxon Street to a single carriageway	Yes	Medium	£396,000		LTP3, S106
13	New Rail Station overbridge	Yes	Medium	£238,000	Ro3,Cwo8	LTP3, S106, STF
16	Improvements to Princes Way / Albert Street junction	Yes	Medium	£238,000	Hto19	LTP3, S106

## Bletchley Transport Strategy

Intervention number	Intervention Name	Package	Timescale for Delivery	Expected level of cost	Relationship with MK Strategy (LTP3)	Potential funding source/s
35/36	Water Eaton to Central Bletchley / Canalside walking / cycling route	No	Medium	£130,000	Cwo5, CWo12	LTP3, STF
37	Improvements to Water Eaton Road / Manor Road junction	No	Medium	£317,000	Hto9,HTo19	LTP3, CIL
39	Upgrade bus stop facilities	No	Medium	£30,000 each	Bo15	LTP3, CIL
48	Community Transport / Hopper Bus Service for Bletchley	No	Medium	£10,000		LTP3
52	Improvements to A5 / A4146 Watling Street and Brickhill Road junction	No	Medium	Highways Agency scheme	Hto19	LTP3, S106
56	Review of Speed Limits across Bletchley	No	Medium	£12,000	Ho9	LTP3
58	Pedestrian crossing facilities on Queensway	No	Medium	£90,000	Hto9	LTP3

**Table 12 – Transport Strategy Interventions – Long Term**

Intervention number	Intervention Name	Package	Timescale for Delivery	Expected level of cost	Relationship with MK Strategy (LTP3)	Potential funding source/s
41	Improvements to the junction of Watling Street with Standing Way	No	Long	£713,000	Hto19	LTP3, S106
45	Improvements to the junction of Shenley Road with Standing Way	No	Long	£713,000	Ht019	LTP3, S106

**Table 13 – Transport Strategy Interventions – Business Cases**

Intervention number	Intervention Name	Package	Timescale for Delivery	Expected level of cost	Relationship with MK Strategy (LTP3)	Potential funding source/s
12	New Bus Station Site	Yes				
42	Southern Bypass	No				
46	Southern Distributor Road	No				

**Table 14 – Transport Strategy Interventions – Further study**

Intervention number	Intervention Name	Package	Timescale for Delivery	Expected level of cost	Relationship with MK Strategy (LTP3)	Potential funding source/s
24	Pedestrian / Cycle corridor parallel to Buckingham Road	No				
29	Extension of the Bletchley/CMK/Heelands bus service	No				
47	Area Travel Plan for Employment Zones	No				
48	Community Transport / Hopper Bletchley Bus Services	No				
49	Improvements to Saxon Street / Bletcham Way junction	No				
50	Development Parking Standards	No				
57	School Travel Plans	No				

**Table 15 – Fenny Stratford Rail Station**

Intervention number	Intervention Name	Package	Timescale for Delivery	Expected level of cost	Relationship with MK Strategy (LTP3)	Potential funding source/s
34	Parking at Fenny Stratford Station	Yes				
53	Adoption of Fenny Stratford Rail Station	Yes				
54	Refurbishment of Fenny Stratford Rail Station House	Yes				

**Table 16 – Road Safety Interventions**

Intervention number	Intervention Name	Package	Timescale for Delivery	Expected level of cost	Relationship with MK Strategy (LTP3)	Potential funding source/s
30	Review traffic calming on Rickley Lane	No				
51	Improvements to junction of Trafalgar Avenue / Standing Way	No				

