Highways & Transportation Group

MILTON KEYNES COUNCIL

A Transport Vision and Strategy for Milton Keynes

Review June 2012

(Adopted by Council 13th June 2012)

Addendum 1

www.milton-keynes.gov.uk/transport-strategy

June 2012

This document has been prepared by
Milton Keynes Council

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Foreword

The Transport Vision and Strategy - also sometimes known as Local Transport Plan 3 (LTP3) - sets out the policies and programmes for the Milton Keynes Borough from 2011 up to 2031. As Milton Keynes continues to grow, these plans have been put in place in order to accommodate the additional needs of the city and to maintain Milton Keynes as a favourable location for residents, businesses and visitors.

This 2012 Transport Strategy Review document represents the first review of the Transport Vision & Strategy, as requested by Council in 2011. It is to be read in conjunction with the 2011 document.

The Vision (including the seven objectives) for transport in Milton Keynes remains unchanged, as described in the 2011 adopted document.

This 2012 Review updates three key topics. Firstly, it adds to the evidence base for future decision-making, with new data on end-to-end journeys, in the form of the Multi-Modal Travel Model, an exciting software tool that will inform our understanding of exactly where our residents and visitors travel, for different purposes and at different times of the day, thus helping us design improvements where they are most needed.

Secondly, it incorporates the excellent Bletchley Transport Strategy, which was produced just too late to go into the MK Transport Strategy last year.

Thirdly, in the light of these two previous topics, the proposed list of transport interventions (projects and other activities) has been reviewed and updated, with an explicit methodology of prioritisation.

John Bint (Cllr)
Cabinet Member for Transport & Highways

Following cabinet recommendation in March 2012, the Milton Keynes Council adopted this document as an addendum to the full Transport Vision and Strategy for Milton Keynes on 13th June 2012.

CONTENTS

1.0) Why we are reviewing the Milton Keynes Transport Vision and Strategy:

The Council approved the Milton Keynes Transport Vision and Strategy, incorporating the third Local Transport Plan (LTP3), in June 2011 with a commitment for a targeted review and update of the Strategy within one year. This document sets out the review and update, which includes the following elements:

- Allocation of available funding for transport improvements for 2012/13;
- Appraisal & Prioritisation of Transport Schemes and Projects;
- Integration of the Bletchley Transport Strategy Schemes within the LTP3 scheme list;
- The main transport performance indicators;
- Key achievements.

We invited stakeholders and the public to comment on this review; an eight week consultation took place. The consultation report was prepared with relevant comments received together with Council responses. The changes recommended by the cabinet have been included in this report.

2.0) Milton Keynes Transport Vision and Strategy 2011-2031:

We consulted widely on the development of the Milton Keynes Transport Vision and Strategy in 2010/2011. Below is a brief summary of the document.

The full Strategy is available on our website, A transport Vision and Strategy for Milton Keynes and paper copies are available in libraries and the Civic Offices.

2.1) Extract from the Transport Vision and Strategy:

"Milton Keynes is an innovative, 'can-do' borough. Its unique layout and structure has helped support growth making Milton Keynes the most successful new town in the United Kingdom, and possibly the world. Milton Keynes is economically successful, home to many international companies and organisations including Santander, the Open University, British Petroleum, Mercedes Benz, Red Bull Racing, and it attracts major sporting and music events. Milton Keynes is situated approximately half way between London and Birmingham and nearly 18 million people live within one and a half hours of the borough.

Milton Keynes is expected to grow rapidly over the next twenty years. It is essential that as the borough grows, so does the transport choice available to residents and visitors alike. Making better use of existing infrastructure, improving highway and Redway connectivity and providing an attractive public transport network are key. This will allow Milton Keynes to continue to prosper and provide an excellent quality of life for all of its residents and a positive experience for visitors.

The Transport Vision and Strategy covers the entire borough including the city, the older towns and rural areas. It also covers key corridors and routes to neighbouring areas and beyond, including major urban areas, international airports, ports and the Channel Tunnel. The Transport Vision and Strategy look across the period from 2011 to 2031 and is aspirational, continuing Milton Keynes' history and reputation."

The Transport Vision and Strategy constitutes the council's third Local Transport Plan (LTP) for Milton Keynes and was submitted to the

Department for Transport by April 2011. The Transport Vision and Strategy set out the borough's policies and programme for delivering local, sub-regional and national policy objectives."

2.1.1) The Transport Vision for Milton Keynes:

"By 2031, Milton Keynes will have the most sustainable transport system in the country, increasing its attractiveness as a place to live, work, visit, and do business. There will be a real transport choice to satisfy individual preferences and encourage more sustainable travel behaviour. The transport system will provide fast and efficient movement of people and goods, and will be accessible for all. Everyone will have access to key services and amenities, including employment, health, education, retail and leisure.

Transport networks, including the unique grid road and Redway networks, will be expanded and fully integrated into new developments and regeneration areas to support more sustainable communities. Connectivity to local towns, major cities, and international transport gateways and networks will be first class; and Milton Keynes will embrace new technology, being an exemplar for the latest developments in information technology, fuel technology, and new forms of transport."

2.1.2) Transport Objectives:

"The following objectives for the borough wide Transport Vision and Strategy have been developed:

1. Provide real and attractive transport choices to encourage more sustainable travel behaviour as Milton Keynes grows.
2. Support the economic growth of the borough through the fast, efficient and reliable movement of people and goods.
3. Reduce transport based CO2 emissions to help tackle climate change.
4. Provide access for all to key services and amenities in Milton Keynes, including employment, education, health, retail, and leisure.
5. Improve safety, security and health.
6. Contribute to quality of life for all Milton Keynes residents, strengthening linkages between communities.
7. Establish a development framework that embraces technological change, in which Milton Keynes can continue to grow, pioneer and develop."

2.1.3) The Strategy:

"The strategy includes key issues relating to each strand of the strategy and how the strategy strands supports the objectives. The delivery of interventions associated with each strategy strand will contribute to multiple transport objectives.

The strategy strands are:

- **Public Transport**: rail, bus, interchange, community transport, taxi and private hire future modes of transport (and public transport safety and security).
- **Cycling and Walking**: infrastructure and promotion (including safety and security).
- **Smarter Choices**: behavioural change techniques.
- **Highways and Traffic Management**: the fast and efficient movement of people and goods, congestion, parking, air quality, and driver safety.
- **Technology**: information provision, web-based technology, future modes of transport, and alternative fuels.
- **Infrastructure Management:** highway, Redway network and other asset management.
- **Development Planning**: integrated transport and land use planning."

3.0) The evidence base and the Milton Keynes Multi-Modal Model (MKMMM):

The MKMMM has been developed to predict future travel demands. Model forecasts can be used to develop strategies for:

- Highway improvements
- Public transport proposals and walking & cycling improvements
- Land use / development proposals
- Major scheme funding bids

The model is a tool to aid the decision making process and it allows us to forecast future transport demands not only for traffic but also public transport. We have updated the base data and the 2009 base model has now been completed. We can now look with more certainty at future scenarios and test how the Milton Keynes network will accommodate future growth and development.

The 2009 base year model has also been approved by the Highways Agency as providing a robust picture of base year traffic flows on the strategic and local highway network. As a result the model has been confirmed as providing a suitable base from which to develop a 2026 forecast model. The forecast model is capable of assessing the proposed Core Strategy development and infrastructure in Milton Keynes to 2026.

3.0.1.) Changes & Actions following Consultation and supported by MKC Cabinet:

The transport model developed for Milton Keynes is a sophisticated tool which has been summarised within a non technical report available as part of the consultation. It is recognised that this summary has not been able to cover all aspect of interest to many people. Council officers will offer a series of workshops so that the individual points raised at consultation stage can be answered and explained in detail.

3.1) Modelling Approach:

The forecast growth in travel demand from 2009 to 2026 is based on local planning data and wider area growth, and incorporates the changes in infrastructure, such as highway and public transport schemes, and the assumptions relating to the park and ride sites.

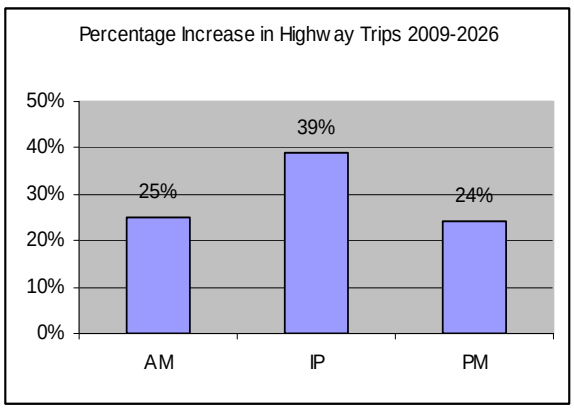
Planning data (households, employment and school places) from the Core Strategy proposed development between 2009 and 2026 have been used to develop the model.

There are two main sources of travel demand:

Regional Demand – trips external to the Milton Keynes area providing background nationally based travel demand. This provides background growth in traffic between 2009 and 2026.

Local Demand – trips to and from the Milton Keynes urban area, which are determined by the local planning data. The local demand model covers the main Milton Keynes Urban area including Newport Pagnell, Bletchley and proposed major development sites.

