

TRANSPORT & INFRASTRUCTURE PLANNING

HB (South Coldecotte) Ltd
South Coldecotte, V10 Brickhill Street
Danesborough & Walton, Milton Keynes
Framework Travel Plan

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CONTENT PAGE

1.0	INTRODUCTION	5
	Appointment	5
	Background	5
	Definition of a Framework Travel Plan (FTP)	6
2.0	POLICY CONTEXT	8
	Introduction	8
	National Policy	8
	Local Policy	11
3.0	EXISTING CONDITIONS	14
	Site Location	14
	Existing Use	14
	Local Highway Network	14
	Sustainability Infrastructure	15
	Pedestrian Accessibility	15
	Cycling Accessibility	18
	Public Transport Accessibility	20
4.0	DEVELOPMENT PROPOSALS	22
	Overview	22
	Vehicular Access Arrangements	22
	Servicing and HGV Access Arrangements	22
	Pedestrian and Cyclist Access Arrangements	23
	Parking Provision	23
	Cycle Parking	25
5.0	AIMS & TARGETS	26
	Introduction	26
	FTP Aim	26
	Initial FTP Targets	27
6.0	MEASURES & INCENTIVES	28
	Introduction	28
	Travel Plan Co-ordination	28
	Measures	29
	Summary	33
7.0	IMPLEMENTATION & MONITORING	34
	Introduction	34
	Staff Travel Surveys	34

Annual Monitoring Report	34
Remedial Actions.....	35
8.0 SUMMARY & CONCLUSIONS	36

FIGURES

Figure 1: Allocated Site Plan.....	5
Figure 2: General Site Location Plan	14
Figure 3: Walking Isochrones	16
Figure 4: Milton Keynes Redways Plan	17
Figure 5: Existing Pedestrian Infrastructure	18
Figure 6: Cycling Isochrones.....	19

TABLES

Table 1: Local Bus Services Summary	20
Table 2: Direct Train Services to/from Bow Brickhill	21
Table 3: Milton Keynes Car & HGV Parking Standards Summary.....	24
Table 4: Milton Keynes Electric Vehicles Parking Standards Summary.....	24
Table 5: Milton Keynes Cycle Parking Standards Summary.....	25
Table 6: Local Mode Share - Milton Keynes 024 (2011 Census)	26
Table 7: Local Mode Share - Simplified	26
Table 8: Initial Mode Split Targets	27

APPENDICES

Appendix A	Indicative Site Layout Plan
Appendix B	Milton Keynes Council Workplace Travel Plan Measures
Appendix C	Staff Travel Survey Template

1.0 INTRODUCTION

Appointment

- 1.1 BWB Consulting Ltd (BWB) has been appointed by HB (South Caldecotte) Ltd (The Client) to prepare this Framework Travel Plan (FTP) report in support of an outline planning application for an employment development. The site is located to the west of V10 Brickhill Street in Danesborough & Walton, Milton Keynes.
- 1.2 The proposals comprise up to 2,600,000 sq.ft. (241,548 sq.m.) of B1(c)/B2/B8 land uses, which include storage, warehouse, distribution, light industrial and ancillary offices. Each unit will be associated with access, parking provision, servicing, groundworks and landscaping. The indicative site layout plan is included in **Appendix A** for reference.
- 1.3 Separate Transport Assessment (TA) and TA Addendum reports have been prepared in support of the planning application which should be read in conjunction with this FTP.

Background

- 1.4 The local planning and highways Authority is Milton Keynes Council (MKC), a unitary authority.
- 1.5 The development site is allocated under policy SD14 of MKC's Local Plan (Plan:MK) for a mixed employment development of Class B2 and B8. **Figure 1** below shows the allocated site plan.



Figure 1: Allocated Site Plan

- 1.6 Plan:MK was submitted for planning inspection in April 2018 and following the examination stage up until early 2019, it was adopted in Spring 2019. Further details are provided within **Section 2.0** of this FTP about the principles of policy SD14 for the proposed development.
- 1.7 However in summary, policy SD14 suggests that the proposed development must have a minimum of 195,000 sq.m. of class B2/B8 and ancillary B1 employment floorspace, subject to a TA that details the development's impact on the local highway network including the A5 / Watling Street roundabout and provide footpath connections to Bow Brickhill railway station and the wider sustainable infrastructure.

Definition of a Framework Travel Plan (FTP)

- 1.8 The National Guidance on Travel Planning and Decision-taking¹ states that a Travel Plan is “a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed”.
- 1.9 A Travel Plan (TP) involves the development of agreed targets and outcomes which are linked to an appropriate package of measures aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single occupancy car use, for all trips to and from the development.
- 1.10 The TP process includes continuous monitoring, review, and refinement over time, as travel survey data is collected to determine trends in travel patterns. A TP report is therefore a live document that will be continually updated. There will be further revisions to follow once the development is constructed and fully occupied, and the travel patterns are understood from data collected through employment travel surveys.
- 1.11 FTPs however are generally used when a large scale development contains multiple and different end users. Therefore, given this and that the end users are unknown at the time of writing this report, the FTP will outline the overarching principles and targets for the management and coordination of travel planning goals.
- 1.12 Each individual unit would be required to appoint their own Travel Plan Co-ordinator (TPC) or Travel Plan Representative prior to occupation, prepare a site specific TP and undertaken staff travel surveys.
- 1.13 Individual units would therefore be required to ensure that their appointed TPCs liaise directly with The Site wide TPC on a regular basis.
- 1.14 A site wide TPC would be responsible for ensuring all units / occupiers comply with the requirements in this FTP, particularly undertaking staff travel surveys and site specific TPs. The site wide TPC would liaise directly with MKC travel planning team and provide regular updates on the sustainable operation of the site.

¹ The National Guidance on Travel Plans, Transport Assessment & Transport Statements in Decision-taking, Planning Practice Guidance, March 2014

Introduction to this Framework Travel Plan

- 1.15 This FTP provides measures to reduce traffic that is going to be generated by the proposed development by promoting sustainable travel. It considers the unique needs and interests of staff in the context of the local environment and transport network.
- 1.16 Once operational, the FTP will deliver the following:
- Partnership approach to influence the travel behaviour of future staff to and from The Site;
 - Safe and viable alternatives to single occupancy car travel to The Site;
 - Fewer vehicle trips and a reduction in overall vehicle mileage;
 - Inform staff of the social, environmental and economic costs of their travel choices, and;
 - Improved accessibility for all.
- 1.17 This FTP therefore contains a set of recommendations for the necessary aims, objectives, targets and measures to reduce the number of single occupancy car trips generated by the proposed development and increase the number of pedestrian, cyclist and public transport user trips. It also includes proposed methods for implementing and monitoring travel patterns and updating the FTP report over a five-year period.
- 1.18 During scoping discussions, the contents of the FTP were agreed with MKC highways and AECOM (who provided a transport note on behalf of Highway England). It was suggested that the FTP should have comprehensive measures in place to reduce the traffic impact of the proposed development and manage the on-site parking demand.
- 1.19 This report is therefore structured as follows:
- **Section 2: Policy Context** – summarises the key national and local planning policies relating to transport within the context of the scale and location of the proposed development;
 - **Section 3: Existing Conditions** – describes the local highway network and the existing sustainable travel facilities;
 - **Section 4: Development Proposals** – provides details of the proposed development and access arrangements including a review of MKC parking standards and site servicing arrangements;
 - **Section 5: Aims and Targets** – details the initial targets of the FTP;
 - **Section 6: Measures and Incentives** – describes the measures that would be implemented at The Site in order to achieve the targets; including TPCs commitments and responsibilities;
 - **Section 7: Implementation and Monitoring** – detail methods to monitor and review the FTP, together with remedial actions; and
 - **Section 8: Summary and Conclusions.**

2.0 POLICY CONTEXT

Introduction

- 2.1 This section of the FTP examines the context of the application site and how this relates to relevant planning policies and guidelines. It provides an overall spatial and planning context for the development proposal.
- 2.2 The following national and local planning documents have been reviewed:
- The National Planning Policy Framework;
 - National Planning Practice Guidance: Transport Evidence Bases in Plan Making.
 - MKC Adopted Local Plan, Plan:MK
 - MKC's Parking Standards: Supplementary Planning Document (SPD, January 2016); and
 - MKC's Workplace Travel Plans Guidance (July 2015).