# Bletchley Transport Strategy

## Appendix A - Initial Long List of Transport Interventions by Area - page 1

	Intervention Number	Intervention Description
Saxon Street North	1	Bletchley to Stadium MK / IKEA pedestrian / cycle route
	2	Reduced Speed Limit on Saxon Street (northern end)
	3	Improvements to Saxon Street / Princes Way Junction
	4	Improved junction of Saxon Street with Watling Street (B&Q junction)
	5	Queue Relocation at Saxon Street / Princes Way Junction
Saxon Street South	6	Improved pedestrian crossings on Saxon Street
	7	Bus Priority on Saxon Street
	8	Reduced Speed Limit (Saxon Street South)
	9	Improvements to Saxon Street / Buckingham Road Junction
	10	Downgrading Saxon Street (south of Princes Way) to a single carriageway
	11	Improved Bus Station (current site)
	12	New Bus Station Site
	13	New Rail Station over-bridge
Town Centre	14	Extension of pedestrian route on Princes Way to junction with Saxon Street
	15	Improved car parking signage (Static)
	16	Improved junction of Princes Way with Albert Street
	17	Improved car parking signage (Variable Message)
	18	Introduce Car Parking Charging
	19	Review Car Parking Zoning
Sherwood Drive	20	New Pedestrian crossing on Sherwood Drive
	21	Mini interchange for taxi / bus on western frontage of rail station
	22	Introduce parking restrictions on Sherwood Drive
	23	Improvements to Buckingham Road / Sherwood Drive junction
Buckingham Road	24	Pedestrian / cycle corridor parallel to Buckingham Road
	25	Bus Priority on Buckingham Road between junction with Shenley Road and Sherwood Drive
	26	Improved junction of Buckingham Road with Shenley Road
	27	Improved junction of Buckingham road with Church Green Road
	28	West Bletchley to Tattenhoe / Emerson Valley pedestrian / cycle route
	29	Potential extension of Bletchley/CMK/Heelands bus service
	30	Review Traffic Calming in Rickley Lane
	31	Pedestrian crossing facilities on Aylesbury Street / Watling Street
Fenny Stratford	32	Accident Reduction / Traffic Calming on Aylesbury Street
	33	Improved pedestrian / cycle access to Fenny Stratford Rail Station
	34	Parking at Fenny Stratford Rail Station (Cycle and Car)
	35	Water Eaton to Central Bletchley pedestrian / cycle route
Water Eaton	36	Canalside pedestrian / cycle route
	37	Improved Junction of Water Eaton Road, Manor Road

Continued over

## Appendix A - Initial Long List of Transport Interventions by Area - page 2

	Intervention Number	Intervention Description
Wider Area	38	Cycle parking at local / district centres
	39	Upgrade bus stop facilities
	40	Review of strategic signing for Bletchley
	41	Improvements to junction of Standing Way with Watling Street
	42	Southern Bypass
	43	Electric Car Charging Points
	44	Provision of real-time bus information
	45	Improvements to junction of Standing Way with Shenley Road
	46	Southern Distributor Road
	47	Area Travel Plan for employment zones / IKEA / stadium:MK
	48	Community Transport / Hopper service for Bletchley
	49	Improvements to junction of Saxon Street with Bletcham Way
	50	Development parking standards

# Bletchley Transport Strategy

## Appendix B - Final List of Transport Interventions by Area - page 1

Schemes removed from Strategy

	Intervention Number	Intervention Description
Saxon Street North	1	Bletchley to stadium:MK / IKEA pedestrian / cycle route
	2	Reduced Speed Limit on Saxon Street (northern end)
	3	Improvements to Saxon Street / Princes Way Junction
	4	Improved junction of Saxon Street with Watling Street
	5	Queue Relocation at Saxon Street / Princes Way Junction
Saxon Street South	6	Improved pedestrian crossings on Saxon Street
	7	Bus Priority on Saxon Steet
	8	Reduced Speed Limit (Saxon Street South)
	9	Improvements to Saxon Street / Buckingham Road Junction
	10	Downgrading Saxon Street (south of Princes Way) to a single carriageway
	11	Improved Bus Station (current site)
	12	New Bus Station Site
	13	New Rail Station overbridge
Town Centre	14	Extension of pedestrian route on Princes Way to junction with Saxon Street
	15	Improved car parking signage (Static)
	16	Improved junction of Princes Way with Albert Street
	17	Improved car parking signage (Variable Message)
	18	Introduce Car Parking Charging
Sherwood Drive	19	Review Car Parking Zoning
	20	New Pedestrian crossing on Sherwood Drive
	21	Mini interchange for taxi / bus on western frontage of rail station
	22	Introduce parking restrictions on Sherwood Drive
Buckingham Road	23	Improvements to Buckingham Road / Sherwood Drive junction
	24	Pedestrian / cycle corridor parrallel to Buckingham Road
	25	Bus Priority on Buckingham Road between junction with Shenley Road and Sherwood Drive
	26	Improved junction of Buckingham Road with Shenley Road
	27	Improved junction of Buckingham Road with Church Green Road
	28	West Bletchley to Tattenhoe / Emerson Valley pedestrian / cycle route
	29	Potential extension of Bletchley/CMK/Heelands bus service
Fenny Stratford	30	Review Traffic Calming in Rickley Lane
	31	Pedestrian crossing facilities on Aylesbury Street / Watling Street
	32	Accident Reduction / Traffic Calming on Aylesbury Street
	33	Improved pedestrian / cycle access to Fenny Stratford Rail Station
Water Eaton	34	Parking at Fenny Stratford Rail Station (Cycle and Car)
	35	Water Eaton to Central Bletchley pedestrian / cycle route
	36	Canalside pedestrian / cycle route
	37	Improved Junction of Water Eaton Road, Manor Road