The impact of this combined local and regional growth is shown in graph below



The impact of the growth in the number of trips is measured by a number of highway performance indicators such as:

- Highway Network Summary Statistic Indicators:
  - Total Distance Travelled
  - Total Travel Time
  - Average Network Speed (km/hr)
- Flows – on key approaches and corridors within Milton Keynes
- Journey Times – along key routes within in the Study area

The impact on network performance between 2009 and 2026 is summarised in Table below:

Percentage Changes in Network Performance from 2009 to 2026:

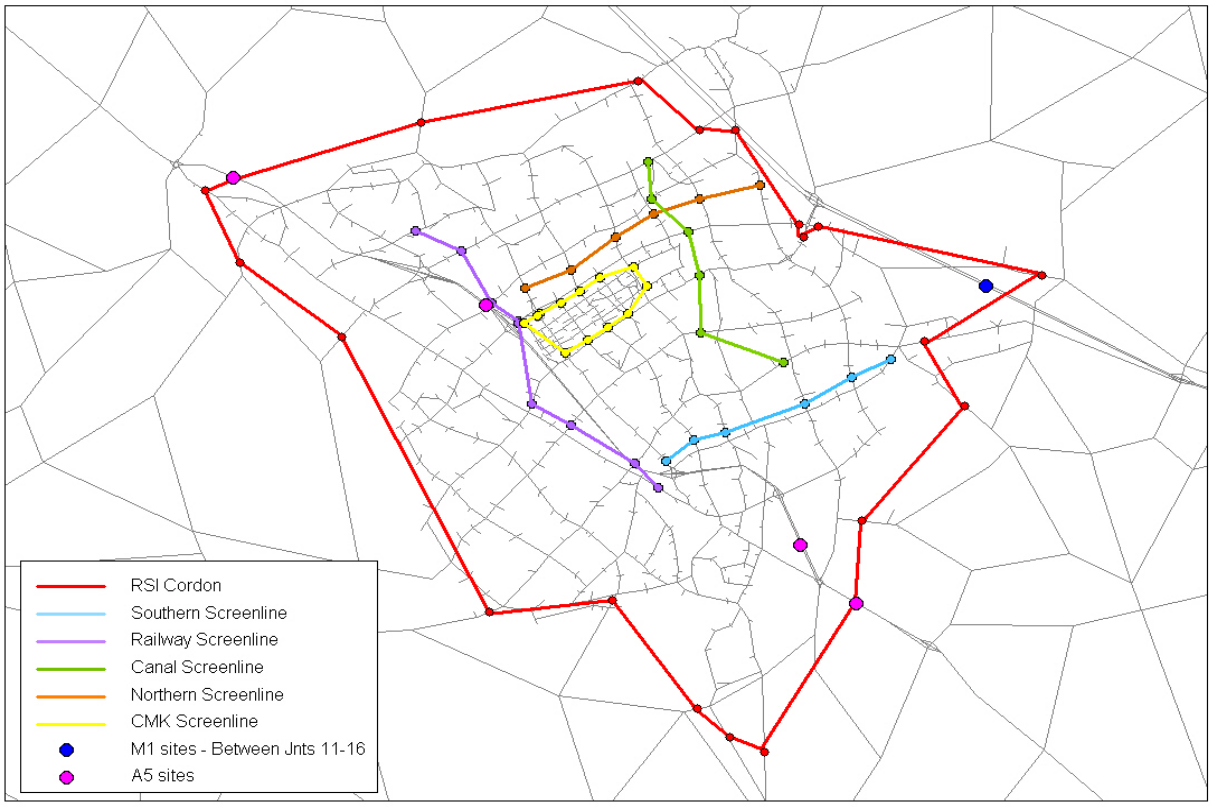
	Core Strategy Assumptions		
	AM Peak	Inter Peak	PM Peak
Total Distance Travelled	+31%	+49%	+27%
Total Travel Time	+54%	+72%	+48%
Average Network Speed	-15%	-13%	-14%

The changes in traffic between 2009 and 2026 shows that traffic will increase significantly along all of the key corridors in each of the three time periods with the largest increase being traffic approaching CMK. Existing levels of congestion will impact on the amount of increase in traffic approaching the City Centre itself.

Cordon and Screenline Corridors:

The key corridors considered to assess the impact of development growth on highway traffic within the Milton Keynes area are shown in map below. These include corridors that were matched against observed base year traffic flows in order to check the robustness of the base year 2009 model and therefore establish the reliability of the traffic forecasts. The cordon and screenlines represent most used routes and they are used to measure changes in traffic level over wide areas.

Cordon and Screenline locations:

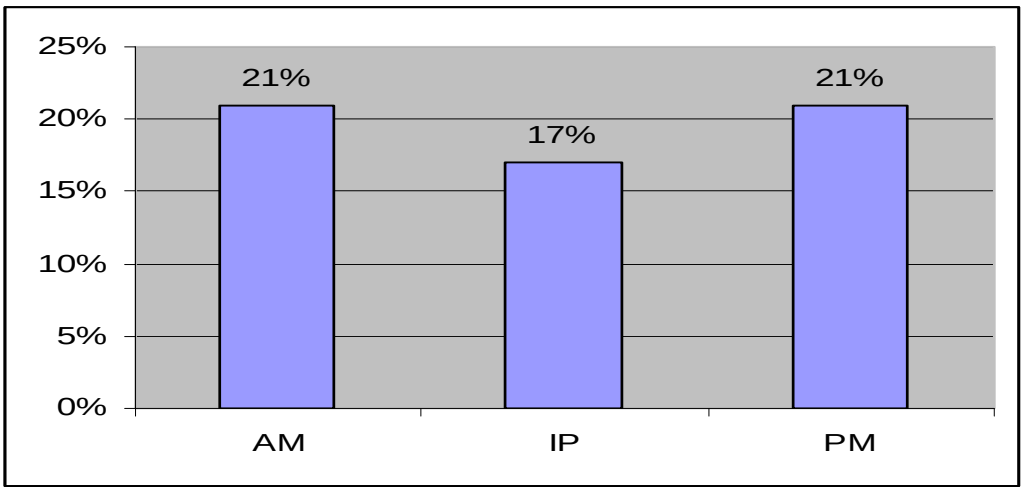


Cordon and Screenline flows – Percentage increase from 2009 to 2026:

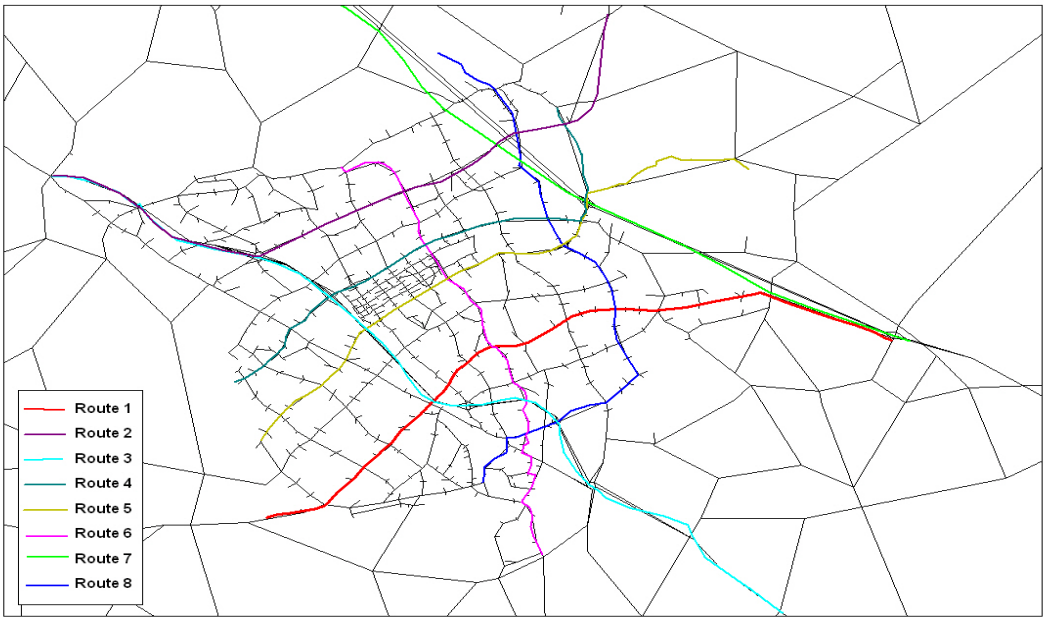
	Core Strategy Assumptions		
Cordon/Screenline	AM Peak	Inter Peak	PM Peak
RSI Cordon	27%	62%	25%
Southern	12%	59%	19%
Canal	9%	46%	2%
Northern	12%	59%	12%
CMK	16%	72%	21%
Railway	13%	54%	4%
M1 Sites	41%	51%	36%
A5 Sites	18%	64%	17%

The journey time on key routes would also be impacted by the development growth and would see an increase in the journey time on these routes.