National Policy

National Planning Policy Framework

- 2.3 In March 2012, the Department for Communities and Local Government published the NPPF document which replaces historical National Planning Policy. This has since been updated and a revised NPPF document was published in July 2018 and the latest in February 2019.
- 2.4 The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications.
- 2.5 Planning law requires that applications for planning permission must be determined in accordance with the local development plan, unless material considerations indicate otherwise. It suggests that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
- 2.6 Part 9 of the revised February 2019 NPPF relates to 'Promoting sustainable transport' and highlights the needs for transport issues to be considered from the earliest stages of development proposals, "so that:
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and considered;*

- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and continue to make highway quality places."*
- 2.7 In relation to 'considering development proposals', paragraph 108 of the revised NPPF stipulates that in assessing specific application for development, *"it should be ensured that:*
- a) *Appropriate opportunities to promote sustainable transport modes can or have been taken up, given the type of development and its location;*
 - b) *Safe and suitable access to the Site can be achieved for all users;*
 - c) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree"*.
- 2.8 In response to the above, the proposed development includes measures as part of the Travel Plan to promote sustainable transport modes. This report demonstrates that safe and suitable access can be achieved by all modes of travel.
- 2.9 Paragraph 109 of the Revised NPPF is key in terms of clarifying when a development should or should not be allowed planning permission. Paragraph 109 reads as follows:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.
- 2.10 The outcomes of the TA report demonstrate that the proposal would not have an unacceptable impact on highway safety, neither would the residual cumulative impacts on the road network be considered 'severe'. On this basis, it is considered that the proposed development is planned in accordance with the Revised NPPF policy.
- 2.11 In terms of setting parking standards, paragraph 106 of the NPPF document states that *"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*
- 2.12 Local authorities should therefore take into account:
- The accessibility of the proposed development;
 - The type, mix and use of the proposed development;
 - The availability of public transport;
 - The car ownership levels in the area;
 - The need to ensure that adequate parking is provided for low emission and electric vehicle.

- 2.13 In terms of considering developments proposals, the NPPF suggests that where a site becomes allocated for development in the local plan, it should be ensured that:
- *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*
- 2.14 As such, it is assumed that the above have been considered as the site was allocated under policy SD14 of Plan:MK.
- 2.15 The adopted March 2012 NPPF states that *“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe”*. Although the draft consultation NPPF document broadly adopts this statement under paragraph 109, it expands within this context that new developments should:
- First give priority to pedestrians and cyclists both within the scheme and with neighbouring areas, followed by access to high quality public transport facilities;
 - Address the need for people with disabilities and reduced mobility in relation to all modes of transport;
 - Create safe, secure and attractive places by minimising conflicts between pedestrians, cyclists and vehicles;
 - Ensure adequate access is provided for services and emergency vehicles, including efficient delivery of goods; and
 - Be designed to enable safe, accessible and convenient plug-in charging points for ultra-low emission vehicles.
- 2.16 In line with the above policies, this FTP has therefore been prepared to promote sustainable travel to/from the proposed development with the overarching aim to reduce single occupancy business travel, traffic generation and parking demand.

Planning Practice Guidance: Transport Evidence Bases in Plan Making

- 2.17 The NPPF is supported by a range of associated national Planning Practice Guidance (PPG) documentation. This includes advice on ‘Transport evidence bases in plan making and decision taking’, which provides guidance to assist local planning authorities with assessing strategic transport needs and identify suitable mitigation within Local Plans.
- 2.18 The PPG provides more informative approach to consider the wider impact of a proposed development on the local community in terms of design, air quality, climate change, health and wellbeing.

- 2.19 In terms of transport, the PPG broadly mirrors the NPPF policies on promoting and encourage sustainable developments. This include making the fullest possible use of public transport, walking and cycling.

Local Policy

Milton Keynes Adopted Local Plan Plan:MK

- 2.20 As mentioned previously Plan:MK was adopted in Spring 2019 following examination and approval by the secretary of state. Plan:MK covers the period up until 2031 and will replace the existing policies in the Core Strategy (2013) and the previous local plan (2005).
- 2.21 In relation to the proposed development, the site is allocated under Plan:MK policy SD14 for *“Strategic Employment Allocation, Land South of Milton Keynes, South Caldecotte”*.
- 2.22 Policy SD14 suggests that the development must accord with the below principles, including being brought forward in line with policies SD1, SD9, SD10 and INF1 prior to planning applications being approved.
- *“A minimum of 195,000m² of Class B2/B8 and ancillary B1 employment floorspace.*
 - *Access to be taken from Brickhill Street, which will be upgraded to grid road standard.*
 - *The development will be subject to a Transport Assessment, which will investigate the development’s impact on the local highway network, including the A5/Watling Street roundabout. The development will contribute to any necessary improvements, as agreed by the relevant highway authorities and Highways England. The Transport Assessment will also set out the basis for effective public connections to and from the site to be implemented prior to completion of the development.*
 - *A green open space link will be created on the site, linking into Caldecotte Lake to the north and providing future opportunity to link the park to the south/east. The open space link should include access and connectivity to Caldecotte Lake with mechanisms in place for its sustainable management over the long term and balancing ponds as part of a Sustainable Urban Drainage system across the site.*
 - *Direct footpath connections to Bow Brickhill railway station and the existing Public Right of Way running along the site’s northern boundary will be effectively integrated into the development.*
 - *Building heights should be informed by the Landscape and Visual Impact Assessment (LVIA) and should avoid unacceptable impact on the wider landscape and heritage assets.*
 - *The design and appearance of buildings should be sensitive to the neighbouring uses, with development fronting Brickhill Street being sensitive to views into the site*

from the wider landscape. Buildings should be designed to provide an attractive entrance to Milton Keynes from the south.

- *Existing vegetation to site boundaries should be maintained and enhanced to screen the development from wider views where a LVIA deems this necessary. New planting should be of native species to mitigate the loss of hedgerows necessary to facilitate development.*
- *A desktop Archaeological Assessment should be undertaken to understand the likely presence of archaeological remains within the site. The recommendations of the Assessment will be implemented prior to each phase of development commencing. It may be necessary to undertake a field investigation to understand the archaeological potential."*

2.23 The employment development will be complimented by strategic housing developments in the area and new local centres under Policies SD13 and SD8.

2.24 Policy SD13 relates to Land at Eaton Leys, Little Brickhill, for developments of up to 600 units, a local centre, a health centre, land reserved for a 1-form entry primary school, associated highway works including improvements to the A4146 approach to the A5 / A4146 roundabout, sustainable infrastructure improvements and public open space. As mentioned previously, an outline planning application for this site was approved in June 2017 for up to 600 units.

2.25 Details of the relevant policies under Plan:MK can be reviewed via this link: <https://www.milton-keynes.gov.uk/pressreleases/2019/mar/plan-mk-adopted-by-council>.

Milton Keynes Workplace Travel Plan: A step by step guide, July 2015

2.26 This FTP has been prepared to comply with MKC's workplace travel planning document, which sets out measurement to promote sustainable modes of travel to staff, visitors and deliveries.

2.27 MKC workplace planning document define TPs as "a long-term working document which explains how to reduce the reliance on single occupancy car vehicle journeys within an organisation or for an individual. A travel plan highlights a package of practical measures and initiatives to encourage sustainable travel and/ or reduce the need to travel".

2.28 Overall, the benefits of implementing a TP are as follows:

- Improve site accessibility by providing multiple travel choices;
- Reduce congestion by managing traffic flow and parking;
- Provide opportunities for active and healthy travel;
- Set out policies and organisation specific environmental standard;
- Deliver local environmental improvements to reduce congestion, pollution and noise;
- Increase business efficiency and flexible working;
- Ensure adequate provision of accessible parking spaces; and
- Reduce developments traffic impact.