Continued over

## Appendix B - Final List of Transport Interventions by Area - page 2

Schemes removed from Strategy

	Intervention Number	Intervention Description
Wider Area	38	Cycle parking at local / district centres
	39	Upgrade bus stop facilities
	40	Review of strategic signing for Bletchley
	41	Improvements to junction of Standing Way with Watling Street
	42	Southern Bypass
	43	Electric Car Charging Points
	44	Provision of real-time bus information
	45	Improvements to junction of Standing Way with Shenley Road
	46	Southern Distributor Road
	47	Area Travel Plan for employment zones / IKEA / stadium:MK
	48	Community Transport / Hopper bus service for Bletchley
	49	Improvements to junction of Saxon Street with Bletcham Way
	50	Development parking standards
Schemes added as a result of consultation	51	Improvements to junction of Trafalgar Avenue with Standing Way
	52	Improved junction of the A5 / A4146 Watling Street and Brickhill Road
	53	Adoption of Fenny Stratford Station
	54	Refurbishment of Fenny Stratford Station House
	55	Extension of Redway Network to Bletchley (where possible)
	56	Review of speed limits across Bletchley.
	57	School Travel Plans
	58	Pedestrian Crossings on Queensway / Findlay Way

# Bletchley Transport Strategy

## Appendix C Interventions Ranked by Policy Compliance - page 1

Ranking	Intervention Number	Intervention Description
1	4	Improved junction of Saxon Street with Watling Street (B&Q junction)
2	10	Downgrading Saxon Street (south of Princes Way) to a single carriageway
3	23	Improvements to Buckingham Road / Sherwood Drive junction
4	55	Extension of Redway Network to Bletchley
5	35	Water Eaton to Central Bletchley pedestrian / cycle route
6	1	Bletchley to Stadium MK / IKEA pedestrian / cycle route
7	41	Improvements to junction of Standing Way with Watling Street
8	33	Improved pedestrian / cycle access to Fenny Stratford Rail Station
9	28	West Bletchley to Tattenhoe / Emerson Valley pedestrian / cycle route
10	40	Review of Strategic Signing for Bletchley
11	9	Improvements to the Saxon Street / Buckingham Road Junction
12	12	New Bus Station Site
13	13	New Rail Station overbridge
14	14	Extension of pedestrian route on Princes Way to junction with Saxon Street
15	34	Parking at Fenny Stratford Rail Station (Cycle and Car)
16	8	Reduced Speed Limit (Saxon Street South)
17	52	Improved junction of the A5 / A4146 Watling Street and Brickhill Road
18	31	Pedestrian crossing facilities on Aylesbury Street / Watling Street
19	58	Pedestrian Crossings on Queensway / Findlay Way
20	20	New Pedestrian crossing on Sherwood Drive
21	36	Canalside pedestrian / cycle route
22	15	Improved car parking signage (Static)
23	37	Improved Junction of Water Eaton Road, Manor Road
24	24	Pedestrian / cycle corridor parrallel to Buckingham Road
25	46	Southern Distributor Road
26	6	Improved pedestrian crossings on Saxon Street
27	38	Cycle parking at local / district centres
28	19	Review Car Parking Zoning
29	32	Accident Reduction / Traffic Calming on Aylesbury Street
30	48	Community Transport / Hopper service for Bletchley
31	57	School Travel Plans
32	21	Mini interchange for taxi / bus on western frontage of rail station
33	45	Improvements to junction of Standing Way with Shenley Road
		<b>continued over</b>