Overall average increase in Journey Times to 2026:



Journey Time Routes



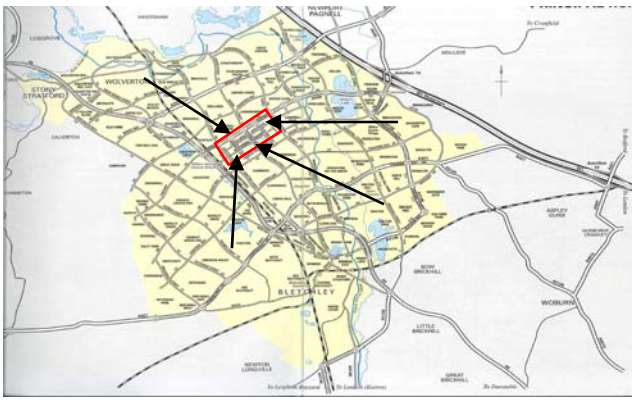
Public Transport Network Performance:

The public transport performance has been assessed from both the regional model and the local model, and percentage increases to 2026 are summarised below:

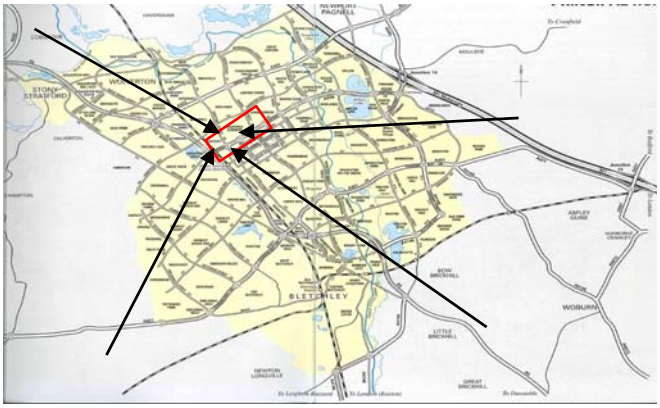
	2026		
	AM Peak	Inter Peak	PM Peak
Passengers	108.6%	105.3%	64.4%
Passenger hours	72.6%	71.6%	39.1%
Passenger distance	44.8%	90.8%	45.8%

The diagrams below show the outputs from the model to give an idea of the information that the model can supply us. An example of the trips by car mode is shown from base year 2009 and forecast for 2026 for Central Milton Keynes and Bletchley. A summary of the findings of the model is available on our website, www.milton-keynes.gov.uk/MKMMM

Morning peak hour (8.00 – 9.00 am) car trips to CMK- Base Year 2009:

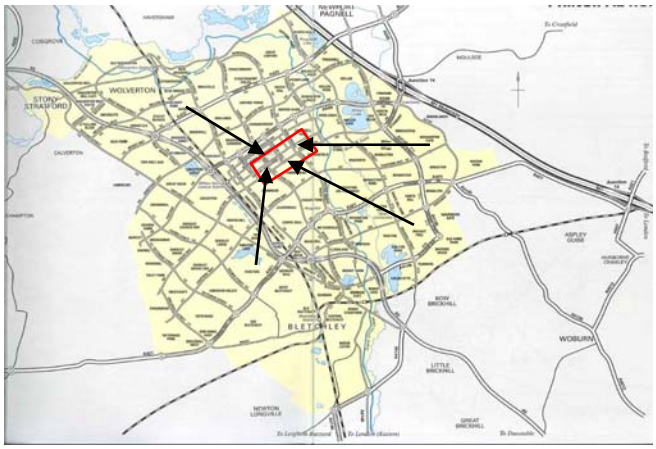


Car Trips from Rest of MK to CMK = 5858



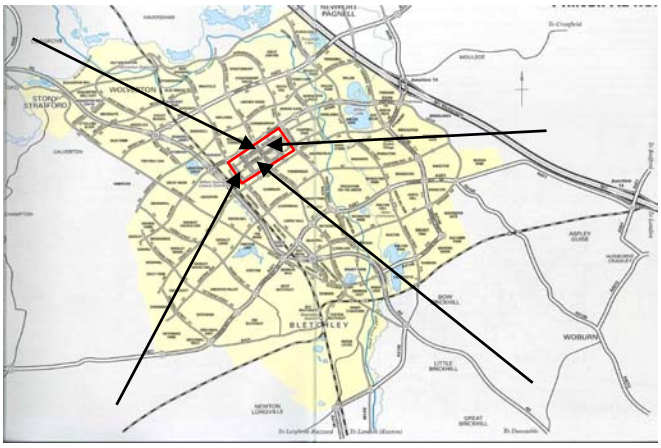
Car Trips from Outside MK to CMK = 4242

Morning peak hour (8.00 – 9.00 am) car trips to CMK- Forecast for Year 2026:



Car Trips from Rest of MK to CMK = 9239

Percentage increase in trips = 57.5%



Car Trips from Outside MK to CMK = 3492

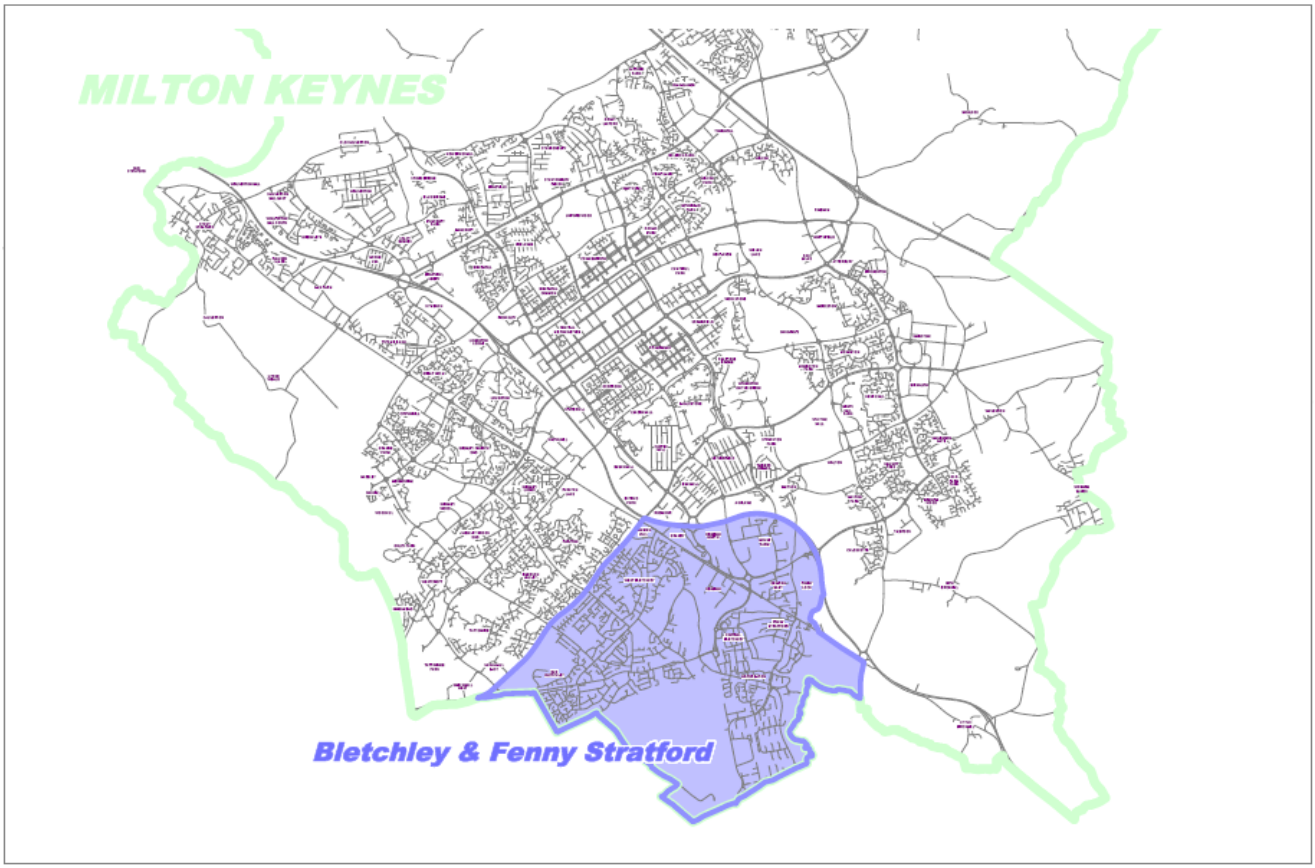
Percentage reduction in trips = 17.5%

3.1.1.) Changes & Actions following Consultation and supported by MKC Cabinet:

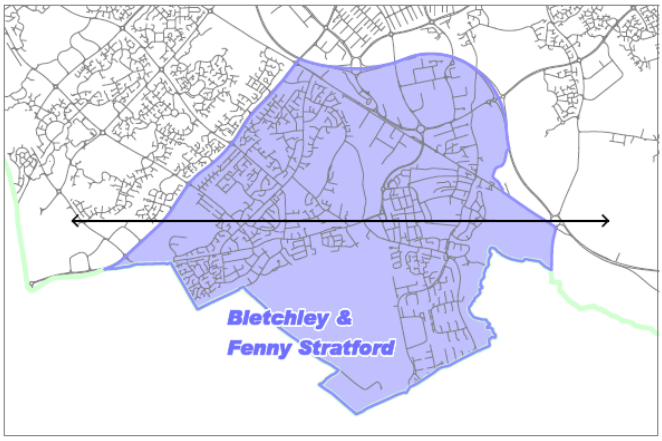
As Milton Keynes grows we are anticipating a change in trip distribution in the morning rush hour. With the forecast increase in local population – from areas such as the east and west expansion area, increased housing in CMK and from expansion to the south east of the city, we are predicting that more people will travel to work in the morning rush hour from within urban MK. The surrounding areas such as Aylesbury, Northampton, Bedford and Luton are also growing significantly and that the policies in these areas also support the creation of more local employment. This means that over time we expect more jobs in MK to be filled by people living in MK and fewer people to in commute from external area.