- 2.29 MKC's travel planning document suggests that site specific TPs should be consistent with the targets and requirements of the wider FTP. Such TPs would be prepared pre-occupation of each individual unit and submitted to MKC for approval.
- 2.30 In terms of thresholds, for a site-specific TP MKC's travel planning document specifies that any B2 unit of less than 4,000 sq.m. and B8 unit of less than 5,000 sq.m. do not require a TP.
- 2.31 Nonetheless, BWB encourages each unit under these thresholds to have generic measures to support staff in their travel choices and. Such measures would ensure a successful workplace TP, sustainable accessibility and business efficiency. MKC's exemplar workplace TP measures are provided in **Appendix B** in this report.

3.0 EXISTING CONDITIONS

Site Location

- 3.1 The proposed development site is located to the east of Bletchley, approximately 6km south east of Milton Keynes Town Centre. **Figure 2** shows the location of the proposed development site and the local highway network.

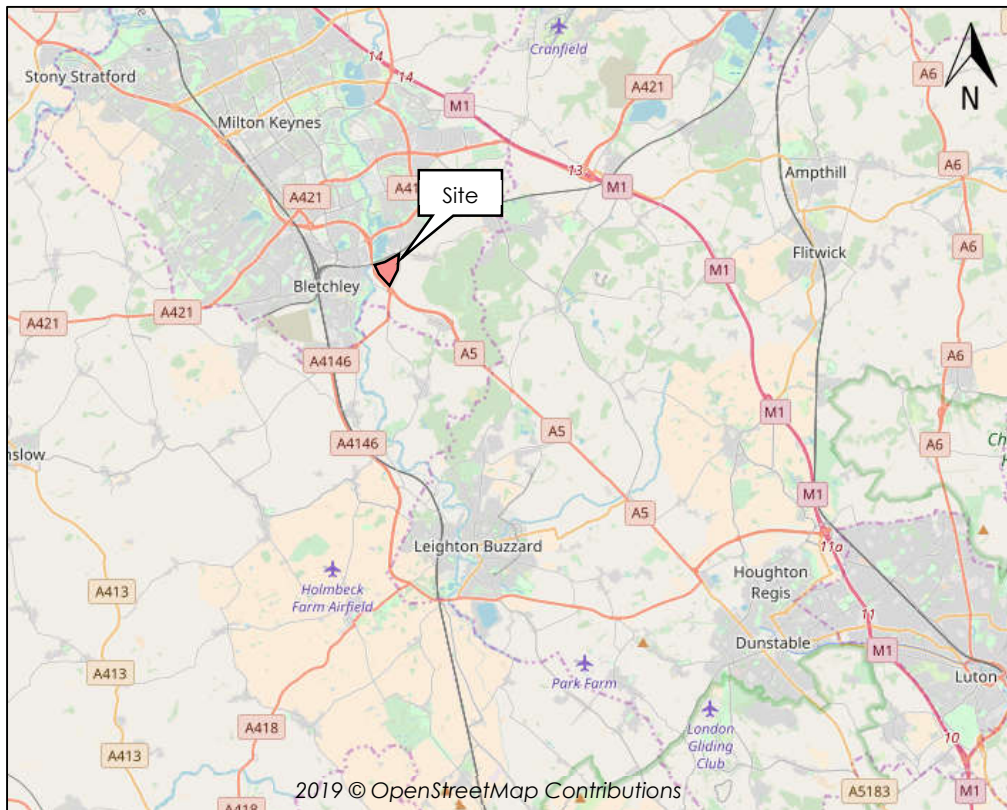


Figure 2: General Site Location Plan

Existing Use

- 3.2 The existing site currently comprises several agricultural fields bound to the north by the Bletchley to Bedford Marston Vale Railway Line and Caldecotte Lake/Business Park, east by V10 Brickhill Street and agricultural fields, south by the A5 Kelly's Kitchen Roundabout and services and west by the A5 trunk road, a garden centre and agricultural fields.
- 3.3 Vehicle access for the existing site is currently taken from several gated farm accesses from V10 Brickhill Street, and the southbound carriageway of the A5 dual carriageway. Pedestrian access can also be taken from public footpath 'Bow Brickhill FP 004' (A&B) which run between Belvedere Lane and Greenways to the east, with links to Caldecotte Lake and V10 Brickhill Street.

Local Highway Network

- 3.4 V10 Brickhill Street is a single carriageway road routing in a north to south direction on the eastern edge of the proposed development. The road is approximately 7m wide and subject to the national speed limit within the vicinity of the proposed development.

- 3.5 To the north, V10 Brickhill Street leads on to a roundabout with Station Road. Station Road provides a route eastbound, through Bow Brickhill and into Woburn Sands. V10 Brickhill Street continues northbound where a level crossing is present providing access over the railway tracks at Bow Brickhill Railway Station.
- 3.6 V10 Brickhill Street continues to route north through Caldecotte, routing to Bletcham Way and the Milton Keynes grid road system which provides excellent access throughout Milton Keynes.
- 3.7 To the south, V10 Brickhill Street routes to Kelly's Kitchen Roundabout junction with the A5, A4146 and Watling Street. The A5 routes south east towards Luton and the M1, and northwest through Milton Keynes, Towcester and onto the M1. The A4146 routes south towards Leighton Buzzard and Watling Street routes northwest through Bletchley and Milton Keynes.
- 3.8 In terms of the wider highway network, the M1 J14 is located approximately 13.2 km to the north of the site and could be reached in around 12-15 minutes via the A5 / Redmoor Roundabout / A421. M1 J13 is located to the east of the site, approximately 10.6 km, with a journey time of 10-20 minutes via the V10 Brickhill Street / A4146 / A421. M1 J11A is located to the southeast, approximately 19 km and could be reached in around 14-22 minutes via the A5 towards Dunstable.
- 3.9 Overall it is considered that the site is well located for access to the local, regional and national highway network.

Sustainability Infrastructure

Pedestrian Accessibility

- 3.10 The Chartered Institution of Highways and Transportation (CIHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) describes what are considered acceptable walking distances for pedestrians without mobility impairment.
- 3.11 The guidance suggests that for commuting, school, and sight-seeing, up to 500m is the desirable walking distance, up to 1.0 km is an acceptable walking distance, and 2.0 km is the preferred maximum walking distance.
- 3.12 For bus stops in residential areas, 400m has traditionally been regarded as the maximum recommended walking distance. For train stations however, people are willing to walk up to 800m.
- 3.13 **Figure 3** shows 0.5 km, 1 km and 2 km walking isochrones from the site access, covering most of Caldecotte, Bow Brickhill Railway Station and parts of Fenny Stratford.