## Appendix C Interventions Ranked by Policy Compliance - page 2

Ranking	Intervention Number	Intervention Description
34	39	Upgrade bus stop facilities
35	2	Reduced Speed Limit on Saxon Street (northern end)
36	25	Bus Priority on Buckingham Road between junction with Shenley Road and Sherwood Drive
37	44	Provision of real-time bus information
38	16	Improved junction of Princes Way with Albert Street
39	17	Improved car parking signage (Variable Message)
40	49	Improvements to junction of Saxon Street with Bletcham Way
41	3	Improvements to Saxon Street / Princes Way Junction
42	42	Southern Bypass
43	47	Area Travel Plan for employment zones / IKEA / MK Dons
44	50	Development parking standards
45	30	Review Traffic Calming in Rickley Lane
46	11	Improved Bus Station (current site)
47	53	Adoption of Fenny Stratford Station
48	54	Refurbishment of Fenny Stratford Station House
49	56	Review of Speed Limits across Bletchley
50	7	Bus Priority on Saxon Street
51	26	Improved junction of Buckingham Road with Shenley Road
52	43	Electric Car Charging Points
53	29	Potential extension of Bletchley/CMK/Heelands bus service
54	22	Introduce parking restrictions on Sherwood Drive
55	27	Improved junction of Buckingham road with Church Green Road
56	51	Improvements to junction of Trafalgar Avenue with Standing Way
57	5	Queue Relocation at Saxon Street / Princes Way Junction
58	18	Introduce Car Parking Charging

## Appendix D Interventions Ranked by Deliverability - page 1

Ranking	Intervention Number	Intervention Description
1	14	Extension of pedestrian route on Princes Way to junction with Saxon Street
2	40	Review of Strategic Signing for Bletchley
3	15	Improved car parking signage (Static)
4	4	Improved junction of Saxon Street with Watling Street
5	23	Improved junction of Buckingham Road / Sherwood Drive junction
6	1	Bletchley to Stadium MK / IKEA pedestrian / cycle route
7	20	New Pedestrian crossing on Sherwood Drive
8	38	Cycle parking at local / district centres
9	11	Improved Bus Station (current site)
10	33	Improved pedestrian / cycle access to Fenny Stratford Rail Station
11	9	Improvements to the Saxon Street / Buckingham Road Junction
12	6	Improved pedestrian crossings on Saxon Street
13	19	Review Car Parking Zoning
14	57	School Travel Plans
15	29	Potential extension of Bletchley/CMK/Heelands bus service
16	28	West Bletchley to Tattenhoe / Emerson Valley pedestrian / cycle route
17	39	Upgrade bus stop facilities
18	44	Provision of real-time bus information
19	54	Refurbishment of Fenny Stratford Station House
20	56	Review of Speed Limits across Bletchley
21	31	Pedestrian crossing facilities on Aylesbury Street / Watling Street
22	32	Accident Reduction / Traffic Calming on Aylesbury Street
23	47	Area Travel Plan for employment zones / IKEA / MK Dons
24	50	Development parking standards
25	30	Review Traffic Calming in Rickley Lane
26	35	Water Eaton to Central Bletchley pedestrian / cycle route
27	52	Improved junction of the A5 / A4146 Watling Street and Brickhill Road
28	58	Pedestrian Crossings on Queensway / Findlay Way
29	48	Community Transport / Hopper bus service for Bletchley
30	16	Improved junction of Princes Way with Albert Street
31	3	Signalisation of Saxon Street / Princes Way Junction
32	53	Adoption of Fenny Stratford Station
33	22	Introduce parking restrictions on Sherwood Drive
34	51	Improvements to junction of Trafalgar Avenue with Standing Way

continued over

## Appendix D Interventions Ranked by Deliverability - page 2

Ranking	Intervention Number	Intervention Description
35	36	Canalside pedestrian / cycle route
36	24	Pedestrian / cycle corridor parallel to Buckingham Road
37	21	Mini interchange for taxi / bus on western frontage of rail station
38	17	Improved car parking signage (Variable Message)
39	43	Electric Car Charging Points
40	8	Reduced Speed Limit (Saxon Street South)
41	37	Improved Junction of Water Eaton Road, Manor Road
42	45	Improvements to junction of Standing Way with Shenley Road
43	26	Improved junction of Buckingham Road with Shenley Road
44	27	Improved junction of Buckingham road with Church Green Road
45	13	New Rail Station over-bridge
46	34	Parking at Fenny Stratford Rail Station (Cycle and Car)
47	41	Improvements to junction of Standing Way with Watling Street
48	55	Extension of Redway Network to Bletchley
49	49	Improvements to junction of Saxon Street with Bletcham Way
50	7	Bus Priority on Saxon Street
51	5	Queue Relocation at Saxon Street / Princes Way Junction
52	10	Downgrading Saxon Street (south of Princes Way) to a single carriageway
53	12	New Bus Station Site
54	25	Bus Priority on Buckingham Road between junction with Shenley Road and Sherwood Drive
55	18	Introduce Car Parking Charging
56	2	Reduced Speed Limit on Saxon Street (northern end)
57	46	Southern Distributor Road
58	42	Southern Bypass

# Bletchley Transport Strategy

## Appendix E – MK Transport Vision and Strategy Strands

The following MK Transport Vision and Strategy Strands are referenced within the Bletchley Transport Strategy Delivery Programme.