The role of CMK in MK's development and growth is of great importance. This is why work is already underway to look at the how the transport strategy can support the development of the city centre. As highlighted the non technical summary report was not able to include all detail relating to CMK. However it should be noted that this detail is available within the full technical report and can be made available to those interested. This topic will be covered within the proposed series of workshops with council officers and explained in detail.

The following map outlines the Bletchley study area. We have represented this area in the subsequent maps and modelled car trips through the area, external-internal trips, internal-external trips, and internal trips both for base year 2009 and 2026.

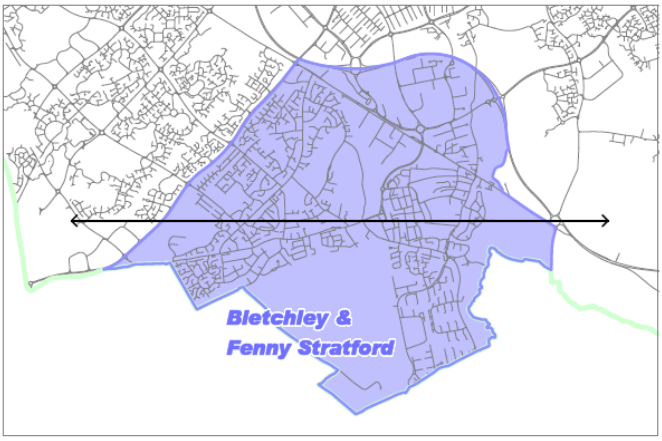


2009 AM Peak Hour Trips in Bletchley:



Through Trips = 1696

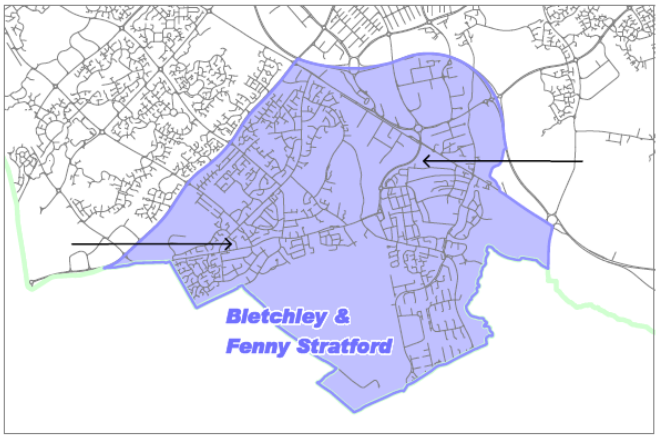
2026 AM Peak Hour Trips in Bletchley:



Through Trips = 3069

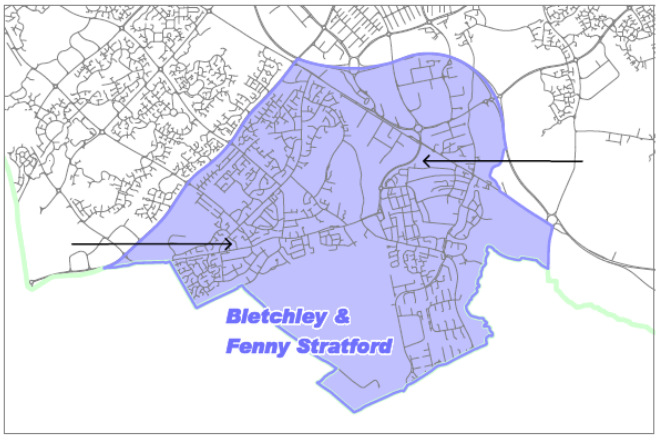
Percentage increase in trips = 81%

2009 AM Peak Hour Trips in Bletchley:



External-Internal Trips = 3969

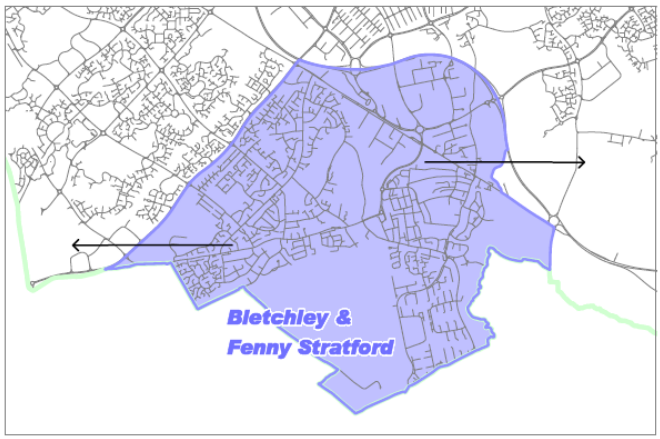
2026 AM Peak Hour Trips in Bletchley:



External-Internal Trips = 4182

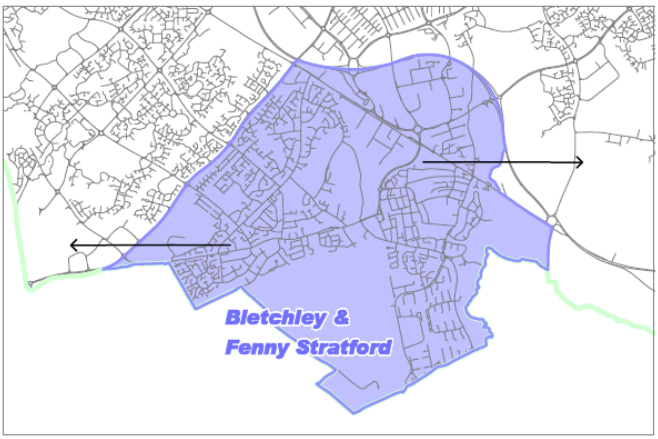
Percentage increase in trips = 5.37%

2009 AM Peak Hour Trips in Bletchley:



Internal to External Trips = 5475

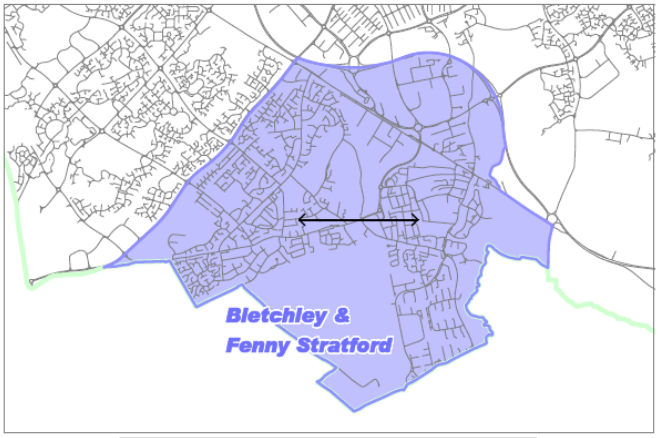
2026 AM Peak Hour Trips in Bletchley:



Internal to External Trips = 6108

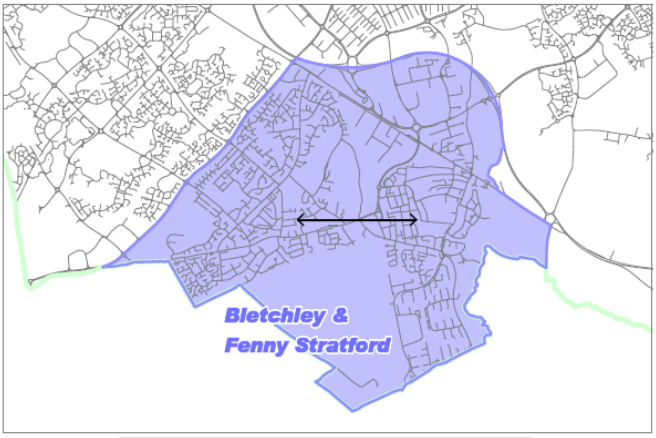
Percentage increase in trips = 11.6%

2009 AM Peak Hour Trips in Bletchley:



Internal to Internal Trips = 3609

2026 AM Peak Hour Trips in Bletchley:



Internal to Internal Trips = 3166

Percentage reduction in trips = 12.7%

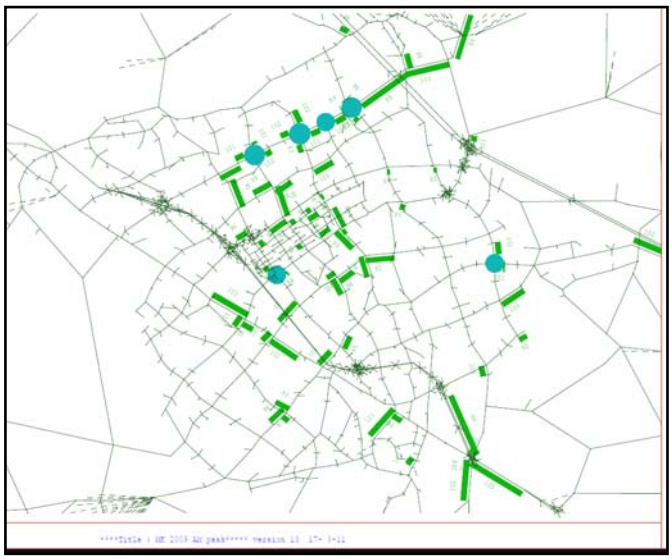
Congestion Hotspots:

Analysis of the outputs from the traffic model has identified those locations where congestion will have deteriorated in the period to 2026, as shown in the map below. The main indicator of congestion at a junction or on a link is the level of ratio of volume to capacity (known as the RFC). Allowing for around 15% operational spare capacity anything over 85% volume to capacity is considered approaching significant levels of congestion. Viewing these plots indicates that in 2009 RFC values over 85% were fairly limited.