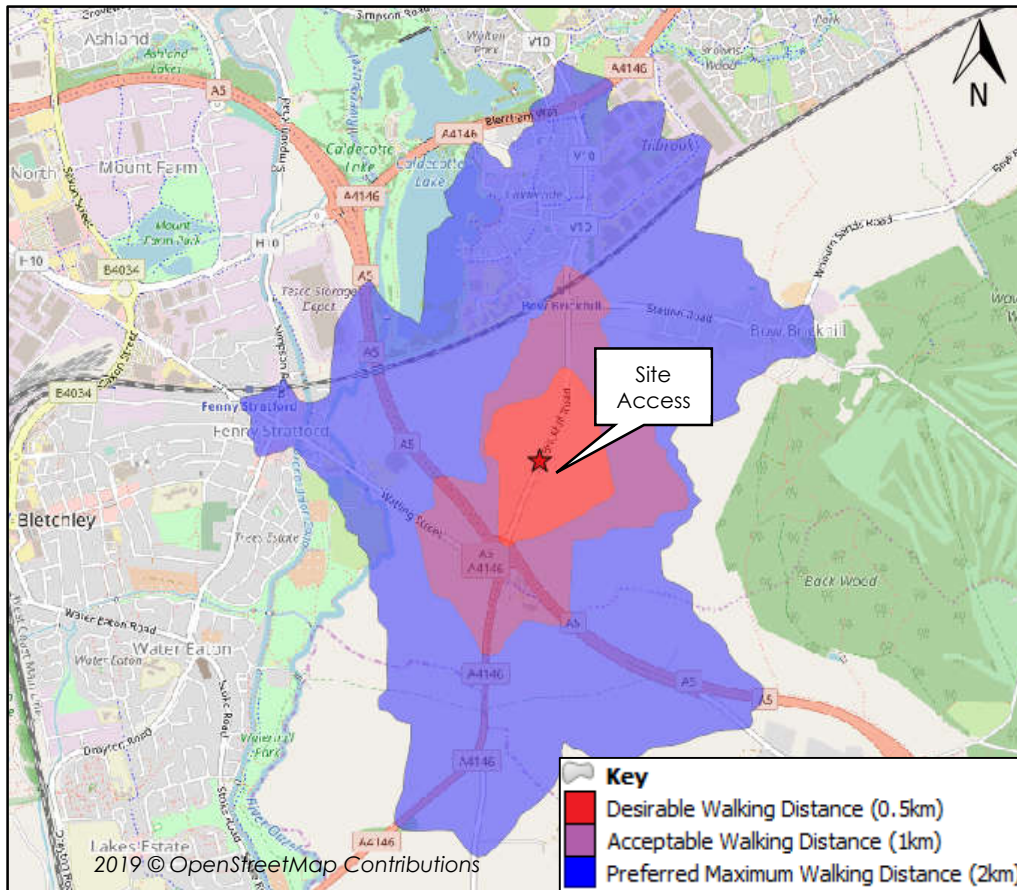


Figure 3: Walking Isochrones

- 3.14 As shown, Bow Brickhill Railway Station is located within acceptable walking distance from the site access. The bus stops located to the north of Station Road are also located on the edge of the acceptable walking distance catchment.
- 3.15 In terms of existing pedestrian infrastructure, footways are not currently provided in the vicinity of the proposed site access along the V10 Brickhill Street. Public footpath Bow Brickhill 004 (A+B) however runs to the north of the site between Belvedere Lane and Greenways to the east, with links to Caldecotte Lake and V10 Brickhill Street near the mini-roundabout.
- 3.16 **Figure 4** shows an extract of Milton Keynes 2018 Redway Map. Redways are shared pedestrian / cycling routes that provide traffic-free links across Milton Keynes. They are generally surfaced with red tarmac and run along grid roads (V10 Brickhill Street) with underpasses or bridges where they meet major junctions.



Figure 4: Milton Keynes Redways Plan

- 3.17 As shown, Redway Super Routes are provided along V10 Brickhill Street between Bow Brickhill Railway Station and towards the A4146 Bletcham Way (H10). Both routes connect to local Redways in Caldecotte and Tilbrook. To the south Redways are provided on the northern and western sides of Kelly's Kitchen Roundabout, which link to the footway provision along Watling Street.
- 3.18 **Figure 5** shows the sustainable infrastructure which is not described above. This include public right of ways, footpaths and pedestrian crossing points between the site and the wider Redway network.

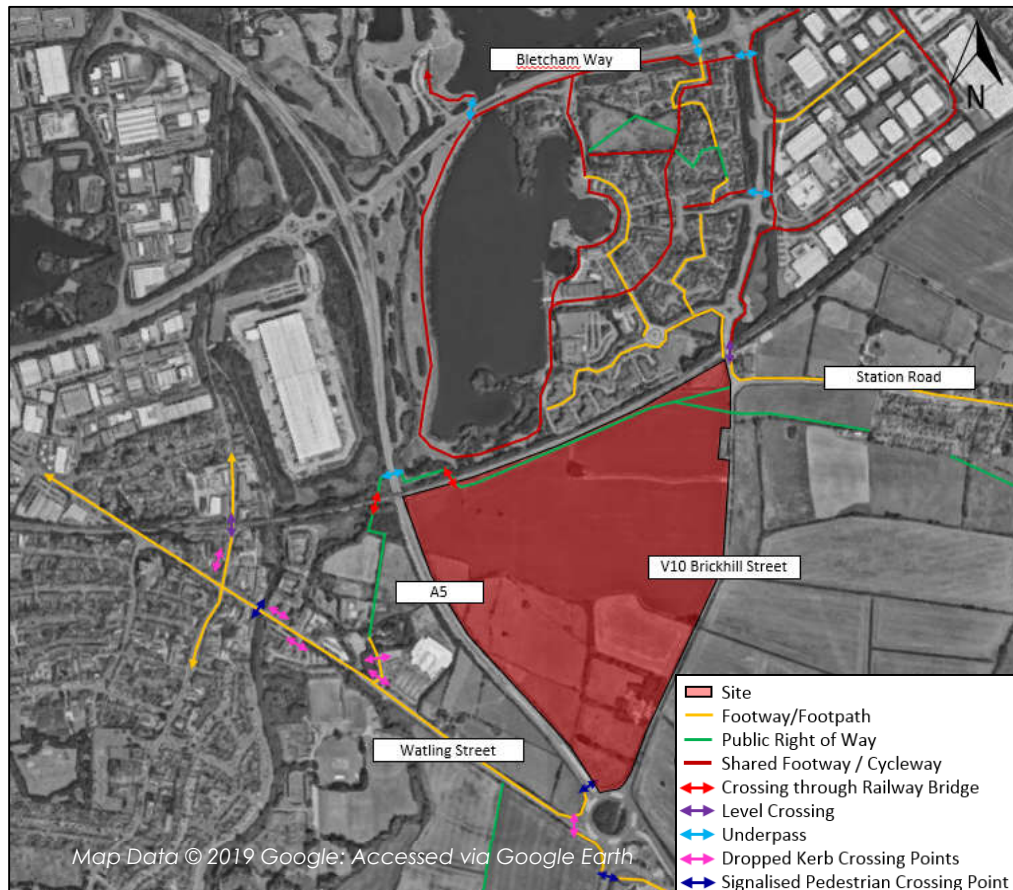


Figure 5: Existing Pedestrian Infrastructure

- 3.19 Overall, there are good levels of pedestrian infrastructure and crossing facilities available within the vicinity of the site. However, there is an opportunity to improve the pedestrian and cycle connectivity with additional Redways through the site.
- 3.20 This would provide opportunities for pedestrians to walk between the site, public transport services and the facilities in the local area.

Cycling Accessibility

- 3.21 DfT's Local Transport Note (LTN) 1/04 suggest that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters.
- 3.22 It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer journey by public transport. Cycling is therefore an important journey to work mode that has the potential to perform a more significant role.
- 3.23 **Figure 6** shows 1 km, 2.5 km and 5 km isochrones from the site access. It demonstrates that all of Caldecotte, Bow Brickhill, Bletchley, Ashland, Kents Hill and Little Brickhill, and parts of Old Bletchley, Middleton and Oakgrove are within cycling distance to the site.