**Bo4** - Station and interchange facilities are poor at Milton Keynes Central, Bletchley train and bus stations and Wolverton train station. Funding has been secured to refurbish Wolverton train station (seeking opportunities to improve access to platforms), and plans for the redevelopment of Station Square in front of Milton Keynes Central will also be delivered pending planning permission and securing funding from relevant partners. Bletchley Station is also in need of serious upgrading. The main exit of the station faces away from the town centre; facilities, information and signage are poor; and buses do not serve the main forecourt of the station. Milton Keynes Council will seek to improve the station and this Transport Strategy will integrate the findings and recommendations of the Bletchley Transport Strategy.

**Bo6** - Bus priority. In general, the free flowing grid road network negates the need for bus priority lanes in the city. As levels of congestion increase, bus priority to maintain journey times and improve reliability may be necessary at congested junctions and along congested links if the 'MK Star' network is to provide a real and attractive transport choice. Where possible, this will be done through Automatic Vehicle Detection, bus gates, and bus lanes that provide additional capacity, rather than removing capacity away from motorists.

**Bo12** - Improved information provision, including improved Real Time Passenger Information (RTPI) provision at bus stops and interchanges. - RTPI provision will reduce the impact of reliability and punctuality issues as passengers can monitor the arrival of different buses. Information will be easy to understand, and there will also be facilities for information to be spoken for people with sight impairments. Timetable information and mapping will also be improved at bus stops. Information regarding the bus network (e.g. bus timetables and maps, bus pass eligibility criteria and application, fare information) should be improved and available online and at interchanges and civic buildings.

**Bo15** - Accessibility improvements to buses and bus infrastructure for people with physical and sensory improvements. Accessibility improvements will be made to buses and bus stops, including 'talking bus stops', to make the bus network Equality Act 2010 compliant. Accessibility improvements will also be delivered at Milton Keynes Central station, Bletchley bus and train stations, and Wolverton train station.

**CWo5** - Expansion of the Redway network into new developments, old towns and Central Milton Keynes. The Redway network will be expanded to help realise its full potential as a choice network for short and medium length trips in Milton Keynes. The council has already committed to expanding the Redway network into new developments, and the preferred model is for direct and visible routes, parallel to the grid road network (or parallel to 'City Streets' where used). The council is also seeking central government and local funding to expand the Redway network into Central Milton Keynes. In the medium term, the council will analyse and deliver ways of expanding the Redway network further into the old towns, where possible.

**CWo8** - Improve pedestrian and cycling access to the public transport network

**Cwo10** - More cycle parking, including GearChange at key destinations including workplaces. Cycle parking will be provided at key destinations and in local centres will be

upgraded providing high capacity safe and secure cycle storage facilities. Bus stops and stations will be better linked by improved walking and cycling links, and cycle parking will be provided at bus stops.

**Cw012** - Cycling and walking corridors developed and promoted along waterways. Waterways provide an additional opportunity as a transport corridor, with canals and the river offering opportunities for cycleways and pathways which could encourage more walking and cycling. A route is reserved for the proposed Milton Keynes Waterways Park – part of the Bedford & Milton Keynes Waterway derived from the Core Strategy and Easter Expansion Area Development Framework.