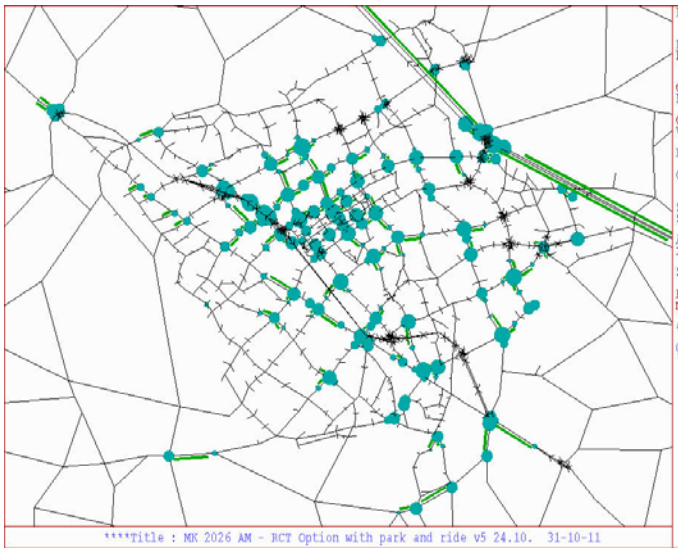
In the 2026 scenarios although it is clear that the number of junctions reaching capacity has increased there are some, which, due to improvement works assumed within the network, have decreased values of congestion.

Primarily these are located along the A422 where improvement of the roundabouts is proposed. There are around 12 existing junctions that are worse i.e. have a RFC greater than 85% in 2026, compared to less than 85% in the base year. The plots indicate clearly where attention needs to be concentrated to determine the level of congestion and queuing and whether this would demonstrate real problems into the future.

AM Peak 2009



AM Peak 2026

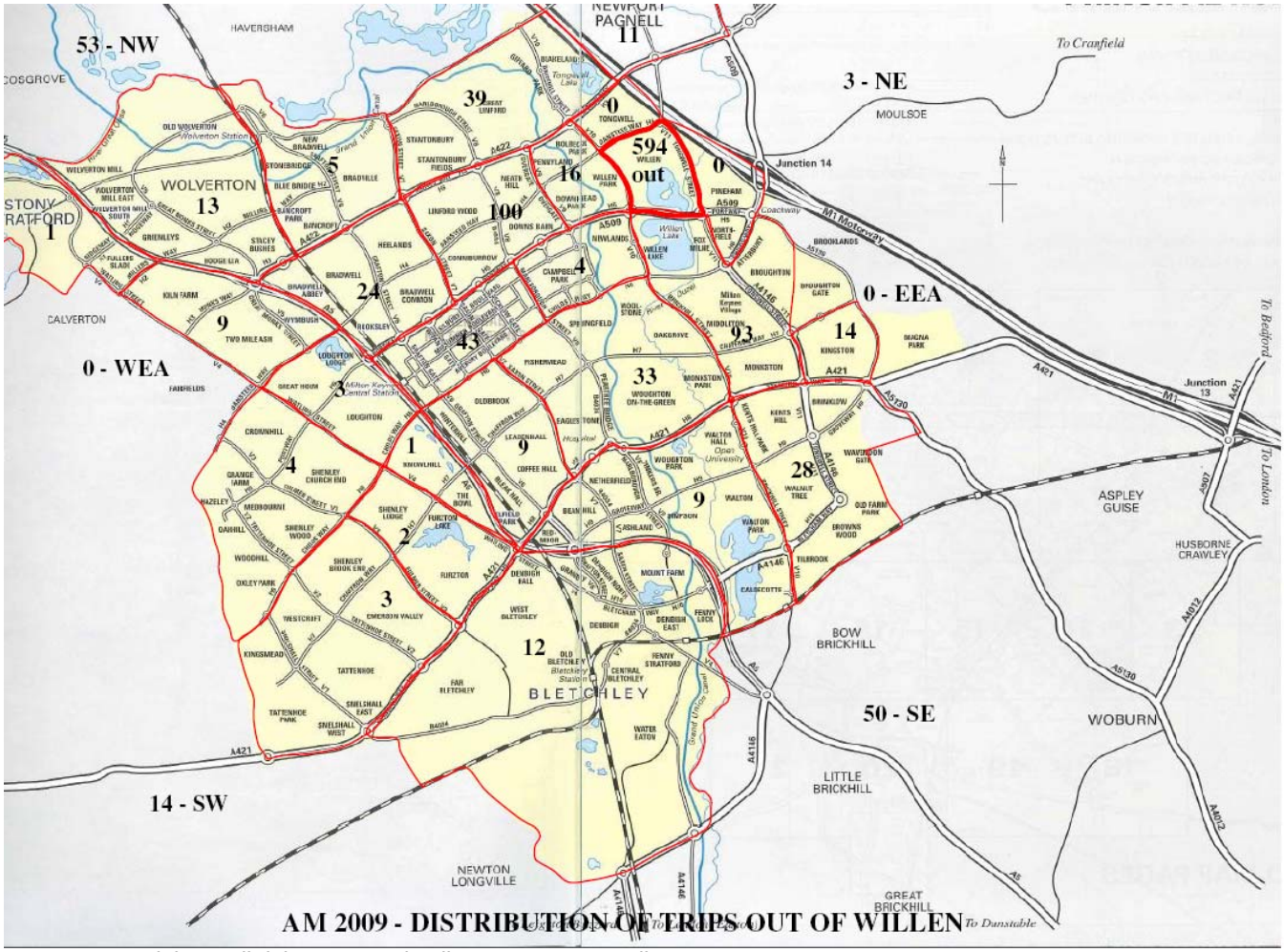


Typical distribution of car trips:

Map below shows a typical grid square and distribution of car journeys to rest of Milton Keynes at morning peak hour. This type of data from the Multi Modal Model better informs our understanding of exactly where our residents and visitors travel, for different purposes and at different times of the day, thus helping us design improvements where they are most needed.

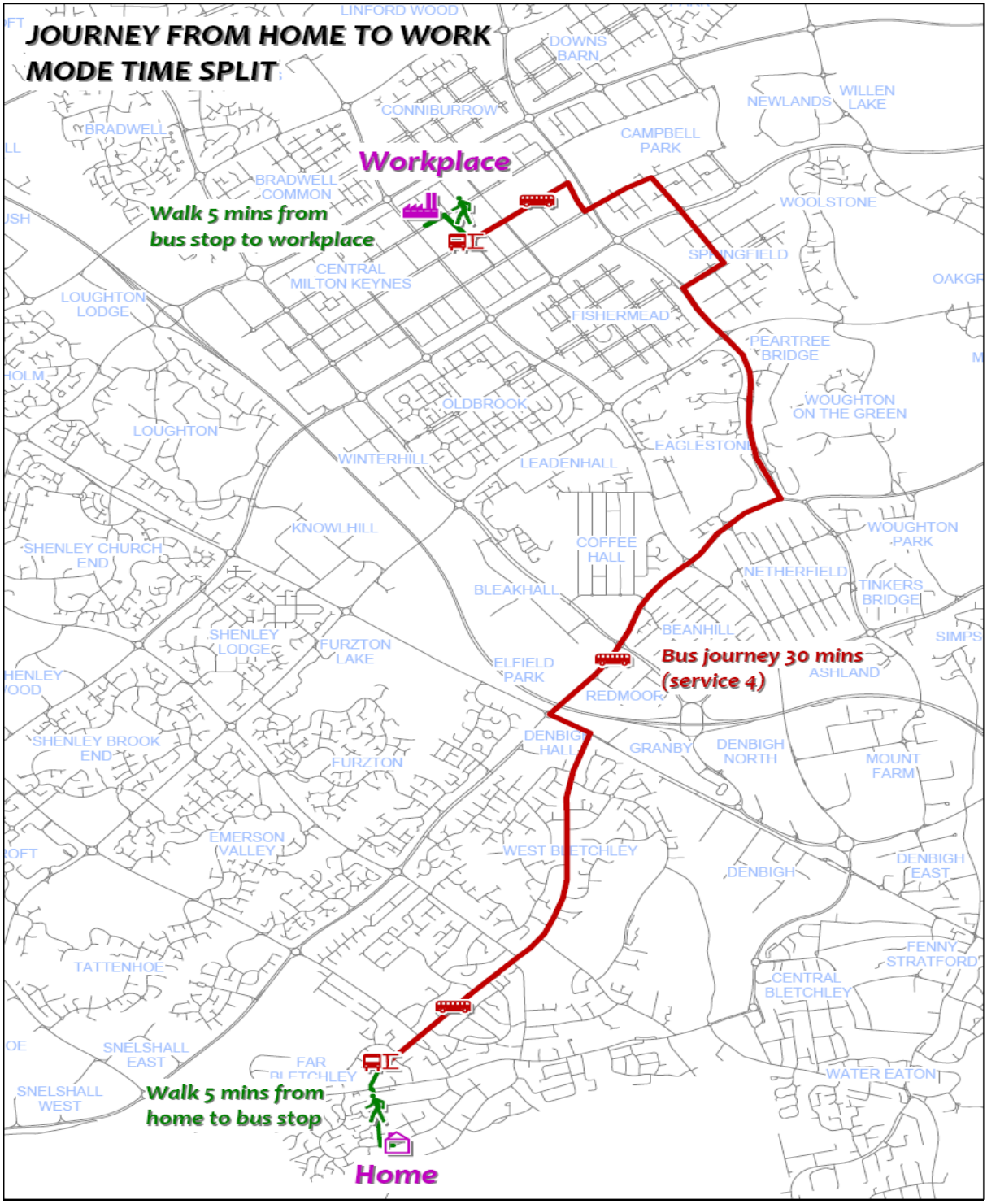
The map shows that there are 594 car journeys that begin in Willen on a typical morning peak hour and where they travel to.