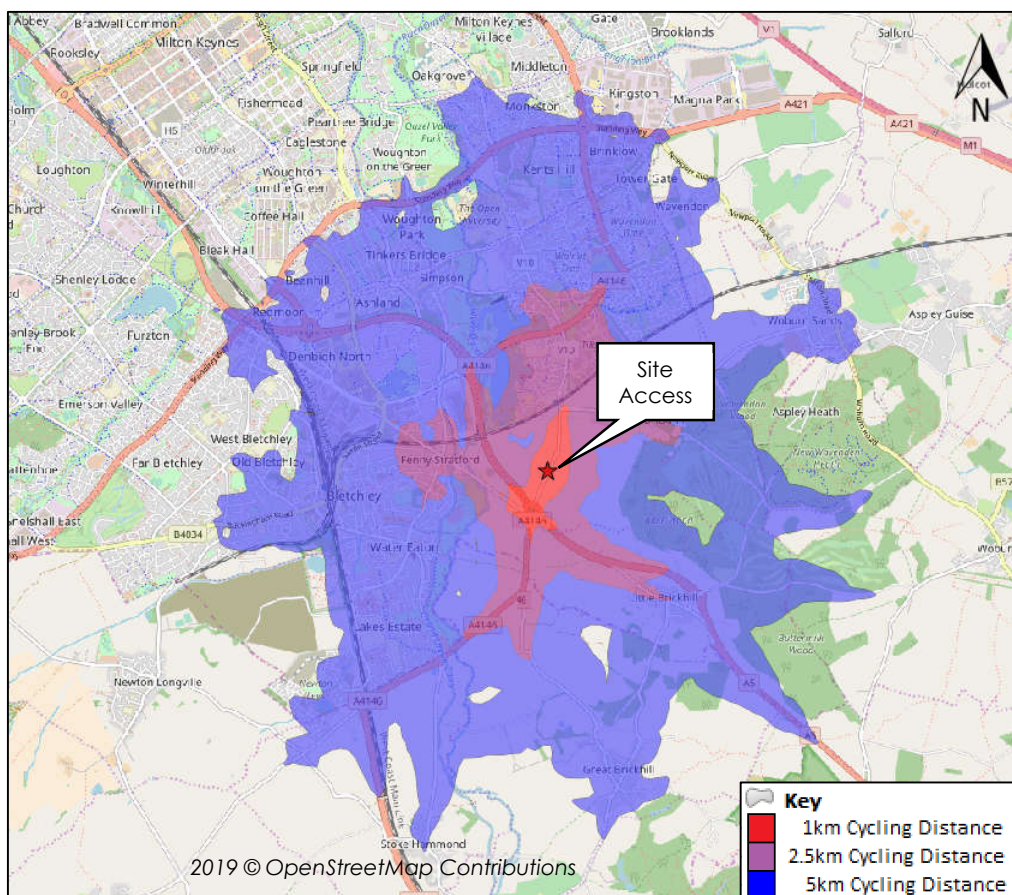


Figure 6: Cycling Isochrones

- 3.24 The cycle routes within the 5 km catchment of the site include on-road and off-road (traffic free) routes, which form part of the Redway network as shown previously within **Figure 4**. National Cycle Route 6 and several local leisure routes are located in proximity of the site, around Caldecotte Lake.
- 3.25 The on-road cycle lanes running between Penn Road in Fenny Stratford and Kelly's Kitchen Roundabout (on Watling Street) provide, in combination with the surrounding Redways, good opportunities for cyclists to travel to/from the site and southwest of Milton Keynes.
- 3.26 It is noted that improvements to the pedestrian and cycling infrastructure around the site are committed as part of the Eaton Leys development. Such improvements include extension to the existing Redway near Fenny Stratford Train Station and upgrade of the cycling facilities along Watling Street.
- 3.27 The Eaton Leys development will provide overall improvements to the sustainable infrastructure with on-road and off-road cycle lanes and upgrade of existing network to Redway standards. This would benefit future users of the site in terms of promoting sustainable travel between the residential development, the highway network and the site itself.

Public Transport Accessibility

Bus Travel

- 3.28 In relation to bus accessibility, the Chartered Institute of Highways and Transportation's (CIHT) 'Buses in Urban Developments, January 2018' publication, recommends that the maximum walking distance to 'single high-frequency routes (every 12 minutes or better)' should be 400m. For less frequent bus routes, the maximum recommended walking distance is 300m.
- 3.29 The nearest bus stops to the site are located on V10 Brickhill Street, approximately 560m north of the proposed site access. Bus shelters with table information and laybys are provided on both sides of the road at these bus stops. These bus stops currently only serve rail replacement bus services for Bow Brickhill Station.
- 3.30 Further bus services can be accessed from Station Road and Caldecotte Lake Drive approximately 660m and 780m respectively from the proposed site access.
- 3.31 The bus stops on Station Road are served by bus route 17. The southern side bus stop consists of a bus flag with timetable information on the road verge. The northern side bus stop however has a bus shelter with flag and timetable information on the continuous footway on Station Road. Bus services 11/11A and 12/12A can be accessed via Caldecotte Lake Drive at Caldecotte Business Park.
- 3.32 A summary of the local bus services is provided in **Table 1** below.

Table 1: Local Bus Services Summary

Service	Route (two-way)	Time of Operation & Frequency		
		Weekdays	Saturdays	Sundays
17	Kingston -Woburn Sands - The Brickhills - Bletchley	09:19-16:39 (every 2-3 hours)	09:19-16:39 (every 2-3 hours)	No Service
11/11A and 12/12A	Milton Keynes Central - Kents Hill (12/12A) - Monkston - Open University - Caldecotte	06:30-22:05 (every 30 minutes)	06:27-22:04 (every 30 minutes)	No Service

Source: <https://www.milton-keynes.gov.uk/highways-and-transport-hub/bus-and-taxi/bus-timetables-maps-and-travel-updates>

- 3.33 As shown, bus route 17 operates Monday to Saturday with an average frequency of one bus every 2-3 hours. Bus routes 11/11A and 12/12A offer better accessibility with an average frequency of one bus every 30 minutes. They connect to several key public transport hubs, such as Milton Keynes Central railway station and bus station.
- 3.34 The Applicant is making a financial contribution to public transport improvements, which will be secured via the Section 106 Agreement. Precise details of the public transport strategy will be confirmed with MKC Passenger Transport Team once the details of future end users at the development are known because the timing of shift patterns will be key to the success of the strategy.

Train Travel

- 3.35 Bow Brickhill railway station is located approximately 600m (7-9 minutes walking) to the north of the proposed site access. It links to several railway stations, including Bletchley to the west and Bedford to the east. **Table 2** shows the direct train journeys to/from Bow Brickhill, including frequency and journey time.

Table 2: Direct Train Services to/from Bow Brickhill

Destination (two-way)	Journey Time	Time of Operation & Frequency		
		Weekdays	Saturdays	Sundays
Bletchley	8-10 minutes	06:47-22:37 (every 60 minutes)	07:06-21:35 (every 60 minutes)	No Service
Bedford, Main	35-37 minutes	06:32-21:08 (every 60 minutes)	06:41-21:08 (every 60 minutes)	No Service

Source: <https://www.thetrainline.com/>

- 3.36 As shown, Bow Brickhill railway station provide direct hourly train journeys to/from Bletchley and Bedford on Weekdays and Saturdays. Although no direct train services are available between Bow Brickhill and Milton Keynes Central, the change is called at Bletchley railway station, with approximate journey time of 18 minutes.
- 3.37 Bow Brickhill is on the Bletchley – Bedford Marston Vale line, hence connecting to several railway stations along the line, such as Woburn Sands, Lidlington and Bedford St Johns.

4.0 DEVELOPMENT PROPOSALS

Overview

- 4.1 The proposed development comprises an outline planning application for up 2,600,000 sq.ft. (241,548 sq.m.) Gross Internal Area (GIA) of B1(c)/B2/B8 employment land uses. The indicative site layout plan is included in **Appendix A** for reference.

Vehicular Access Arrangements

- 4.2 Vehicular access to the Site for both HGV traffic and non-HGV traffic is proposed to be taken from V10 Brickhill Street via a new roundabout junction.
- 4.3 The section of Brickhill Street between the proposed site access and the A5 will be upgraded to a dual carriageway for approximately 268m. To the north, the proposed roundabout would tie in with the existing single carriageway section. Land has been safeguarded to enable the northern section to be upgraded to Grid Road Standard in the future, if required.
- 4.4 In summary, the proposed roundabout would have the following design criteria:
- A normal 3-arm roundabout plus 6.0m wide gated access track.
 - Each arm would have two lane approaches.
 - Inscribed Circle Diameter of 60m.
 - Clearance of 215m for forward visibility along the V10 Brickhill Street and 90m along the site access arm.
 - Splitter Island would be provided on the V10 Brickhill Street northern arm. The site access arm would also have Splitter Island with dropped kerb pedestrian crossing with tactile paving.
 - The V10 Brickhill Street southern arm would have central reservation part of the dual carriageway upgrade.
 - 3.0m wide Redways would be provided with 1.0m wide verge separation on the site access arm and 3.0m along the V10 Brickhill Street.
- 4.5 Internal roundabout access arrangements would be also provided to directly serve the larger B8 Units 1 & 2 and the wider development. The geometric design of the internal roundabout would be confirmed at a later stage, however such design would be provided in accordance with DMRB TD 16/07 standards.