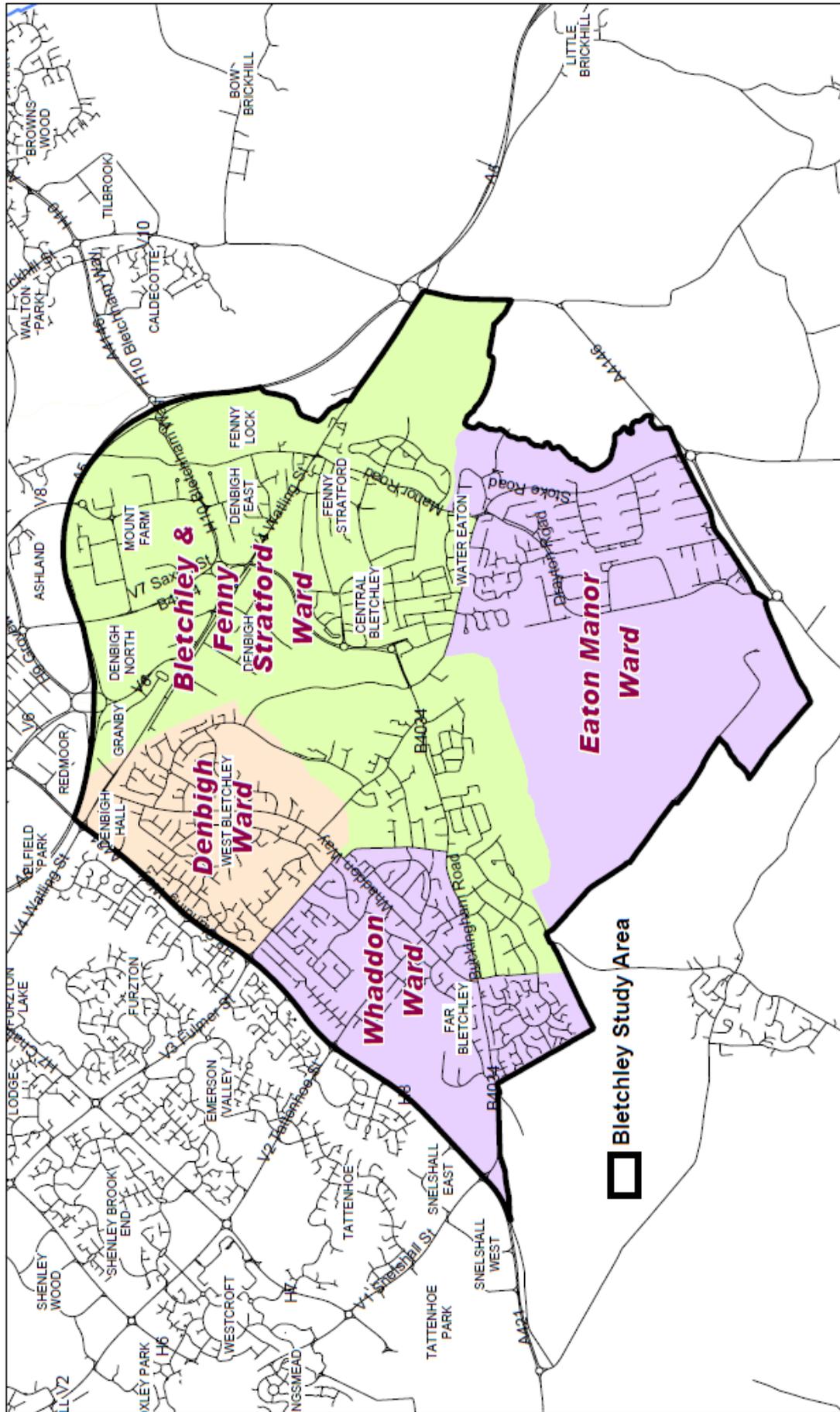
**Dpo4** - Appropriate parking standards and distribution for all modes for new developments and in regeneration areas. New parking standards would apply to the total numbers of parking spaces and to their distribution and layout particularly within residential areas. In particular it will be essential to ensure that the appropriate numbers of parking spaces for all user groups are provided and that these spaces are properly distributed to serve new developments and minimise impact on the transport network.

**Dpo5** - Improved partnership working. Collaborative working with developers will also ensure that planning applications, transport assessments and travel plans are approved, enforced and implemented, and travel generators within new major developments are located in the most accessible locations. In addition, improved partnership working will maximise developer contributions and ensure the most effective allocation for improving transport and helping achieve the objectives of the Transport Vision and Strategy.

**HTo9** - Casualty reduction works

**Hto19** - Junction capacity improvements. Improvement at junctions to increase their capacity (e.g. number of lanes and wider arcs to allow for greater flows) will be delivered in partnership with Milton Keynes Partnership and the Highways Agency. Junction improvements also include junctions on the A5 to allow for Park and Ride (see Bo4 Park & Ride above).

**Ro3** - Improved station facilities and interchange at Milton Keynes Central and Wolverton and Bletchley train stations (see also Bo6 Improved interchange facilities above).



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