Having an understanding of where car journeys are been made we are investigating and assessing the possibility of “Small Vehicle Transport System” (SVTS) for Milton Keynes. This is an innovative “Demand Responsive Transport” system, and has a very different conceptual basis from what is 'norm' public transport system. It is a technology-controlled dense network of cash-less shared 'people-carriers' a local public transport system that operates in ways that are equivalent to how we use private cars, with matching attributes and benefits.



Typical home to work bus journey:

Map below gives us an understanding of a typical home to work bus journey and the time it takes for the whole journey. Again by understanding where residents and visitors travel to on our buses and time it takes to make the journey we are able to work with bus operators and direct improvements in bus routes, stops, and frequencies.



3.2) How safe are our roads:

The safety of all road users on the road network in and around Milton Keynes remains a priority, not only to the council, but to many other key strategic partners, who deal with the consequences of people being killed or injured in road traffic collisions. These organisations include the emergency services, such as Thames Valley Police (TVP), Buckinghamshire Fire & Rescue Service (BF&RS), and health care providers, in addition to both businesses and the wider community. All of whom have to deal with the consequences of the trauma involved when an individual becomes the victim of a road traffic collision. In Milton Keynes, we have a road safety programme that consists of engineering measures at sites that are known to have a high number of collisions and a programme of education and publicity.

To make our road networks safer, a three-pronged approach has been implemented based on:

- Road safety engineering;
- Education and training especially for younger people; and,
- Enforcement.

Through a planned programme of education, training, publicity campaigns and initiatives, we have endeavoured to increase road users' awareness of safety issues and improve individual's ability and behaviour to use our roads so that the incidences of collisions are minimised.

The table below (3.2.1) shows our progress on reduction of casualties on our roads. Compared to national average and other towns and cities we benchmark our progress against, Milton Keynes has fared very well in safety measures it has taken and has seen year on year reduction in road casualties.

Milton Keynes unique grid road network with segregated walk and cycle ways significantly reduces conflict with pedestrians and vehicles on the grid roads. The evidence shows that in 2010, compared to other "traditional" towns and cities, and the rest of England, Milton Keynes' progress was good on all three key government Strategic Framework for Road Safety outcome indicators, demonstrating approximately 30% reduction in road casualties on 2005-2009 baseline average (England 19% reduction on 2005-2009 baseline average)

However we must not be complacent and must continue to improve safety for all pedestrian, cyclists and highway users through:

- Provision of better road safety education, training and publicity for all road users, to increase their awareness of road safety;
- Investigating the causes of traffic injury collisions and introduced measures to reduce their frequency and severity;
- Introduction of measures to help vulnerable road users; and,
- Undertaking road safety audits on all highway works to ensure that they meet the needs of all road users.

3.2.1) Key Outcome Indicators - Strategic Framework for Road Safety

Reported Killed and Seriously Injured (KSI) casualties. 2005-2010 and 2005-09 average

								Number of casualties/*Percentage*
								2010 Percentage change over:
Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	*2005 -2009 average*
Milton Keynes	103	122	137	90	86	81	74	*-28%*
Peterborough	112	151	103	105	101	98	95	*-15%*
Telford and Wrekin	53	58	52	51	42	62	38	*-28%*
Warrington	104	101	103	96	129	93	103	*-1%*
Swindon	77	64	79	77	73	90	63	*-18%*
England	25,958	27,945	27,551	26,720	24,369	23,206	21,255	*-18%*

								Rate per billion vehicle miles/*Percentage*
								2010 Percentage change over :
Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	*2005 -2009 average*
Milton Keynes	68	81	90	59	56	52	49	*-27%*
Peterborough	97	133	89	91	88	85	83	*-14%*
Telford and Wrekin	61	67	61	59	48	72	45	*-26%*
Warrington	64	65	64	58	77	56	64	*0%*
Swindon	67	57	70	67	63	79	55	*-19%*
England	95	104	101	97	89	86	80	*-16%*

								Rate per million population/*Percentage*
								2010 Percentage change over:
Area	2005-09 baseline	2005	2006	2007	2008	2009	2010	*2005 -2009 average*
Milton Keynes	451	552	609	393	369	342	306	*-32%*
Peterborough	663	913	615	624	595	573	548	*-17%*
Telford and Wrekin	328	360	322	316	260	382	234	*-29%*
Warrington	535	523	531	492	657	470	518	*-3%*
Swindon	398	342	418	400	372	453	312	*-21%*
England	508	554	543	523	474	448	407	*-20%*

Source DfT 13.10.11

3.2.2) Road Safety on grid roads compared to the rest of Milton Keynes:

The table below compares the road casualties on grid roads to the rest of Milton Keynes for the year 2010. The figures show that there are relatively few reported road accidents involving pedestrians and cyclists on the grid roads. This is because of the segregated walk and cycle ways (Redways) where the danger of conflict with vehicular traffic is minimised.

The figures also show a higher percentage of casualties on grid roads involving cars. There are more car accidents on the grid roads as these carry a much higher volume of traffic and at higher speeds in comparison to non grid.

2010 - Reported Road Casualties - comparing grid road casualties to all of Milton Keynes

User Type	Grid Roads			Percentage of all roads	Non Grid Roads			Percentage of all roads	All Roads (Milton Keynes)		
	KSI	Slights	Total		KSI	Slights	Total		KSI	Slights	Total
Pedestrians	4	4	8	14.5%	5	42	47	85.5%	9	46	55
Pedal Cyclists	1	8	9	16.4%	5	41	46	83.6%	6	49	55
Cars and other vehicles	41	494	535	61.8%	18	313	331	38.2%	59	807	866

4.0) We have reviewed the strategy as following:

4.1) Allocation of available funding for transport improvements for 2012/13:

We need to prioritise allocation of available funding to the strategy strands that support key transport objectives of economic growth and carbon reduction.

Infrastructure Management and its maintenance is allocated most funding as we need to keep our transport assets well maintained and in safe condition; and we intend a 60% funding allocation to the infrastructure maintenance. In current funding constraints, it is important that the best is made of the borough's existing assets. This includes maintenance of assets, covered by the Milton Keynes Transport Asset Management Plan.

The remaining 40% has been prioritised as per the matrix below. The matrix shows the relationship between strategy strands and the objective themes. Two ticks designate a positive connection between the delivery of the strategy strand and achieving the objective, and three designates a strong positive connection.

✓ Limited ✓✓ Positive ✓✓✓ Strong positive							
Strategy Strand	**Objective Theme**						
	Transport Choice	Economy	Climate Change	Access for All	Safety, Security and Health	Quality of Life	Frame work for Growth
Public Transport	✓✓✓	✓✓	✓✓✓	✓✓	✓✓	✓✓	✓✓
Highways & Traffic Management (Including Road Safety)	✓	✓	✓	✓	✓✓✓	✓✓	✓✓
Smarter Choices (including Walking & Cycling)	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓
Network Optimisation (Including capacity improvement and intelligent Transport systems)	✓✓	✓✓	✓✓	✓	✓✓	✓	✓✓✓

In order to achieve our stated objectives for transport, we propose to allocate the remaining 40% funding to strategy strands as following:

Public Transport Strand: 11%
Highways & Traffic Management Strand (Including Road Safety): 7%
Smarter Choices Strand (Including Walking & Cycling Strand): 13%

Network Optimisation (Including capacity improvement and Intelligent Transport Systems – Technology Strand) 9%

Development Planning Strand: funding spread over above four strands

4.2) Appraisal & Prioritisation of Transport Schemes:

It is even more important in the present economic climate that we prioritise schemes and maximise benefits in a cost effective manner. We have developed a Scheme Appraisal & Prioritisation process involving assessment of every scheme in terms of its compliance to the strategy objectives, its contribution to the performance targets and indicators; deliverability, risks, and value for money.

The schemes are also assessed for benefits it would provide to the community and the transport users. This robust process needs to be evidence based using the most up to date data.

The Process will:

- Provide an objective decision-making framework
- Be based on a technically robust and transparent process
- Involve a wide range of officers and members
- Produce a realistic and deliverable, balanced programme of schemes

The schemes are also assessed for their contribution to the seven Transport Strategy objectives and the appraisal process recognises the relative importance of these objectives by applying different weightings to them. The final scheme appraisal score takes these weightings into account.

In order to meet the two most important challenges that we currently face, i.e. economic growth and carbon reduction, we have prioritised the objectives that would contribute the most to these issues. We have therefore applied higher weightings to these objectives as shown in the table below.