Servicing and HGV Access Arrangements

- 4.6 Given the outline status of the planning application, the internal carriageway, access junctions and service yards are to be confirmed in terms of geometric design and landscape. It is anticipated that detailed / hybrid planning applications would be submitted, specifying the swept path arrangements around each unit and expected number and sizes of articulated / HGV traffic.

Pedestrian and Cyclist Access Arrangements

- 4.7 As shown within the Indicative Masterplan (**Appendix A**), pedestrian links are proposed throughout the site. This includes a Redway route (3m wide foot/cycleway) connection along the main estate road, linking existing Redway routes starting at the A5 junction to the south, and Brickhill Street beyond the level crossing, to the north.
- 4.8 The proposals include extending the proposed Redway route over the level crossing to meet the existing Redway to the north. The existing level crossing allows for three lanes of traffic; two northbound and one southbound, and footways both sides (separated from the carriageway by a white line). This could be achieved as follows:
- i. Soft improvements (painting/surfacing etc) with cyclist dismount signs for the short section over the railway; or
 - ii. Soft improvements with signage stating the Redway is narrow for a short section.
- 4.9 In addition to the above, land has been safeguarded alongside the western extent of Brickhill Street to enable an 'on-line' Super Redway Route to be provided in the future. This includes safeguarded land to the rear (west) of the Anglian Water Compound. Details of this are provided on the Grid Road Reserve drawing appended to the Transport Assessment Addendum.

Parking Provision

- 4.10 Owing to the outline nature of the planning application, details of the proposed level of car, HGV and cycle parking across the site will be considered as part of future reserved matters planning applications based on the requirements of future end occupiers, when these are confirmed.
- 4.11 In the interim, this FTP considers the level of vehicle parking required based on current standards for the purpose of ensuring that adequate land is allocated for this on-site.
- 4.12 The current car parking standards adopted by MKC are set out in Table 1 of their Parking Standards SPD (January 2016). These are summarised in **Table 3** for the proposed B2 and B8 land uses. B1 Business standards are also included for the provision of ancillary offices in each B2 and B8 unit.
- 4.13 The site is located in Accessibility Zone 4 (Rural Areas) as defined on the Accessibility Zones 1-4 Plan contained in the parking standards document. The application of these standards is to calculate the 'expected' number of parking each unit would have.

Table 3: Milton Keynes Car & HGV Parking Standards Summary

Use Class	Zone 4 (Rural Milton Keynes)
B1 Business	1 per 30 m ²
(a) Offices (b) Research Light Industry	B1 (a) (b) and (c) Units over 300 m ² expected to provide one HGV space per 500 m ² or a minimum of one.
B2 General Industrial	1 per 60 + office element as per B1 + 1.0 HGV per 300 m ² or min 1
B8 Storage and Distribution	1 per 100 m ² + office element as per B1 + 1.0 HGV per 300 m ² or min 1
Source: https://www.milton-keynes.gov.uk/highways-and-transport-hub/parking/parking-standards	

4.14 In terms of parking provision for electric vehicles; Table 4 in Section 7 of the parking standards document suggest the minimum provision for non-residential developments. For ease of reference these are shown in **Table 4** below.

Table 4: Milton Keynes Electric Vehicles Parking Standards Summary

Car Spaces	Minimum provisions
1-20	0 spaces
21-50	1 space, 1 electric charging point
51-100	2 spaces, 2 electric charging points
1 space and 1 charging point per 100 car parking spaces thereafter	
Note: 10% of car parking provision to have passive provision to allow conversion at a later date	
Source: https://www.milton-keynes.gov.uk/highways-and-transport-hub/parking/parking-standards	

4.15 As shown, a minimum of one electric vehicle one charging point should be provided for units of 21-50 spaces, two for units of 51-100 spaces and 1 charging point per 100 car parking spaces thereafter.

4.16 A further 10% of car parking should also provide passive provision for electric charge points (i.e. ducting installed) to allow for future conversion as technology progresses and electric vehicles become more popular amongst road users.

4.17 Parking spaces near charging points could be marked (EV) so that they are not used by other than electric or hybrid vehicles.

4.18 Again, such provision would be confirmed during the design stage and part of reserved matters planning application.

4.19 In terms of parking for blue badge holders, MKC's parking standards document suggests that such provision should be in accordance with the government guidelines, Inclusive Mobility (Department for Transport, 2005).

- 4.20 As such, it is expected that a minimum of 5% of the total parking provision should be suitable for blue badge holders. These spaces would be located near the office entry to each unit and designed in accordance with parking spaces layout set out in the parking standards document.
- 4.21 Parking provision for powered two wheelers (i.e. motorcycles, moped etc.) should be provided at a rate of 1 space per 70 total car spaces and with anchorage points.

Cycle Parking

- 4.22 The following design requirements for cycle parking should be taken into consideration during the design stage and as part of reserved matters planning application:
 - Long term storage for employees to be within a covered and lockable enclosure.
 - Short term cycle parking to be located in a prominent location close to building entrances.
- 4.23 MKC's parking standards document also detail parking requirements for cyclists. These are set out in Table 2 in the adopted document and shown in **Table 5** below for reference.

Table 5: Milton Keynes Cycle Parking Standards Summary

Use Class	Casual / Visitor Parking	Employee / Resident Parking
B1 Business	Min 2 for visitors and at 1 per 500 m2 thereafter	1 per 120 m2 or 1 per 10 FTE staff
B2 General Industrial	Min 2 for visitors and at 1 per 500 m2 thereafter	1 per 400 m2 or 1 per 10 FTE staff
B8 Storage and Distribution	Min 2 for visitors and at 1 per 1000 m2 thereafter	1 per 700 m2 or 1 per 10 FTE staff

Source: <https://www.milton-keynes.gov.uk/highways-and-transport-hub/parking/parking-standards>

- 4.24 The parking demand at each unit will be monitored as part of this FTP and TPs of each unit. This include cycle parking demand and electric vehicles parking management to prevent abuse of the dedicated spaces (such as non-electric vehicles using these spaces).

5.0 AIMS & TARGETS

Introduction

- 5.1 Owing to the proposed employment use, the aim of this FTP is to encourage staff to travel to and from the site by sustainable modes of transport, rather than single occupancy car-based travel. This is the overarching goal of the FTP.
- 5.2 At this stage, details of future potential occupiers of the development are currently unknown and therefore understanding precise travel patterns of site users is not possible. In lieu of this information, Census 2011 'Workplace and usual residence by method of travel to work' data has been examined to understand the existing travel patterns of people working in the local MSOA area, which in this case is 'Milton Keynes 024'. **Table 6** below shows the local mode share.

Table 6: Local Mode Share - Milton Keynes 024 (2011 Census)

Travel Mode	Total	Mode Share
Underground, metro, light rail or tram	5	0%
Train	29	1%
Bus, minibus or coach	112	4%
Taxi	29	1%
Motorcycle, scooter or moped	27	1%
Driving a car or van	2079	76%
Passenger in a car or van	212	8%
Bicycle	72	3%
On foot	165	6%
Total	2730	100%

- 5.3 For simplicity, taxi, motorcycle and driving car or van have been combined under one travel mode, and bus / train under 'public transport' mode as detailed in **Table 7** below.

Table 7: Local Mode Share - Simplified

Travel Mode	Total	Mode Share
Travel by Car or Motorcycle	2135	78%
Travel by Car Sharing	212	8%
Travel by Public Transport	146	5%
Travel by Walking	165	6%
Travel by Cycling	72	3%
Total	2730	100%

- 5.4 As shown, existing travel to/from work in the local area is dominated by car or motorcycle at 78%, followed by car sharing at 8% and walking at 6%.