LTP3 Objectives		Weightings
Economic	1. provide real and attractive transport choices to encourage more sustainable travel behaviour as Milton Keynes grows	24%
	2. support the economic growth of the borough through the fast, efficient and reliable movement of people and goods	12%
	3. establish a development framework that embraces technological change, in which Milton Keynes can continue to grow, pioneer and develop	4%
Safety	4. improve safety, security and health	24%
Environment	5. reduce transport based CO2 emissions to help tackle climate change	24%
Social	6. provide access for all to key services and amenities in Milton Keynes, including employment, education, health, retail, and leisure	8%
	7. contribute to quality of life for all Milton Keynes residents, strengthening linkages between communities	4%
	Total	**100%**

4.3) Integration of the Bletchley Transport Strategy Schemes within the LTP3 scheme list:

The Bletchley Transport Strategy (web link) was developed and approved by the Council at same time as the Milton Keynes Transport Vision and Strategy was developed. It is essential to prioritise the schemes within the Bletchley Transport Strategy, and to apply the same Appraisal & Prioritisation process. These schemes will be included in the future transport programme beginning with the 2012/13 programme.

Bearing in mind the considerable work that was carried out to produce the Bletchley Transport Strategy in order to meet the specific local challenges, we believe that the document should form part of the main transport strategy. This will help to ensure that Bletchley remains a transport priority.

4.4) Main transport performance targets and indicators:

We have referred to the MKMMM, allocation of funding, and scheme prioritisation; we must ensure that we monitor behaviour, trends, usage and performance to ensure that we continue to deliver the most appropriate and cost effective transport schemes. We will be monitoring the performance and progress of the Strategy through data collected under the theme groups below.

Theme Group	Description
Road Safety	Number of People Killed or Seriously Injured
Public Transport	Number of Bus Passengers
	Bus Punctuality / Bus Satisfaction
	Community Transport Patronage / Membership
	Number of Train Passengers
Smarter Choices / Walking & Cycling	Number of Cycling Trips / Walking Trips
	Adoption of Travel Plans
Traffic Management	Peak Hour Journey Times (Rush Hour)
	Peak Hour Traffic Flows (Rush Hour)
Accessibility	Accessibility to Services & Facilities (e.g. health, retail, education)
Air Quality / Carbon Reduction	Air Quality / Carbon Emissions (CO2)
Highway Maintenance	Condition of Highways & Bridges

Full list of targets and indicators is available on our web site.

5.0) Progress on delivery of transport projects:

The Coachway – This new £2.6 million Coachway building was opened in December 2010. It provides a covered seated area for approximately 100 passengers taking coaches, local buses and taxis. Other facilities include a café, a convenience shop and ticket office for the National Express Group, public and disabled toilets with baby changing facilities and a taxi service.
It also included a completely rebuilt Park & Ride site at Brook Furlong creating approximately 360 parking spaces.

Almost 500,000 people have used the facility in the first year of opening the new Coachway.

Plugged in Places – Milton Keynes was one of the first three towns and cities to be part of central government's £30 million 'Plugged-in Places' initiative. As such, the council has ambitious plans to support 1,000 electric vehicles on the road by 2014. The scheme forms part of the council's Low Carbon Living Strategy and Action Plan, placing Milton Keynes at the forefront of low carbon living nationally and internationally.

The PlatinumMK 300 bus service – This was shortlisted from 200 highly competitive entries for the prestigious 2010 UK Bus Awards and was awarded the 'Highly Commended' certificate by the panel of judges. The service, run in partnership between the council and Arriva, was launched in April 2009 and has so far seen over 500,000 passenger journeys with weekly patronage rising to over 8,500 passengers at present (peaking at nearly 10,000 in December 2011).. The route connects Milton Keynes Central Rail Station and Central Milton Keynes with Coachway, Brooklands, Broughton Gate, Kingston and Magna Park and will eventually link the Eastern and Western Expansion Areas of Milton Keynes.

The buses have a number of state of the art features including low floor, easy access, free wi-fi connection, air conditioning, a digital CCTV system inside and out as well as extra legroom and more space for buggies. Their hi-tech, cleaner, greener engines go further than the latest emission regulations so they are better for the environment as well.

The A5130 Busways – This £5.2m government funded project was completed in April 2010. The main objective was to facilitate improved bus movement in the Eastern Area of Milton Keynes, including the provision of bus lanes to and from the new Coachway, Brooklands City street and Northfield roundabout.

Granby Roundabout – The works at Granby Roundabout comprised a realignment of the main carriageway (Watling Street and Bletcham Way) and the construction of a new 4th arm onto the nearby Denbigh Road in order to provide an alternative and safer access onto the Denbigh Road and thereby reduce traffic activity at the nearby B&Q intersection. The project was completed in March 2011 with the roundabout fully operational.

Station Square –The major works have started on this project and are progressing well and the aim for completion in spring 2012 is on target. The objective of the project remains the reduction of conflicts arising from the competing transport demands in Station Square and to provide a safer and more welcoming access for pedestrians and cyclists travelling to and from the station

CMK Parking Changes – This introduced a simplified charging regime across Central Milton Keynes. A further review identified areas of under use, which following changes now maximised space usage helping shoppers, businesses and visitors. The aim is to give an economic stimulus to the CMK. Resident Permits have been introduced to help local communities to address inappropriate parking.

Milton Keynes Council Travel Plan –- Very good progress has been made implementing the Travel Plan for Milton Keynes Council launched in February. This will enable the employees of the council to work towards a reduction in car journeys. By promoting travel choice, this initiative will help reduce carbon footprint across the authority through the introduction of an effective behaviour change programme.

Wolverton Station - Work began on 13 June 2011 and the new station building is forecast to be ready by spring 2012. The attractive new station building will be in keeping with Wolverton's Victorian architectural and rail heritage and will provide rail passengers with significantly improved facilities.

The building will incorporate some specialist timber-framed construction and include a new ticket office and booking hall, a seated waiting area, and toilet facilities for rail users.

Milton Keynes Council is managing the project. It is working with London Midland, Network Rail, the design team of BPR Architects Ltd and Mouchel Rail, and with the contractor YJL Infrastructure, to deliver the new station.

The total budget for the project from design through to building construction, ancillary car park and roadworks, and fitting out the new building is £2.2m. This has been provided from two separate government grants: the Communities Infrastructure Fund (£400,000) and the Growth Area Fund (£1.8m).

East West Rail - In November last year, the Chancellor announced that the western section of East West Rail project is now part of the National Infrastructure Plan.

The EWR Consortium, made up of local authorities and interested private sector businesses will now work with Network Rail and the rail industry, along with the Department for Transport.

Government see EWR as an innovative and leading edge collaborative approach to promoting and delivering key infrastructure to help unlock economic growth, jobs, and new homes – 'localism in action'.

East West Rail is important as it will connect businesses, people, and markets, providing a strategic corridor that helps businesses to grow, develop and compete in local and global markets. It will create 12,000 new jobs and support up to 70,000 new homes in addition to reducing journey times to major centres.

Work could begin in 2015 with train operations beginning during 2017.

Public Transport:
We have maintained improvements to public transport which has seen year on year growth of over 900,000 in bus patronage (an annual figure of 9.68m to 31 December 2011) and have seen an increase in overall satisfaction from 51% to 62% as reported by the Arriva Customer Satisfaction survey.

The All-in-1 MK card was launched this year which provides a proof of age for under 19s in fulltime education, retailer discounts as well as the junior concessionary travel scheme.

This year we have upgraded 22 bus stops and shelters from capital funding, and there are plans for new bus shelters as part of the Station Square project.

The MKube Travel Centre was opened in May 2011, an Arriva initiative in partnership with the Council which has improved availability of public transport information.

We have signed a revised Bus Punctuality Improvement Partnership agreement with Arriva with better joint monitoring of services.

Two major projects have been started which support the Council's priorities and contributes to the improvement of the public transport environment. These are the Station Square Improvements and the Wolverton Station Building.

However, there are challenges for 2012/13 and future years to maintain and improve service achievements against backdrop of further potential budget reductions.

Small Vehicle Transport System (SVT)
We have been discussing with several private sector partners an innovative approach to transport in Milton Keynes. The system will utilise the latest advances in smartphone, internet and cashless technologies to enable easy and efficient vehicle booking and sharing. This system is ideally suited to Milton Keynes where small numbers of trips are made to a very large number of destinations. The Council and its partners are now developing this idea further and testing its potential implementation within Milton Keynes.

Street Lighting Innovations:
Following street lightings capital investment this year we have tested lighting columns for their structural integrity. This resulted in having to replace 200 street lighting columns.

We have invested in new lighting technology that would help to lower the energy consumption and reduce carbon emissions contributing to the Council's programme of "Low Carbon Living".

We are currently converting the CMK Parking area lights to White light, reducing the wattage and dimming the lights at hours of low usage.

We have rolled out a programme of converting the lighting source to White light, reducing the wattage and dimming the lights at hours of low usage on the Industrial estate roads and grid roads.

This initiative does not compromise safety, however in the long term it save money and is good for the environment.

Highway Maintenance Programme:

The following maintenance work was carried out on our network over the last 12 to 18 months.

Year 10/11	Footways	Redways	Unclassified Rd Resurfacing	Non Principal Rd Resurfacing	Principal Rd Resurfacing	Surface Dressing
Area Treated/Reconstructed (m2)	10,000	2,600	21,000	7,000	10,500	105,000
Year 11/12	Footways	Redways	Unclassified Rd Resurfacing	Non Principal Rd Resurfacing	Principal Rd Resurfacing	Surface Dressing
Area Treated/Reconstructed (m2)	7,000	3,750	16,000	3,500	7,100	100,000

Flood Alleviation Works:

In total three flood alleviation bunds were constructed in Stoke Goldington in 2010/2011 as part of Phase 1 of the Flood Mitigation Works. Additional ancillary works were also carried out in this year to other sections of the water course to improve the flood defence capabilities of the village.

In financial year 2011/2012 Phase 2 of the flood mitigation works was started and a further flood bund was constructed in Stoke Goldington. Planning application for a further site has been submitted and pending consent this will also be constructed during 2012.

In 2011/2012 Phase 1 of the Flood Mitigation Works was started in Tathall End, currently 3 planning applications have been submitted and pending consent three flood alleviation bunds will be constructed during 2012. Additional ancillary works are also being carried out.

Winter Maintenance:

A new salt storage barn was successfully constructed in November 2010; this allowed Milton Keynes to increase its maximum storage capacity of salt prior to the winter season thus increasing its resilience in the event of severe weather.

In addition to this we were able to swap the type of salt used from standard rock salt to ‘Safecote’, which is a type of rock salt that has been pre-treated with a coating that improves the efficiency of the spreading thus reducing wastage.

The treated salt also lowers the freezing point below that of standard rock salt thus providing greater protection. It is less corrosive than standard rock salt and has less of an environmental impact. This allows us to reduce the amounts of salt used, which results in a monetary saving to the authority.

6.1) Revised list of proposed interventions for 2012/13:

The Transport Strategy & Vision and the Bletchley Transport Strategy identify transport interventions which are proposed for implementation in the short term (1-4 years). The table 6.1 shows an updated list of those schemes and indicates their current status. These schemes are currently being prioritised using to the methodology set out in Section 4.2 “Appraisal and Prioritisation of Transport Schemes”.

6.1) Table of revised list of proposed interventions for 2012/13:

No.	Code	LTP3 Interventions	Status
1	Bo20	Bus Strategy Refresh	To commence 2012/13
2	HTo1	Develop a Network Management Plan	To be completed 2012/13
3	HTo3	Lorry Management Strategy Refresh	To commence 2012/13
4	HTo7/8	Adoption of the Road Safety Audit Policy and Procedures / Road Safety Strategy Refresh	Completed
5	HTo11	Refresh of Powered Two Wheeler Strategy	To commence 2012/13
6	IMo5	Refresh Rights of Way Improvement Plan	To commence 2012/13
7	DPo1	Develop a Highways Design Guide	To be completed 2012/13
8	Bo1	'MK Star' Bus Network	Continuing in 2012/13
9	Bo2	Semi-flexible, 'dial-a-ride' style bus services covering city estates	Part of SVT project
10	Bo4	Improved interchange facilities	Continuing in 2012/13
11	Bo10	Promotion of long distance bus and coach services	Continuing in 2012/13
12	Bo11	Increased promotion of bus services	Continuing in 2012/13
13	Bo12	Improved Real Time Passenger Information (RTPI) provision at bus stops and interchanges	Continuing in 2012/13
14	Bo13	Journey planning website and 'smart phone' applications for dynamic journey planning	Continuing in 2012/13
15	Bo15	Accessibility improvements to buses and bus infrastructure particularly from rural areas and for people with physical and sensory improvements	Continuing in 2012/13
16	Ro1	Improve marketing of rail-bus through ticketing	To commence 2012/13
17	Ro2	Promotion and development of the Marston Vale Community Rail Partnership	To commence 2012/13
18	CTto1	Continued provision of community transport	Continuing in 2012/13
19	CWo1	Increase promotion, education and training for cycling and walking	
20	CWo2	Improved signage	Continuing in 2012/13
21	CWo4	More direct Redway routes	Continuing in 2012/13
22	CWo5	Expansion of Redway network into CMK, new developments, regeneration areas and where possible older towns	Continuing in 2012/13
23	CWo6	Improved maintenance of the Redway network (and footway and backways network)	Continuing in 2012/13
24	CWo7	Improve lighting on the Redway network	Continuing in 2012/13
25	CWo8	Improve cycling and pedestrian access to the public transport network	Continuing in 2012/13
26	CWo10	More cycle parking, including GearChange at key destinations including workplaces	Continuing in 2012/13
27	SCo1	Workplace travel plan for Milton Keynes Council	Completed
28	SCo2	More effective management and enforcement of development-related travel plans	Continuing in 2012/13
29	SCo3	Increased promotion of car sharing	Continuing in 2012/13
30	SCo6	Continued promotion of Safer Journeys to School programme including school travel planning, walking buses, and expansion of "Walk and Roll" scheme	Continuing in 2012/13
31	HTo2	Peak spreading of traffic through school and business working hours	To commence 2012/13
32	HTo9	Engineering measures to reduce the number of collisions, fatalities and injuries where appropriate and justified	Continuing in 2012/13

33	HTo10	Ongoing funding for safety education, training and promotion	Continuing in 2012/13
34	IMo1	Improve Asset Management System	Continuing in 2012/13
35	IMo2	Improve resilience of the network to winter weather conditions	Continuing in 2012/13
36	IMo3	Improve resilience of the network to flash flooding	Continuing in 2012/13
37	SCo9	Development of effective travel plans for all stations in Milton Keynes and other key trip generators	Continuing in 2012/13
38	SCo7	Increased delivery of travel awareness campaigns and promotions	To commence 2012/13
39	HTo5	Improved signage and routing, including re-routing of HGV traffic away from estates & rural communities where appropriate	To commence 2012/13
40	HTo6	Promotion of more sustainable freight movement	To commence 2012/13
41	Bo3	Bus 'hopper' service for Central Milton Keynes	To commence 2012/13
42	Bo8	Semi-flexible, 'dial-a-ride' style off-peak rural services	Part of SVT project
43	Bo16	Driver training	To commence 2012/13
44	TPo2	Review the number of ranking spaces at key destinations, and signage to ranks, and implement recommendations	To commence 2012/13
No.	**Code**	**Bletchley Transport Strategy Interventions**	**Status**
45	BTS1	Bletchley to stadium:MK / IKEA walking / cycling route	Part implemented 2011/12
46	BTS4	Improved junction of Saxon Street with Watling Street (B&Q junction)	Completion late 2011/12
47	BTS11	Improved Bus Station (current site)	To commence 2013-15
48	BTS14	Extension of walking / cycling route on Princes Way	To commence 2012-14
49	BTS15	Improved Car Parking Signage	To commence 2012-14
50	BTS19	Review Car Parking Zoning	To commence 2012-14
51	BTS20	New pedestrian crossing on Sherwood Drive	Completion late 2011/12
52	BTS21	Mini Interchange on western frontage of Rail Station	To commence 2013-15
53	BTS22	Introduce car parking restrictions on Sherwood Drive	To commence 2012-14
54	BTS23	Improved junction of Buckingham Road / Sherwood Drive	Commencing late 2011/12
55	BTS28	West Bletchley to Tattenhoe / Emerson Valley walking / cycling route	To commence 2012-14
56	BTS31	Pedestrian crossing facilities on Aylesbury Street / Watling Street	To commence 2012-14
57	BTS33	Improved pedestrian / cycle access to Fenny Stratford Station	To commence 2012-14
58	BTS38	Cycle parking at District / Local Centres	To commence 2012-14
59	BTS40	Review of Signage (all modes)	To commence 2012-14
No.	**Code**	**Other Interventions**	**Status**
60	-	Development of Small Vehicle Transport system (SVT)	Continuing in 2012/13
61	-	East West Rail Proposals	Continuing in 2012/13
62	-	High Speed 2 Rail Link (HS2)	Continuing in 2012/13
		Key	
		On schedule	
		Started, but behind schedule	
		Not yet started, overdue	

7.0) Summary:

We have reviewed the transport strategy by taking into account the updated evidence base in relation to planned growth of Milton Keynes and the additional pressure that will be encountered on our road network.

We have looked at all aspects of transport for Milton Keynes as well as aiming to put in place the required infrastructure to assist and support the city as it continues to grow in order to encourage the economy and well-being of the area. We have also looked at a wide range of areas including sustainable transport, the reduction of carbon emissions, regeneration, provision and access of services for residents and improved safety, security and health.

Within the resources available, we have to allocate funding to schemes that will best deliver the objectives of the strategy, contribute to our targets and indicators, and be value for money to achieve real benefits to the community.

The Bletchley Strategy was developed and widely consulted with public and stakeholders to address particular challenges we face in the area and it is our belief that it should be incorporated to the main transport strategy; and the schemes should be integrated within the main transport strategy list of schemes for 2012/13 to better manage limited funding. Evidence base shows strong case for development of distributor road rather then a by-pass in the Bletchley area.

We must monitor our progress on delivery through robust transport performance indicators to make sure we achieve our challenging targets.

We have assessed the delivery and completion of transport projects over the year. We are confident that the investment in these projects have benefited the community and businesses, making Milton Keynes a better place to live, work and visit, and at the same time promote travel choice, help economic growth and reduce our carbon footprint.

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