FTP Aim

- 5.5 The **Interim Target** of the FTP is to achieve a **10% reduction** in single occupancy car travel for staff **within five years following occupation**.
- 5.6 The existing mode share for driving is 78% as shown within **Table 7** above, hence a 10% reduction would be to achieve 70% for the proposed development. This would be complemented by increases to the other sustainable modes.

5.7 Until travel surveys are undertaken at the site (as detailed further within **Section 7.0**), Census 2011 travel mode share data is considered the baseline condition for the site. Once the first travel surveys are undertaken at each unit, the resultant mode splits would replace the Census 2011 mode share targets.

Initial FTP Targets

5.8 At this stage, the initial FTP targets are based on 2011 Census mode share to reduce the level of car trips to/from the proposed development on a year-on-year basis. **Table 8** below shows the initial mode split targets.

Table 8: Initial Mode Split Targets

Travel Mode	Census Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Travel by Car or Motorcycle	78%	77%	76%	74%	72%	70%
Travel by Car Sharing	8%	8%	8%	8%	8%	8%
Travel by Public Transport	5%	5%	5%	6%	7%	9%
Travel by Walking	6%	7%	7%	8%	8%	8%
Travel by Cycling	3%	3%	4%	4%	5%	5%
Total	100%	100%	100%	100%	100%	100%

5.9 In the event that the surveyed baseline travel patterns indicate a higher or lower mode split for 'Travel by Car or Motorcycle', it may be appropriate to adjust the mode shift targets accordingly, subject to agreement with MKC.

6.0 MEASURES & INCENTIVES

Introduction

- 6.1 This section details the specific measures and incentives that will be implemented at The Site, in order to encourage staff to travel sustainably. Such measures also include reducing the need to travel (such as working from home) and efficient planning of distance travel (such as route planning for HGV drivers).

Travel Plan Co-ordination

- 6.2 The Client will appoint a site wide TPC who could be an in-house representative or a transport consultant. Once appointed, the details of the person will be provided to MKC travel planning team. The site wide TPC should ideally be appointed prior to occupation of first unit.
- 6.3 Prior to occupation, each unit occupier will be required to appoint their own TPC or representative, and it will be their responsibility to prepare a site-specific TP, which should be in line with this FTP. Until such role is occupied, this would be the responsibility of the site wide TPC.
- 6.4 Once appointed, the unit-specific TPC should liaise directly with the site wide TPC on a regular basis to discuss the process of implementing the site-specific TP.
- 6.5 Following submission and approval (by MKC) of the unit-specific TP, each unit will then be required to undertake staff travel surveys **within 3 months**. The first survey results would represent the baseline, from which targets of up to 5 years should be set, similar to those suggested in **Table 8**.
- 6.6 Therefore, this FTP does not set targets that should be specifically applied to each unit, as the end user is currently unknown. Rather, it suggests measures and incentives that should be adopted by the end occupiers as part of their unit-specific TPs.
- 6.7 The Site wide TPC will commit to undertaking the following duties to maintain and promote this FTP:
- Liaise with MKC travel planning team on a regular basis.
 - Advise on appointment of TPCs at each unit.
 - Advise on preparation of a site-specific TPs.
 - Promote the objectives and benefits of the FTP.
 - Act as a point of contact for all units regarding sustainable travel.
 - Oversee the monitoring of the FTP and performance of TPs prepared for each unit.
 - Liaise with each unit to undertake the staff travel surveys.
 - Submit staff travel survey information to MKC and analyse the results against site specific TP targets.
 - Prepare annual progress report and submit to MKC. The means for doing so are explained further within **Section 7.0**.

6.8 Site specific TPCs however would have the following duties:

- Provide regular updates to the site wide TPC on the sustainable travel operation of the relevant unit.
- Prepare a site-specific TP.
- Undertake staff travel surveys on a yearly basis and in line with the requirements set out in this FTP.
- Submit the results to the site wide TPC.
- Promote the objectives and benefits of the TP.
- Act as a point of contact for staff regarding sustainable travel.
- Organise sustainable travel campaigns regularly, such as walk to work week, cycle to work day or catch a bus/train week.
- Consider signing up to Modeshift STARSfor (<http://www.starsfor.org/>), which is a "National Accreditation scheme which recognises organisations that have shown excellence in supporting cycling, walking and other forms of sustainable travel through the delivery of effective Travel Plans". This also links to BREEAM standards.

6.9 As mentioned previously, B2 units which are under 4,000 sq.m. and B8 units under 5,000 sq.m are not required to have a site-specific TP. Nonetheless, the site wide TPC will encourage such units and end occupiers to implement some of the measures provided in this FTP. This would ensure a consistent approach across all units to promote sustainable travel, manage parking demand and improve the overall business efficiency.

Measures

Travel Welcome Packs

6.10 The site wide TPC would prepare a standardised Travel Welcome Pack (TWP), which will be distributed to each unit's TPC and provided to new staff as leaflets or part of recruitment package. TWPs could be also made available at reception, website links or on noticeboards. Although unrestricted to the below, TWPs usually include the following:

- Walking and cycling measures, including route maps and information on surrounding Public Right of Ways, Redways, cycling routes, parking, etc.
- Benefits and how to sign up to 'cycle to work' scheme.
- Details of local bus/train timetables, stop locations and routes.
- Details of bus and train passes, including options to obtain discounted travel passes.
- List of local bus operators, bicycle workshops, journey planning and car sharing websites.
- Details of Smartphone applications for bus times, train times, walking / cycling route planning etc.
- Website links to local travel planning campaigns.

- 6.11 The TWP's would be updated regularly depending on staff requirements / feedback and changes to local bus/train timetables. They would be also made available to sub-contractors, temporary staff and/or regular visitors.

Freight Journey Planning

- 6.12 Each unit's TPC could also consider freight route planning, depending on the needs of each individual occupier. Such measure would ensure business efficiency by reducing HGV travel time, disruption and details of local restrictions (height, weight and/or width).
- 6.13 Means of efficient freight journey planning could be delivered through:
- Using Fleet Operator Recognition Scheme (FORS).
 - Relevant freight journey planner smartphone / Satnav applications.
 - Regular training for HGV drivers to plan ahead of the journey, time management (i.e. arrive/depart outside of peak hours) and use of main highway network.
- 6.14 The above measures could be also used for construction traffic as part of the logistical arrangements during construction.

Walking

- 6.15 If practical to do so (i.e. 2.0 km walking radius), TPCs will encourage staff to walk to/from work or as part of a longer journey by public transport. This could be encouraged by implementing the following:
- Health benefits of walking.
 - Use of google maps (www.maps.google.com) to plan routes and workout distances and journey times.
 - Provide plans of walking routes (such as Redways), which would be made available online or via emails.
 - Consider purchasing walking equipment such as waterproof jackets and umbrellas, which could be made available on-site.
 - Establish Walking User Group(s).
 - Promote the following websites:
 - Living Streets: www.livingstreets.org.uk/
 - Walking for Health: <https://www.walkingforhealth.org.uk/walkfinder/milton-keynes-health-walks>
 - MKC Physical Activity: <https://www.milton-keynes.gov.uk/social-care-and-health/public-health/physical-activity>
 - MKC Trails, Guides, Walking & Maps: <https://www.milton-keynes.gov.uk/leisure-tourism-and-culture/arts-and-heritage/trails-guides-and-walks>

- Walk it: <http://walkit.com/>
- Smartphone applications, such as:



Map My Walk (<http://www.mapmywalk.com/app/>), which is a GPS walking and step tracking application that can help identify a suitable route, including tracking duration, distance, pace and calories burned.



Walkmeter GPS Pedometer (<https://abvio.com/walkmeter/>) can be also used to help plan walking routes with maps, graphs, splits, zones and training plans.

Cycling

6.16 Each TPC will also promote the following measures to encourage staff to cycle to/from work and/or as part of a longer journey by train:

- Health benefits of cycling.
- Availability of off-road cycle lanes (such as Redways) around the site, which link to the wider network.
- Plans of cycling routes, which would be made available online or via emails.
- Availability of on-site cycle parking, changing rooms and showers. These would be monitored to determine whether additional cycle parking is required.
- Establish Cycling User Group(s).
- Each unit's occupier (employer) to sign up to 'Cycle2Work' scheme www.cyclescheme.co.uk as part of staff recruitment package.
- Promote the following websites:
 - <http://www.cyclestreets.net/> - to plan routes to/from the site and workout distances, best routes, on and off road routes, health benefits and times for each journey using a bike.
 - Cycle Map: www.sustrans.org.uk
 - MKC's 'Get Cycling' webpage (<https://www.milton-keynes.gov.uk/highways-and-transport-hub/cycling>), which details local cycling information, events, advice, training etc.
 - Smartphone applications, such as:



Cycle Streets (<http://www.cyclestreets.net/mobile/>) can be used to plan routes from A to B anywhere in the UK, including the option to select routing mode from beginner to regular commuters.



Map My Ride (<http://www.mapmyride.com/app/>) is similar to the Map My Walk application. It also tracks fitness activities, including distance ridden, route planning and duration.

Car Sharing

6.17 If practical to do so (i.e. where two staff live near each other or en-route), TPCs will encourage staff to car share. This could be encouraged by implementing the following:

- Benefits of car sharing, which include:
 - Financial savings on fuel and mileage.
 - Reduced carbon footprint, congestion and improved journey times.
 - A useful contribution towards reducing parking demand.
 - Reduces the need for a private car.
- Promote the following websites:
 - Business Lift Share: <http://business.liftshare.com/>
 - Car Plus: www.carplus.org.uk/
 - Energy Saving Trust: www.energysavingtrust.org.uk/Travel
 - Smartphone applications, such as:



The Liftshare application, which has to date over 400,000 Liftshare members (<http://blog.liftshare.com/app>)



BlaBlaCar – Trusted Ridesharing (<https://www.blablacar.co.uk/apps-mobile>)

Public Transport

6.18 To encourage greater use of public transport, given the availability of bus stops and Bow Brickhill railway station within walking distance, each TPC will:

- Investigate providing discounted bus or train tickets for staff who regularly travel by public transport.
- Provide staff and visitors with sources of up to date public transport services, timetable and ticketing information.
- Promote the following websites:
 - <https://www.thetrainline.com/>
 - <http://www.traveline.info/>

- <https://www.milton-keynes.gov.uk/highways-and-transport-hub/bus-and-taxi>
 - <http://www.choosehowyoumove.co.uk/>
 - www.greenerjourneys.com
- Smartphone applications, such as:



The official Trainline application, which provide live train journey times, duration, offers, instant ticket purchase and many other services (<https://www.thetrainline.com/information/apps>)



The relevant (regional) Traveline application, which include live bus times, route explorer, journey planning and many other services

Summary

- 6.19 Each unit's TPC would be responsible for implementing, promoting and monitoring the above measures. Nonetheless, specific measures that are more tailored to each occupier's requirements could be developed as part of an 'Action Plan' which would be updated on an annual basis along with the site-specific TP.
- 6.20 The site wide TPC would confirm such Action Plans as part of the annual monitoring report in liaison with MKC travel planning team.
- 6.21 Therefore, this FTP and the site-specific TPs are considered live documents and implemented over a five-year period. As such, the targets and measures suggested at this stage are open to be revised without changing the overarching goal of the FTP. Beyond the initial five-year period, a steering group could be established to ensure each site continues to promote sustainable travel.

7.0 IMPLEMENTATION & MONITORING

Introduction

- 7.1 This section details the measures to monitor this FTP. Site specific TPs would be implemented and monitored as identified in each document, however these should be similar to the process outline in this FTP.

Staff Travel Surveys

- 7.2 Baseline staff travel surveys would be undertaken **within 3 months** following approval of the site-specific TP by the site wide TPC and MKC travel planning team. Completing the travel surveys will be the responsibility of the site specific TPC. If in any scenario a site specific TPC has not been appointed, the site wide TPC would liaise with the occupier to undertake such surveys.
- 7.3 Staff travel surveys would have multiple choice answers and questions in relation to postcode location, main travel mode and suggestions for additional measures to be implemented to encourage staff to travel sustainably. A travel survey template is provided in **Appendix C** for reference.
- 7.4 TPCs should aim for a response rate of at least 50%. In the event a statistically significant survey sample was not acquired (less than 20% response rate), a traffic survey would be undertaken at the unit's access junction. This also applies if travel surveys have not been undertaken or results provided to the site wide TPC. The traffic surveys would provide 'actual' traffic count data, whereby the car driver percentage can be ascertained.
- 7.5 The site wide TPC will ensure all units use the template provided in **Appendix C**, so that the resulting data is consistent and accurate. Any changes to the survey questionnaire format will be agreed with MKC travel planning team.
- 7.6 Once the site-specific baseline travel survey results are identified, they will supersede the 2011 Census mode share results identified in **Table 8**. However, the target of a 10% reduction in single occupancy car travel should still be achieved. This would be accompanied by increases to public transport, walking and cycling mode shares.
- 7.7 Further travel surveys would be undertaken on an annual basis on the anniversary of the baseline travel survey. A short report would be prepared by the site specific TPCs detailing the results of the travel surveys and submitted to the site wide TPC.
- 7.8 The site wide TPC would then collect all the results and submit a report summary to MKC travel planning team. Conclusions could be also made available to employers and staff (on noticeboards or website), including any future measures or events promoting sustainable travel.

Annual Monitoring Report

- 7.9 The first annual monitoring report would be prepared 12 months following approval of the first site specific TP and on the anniversary of such date thereafter for five years. Annual monitoring reports would be prepared by the site wide TPC and submitted to MKC travel planning team within 4 weeks of the agreed date. The reports would summarise the measures that have been implemented over the past 12 months at each unit, including individual TPs and TPCs.

- 7.10 The annual monitoring report would comprise the following information:
- Summary of staff survey results at each unit, identified patterns and main travel issues.
 - Updated Mode share targets for each unit following staff travel surveys.
 - An update of works carried out over the past 12 months to promote sustainable travel at the site.
 - A general action plan reflecting the findings of site-specific TPs.
 - Up to date contact details of The Site wide TPC, each unit's TPC and MKC travel planning team.
 - Appendices to contain any meeting notes, letters to staff, leaflets distributed, additional information etc.
- 7.11 Summaries of the monitoring reports would be advertised such that the progress of each TP could be demonstrated, which would encourage the continued uptake of sustainable travel.
- 7.12 The annual monitoring report would essentially identify what measures are functioning, any barriers when using sustainable modes and identify whether any further actions are required to encourage particular modes of travel, such as discounted bus/train tickets. Rectifying problems could involve implementing additional or different measures, or by adjusting targets to more realistic levels. Revised measures may therefore be proposed where a site-specific TP targets are not being met.

Remedial Actions

- 7.13 The Site wide TPC would liaise with MKC travel planning team to determine additional actions if the overarching goal of this FTP is not being achieved) to identify what else could be implemented to ensure the success of the FTP and subsequent TPs.
- 7.14 Remedial actions could include one or a combination of the following:
- Monitoring period of the TP, suggested at five years (a typical minimum) would be increased if targets are not reached.
 - Further funding and resourcing would be allocated to support TPCs of each unit, mainly inclined towards sustainable travel.
 - Consider improvements to the wider sustainable infrastructure, such as Redways, on-site shuttle bus and further subsidised travel.
- 7.15 The requirements of any remedial measures will depend on how much effort has been made to ensure the success this FTP and each unit's TP. If the FTP targets are not being achieved for reasons outside of the Client's, occupier or TPCs control, any proposed measures should not be set to be too onerous to implement.

8.0 SUMMARY & CONCLUSIONS

- 8.1 BWB Consulting Ltd has been appointed by HB (South Caldecotte) Ltd to prepare this Framework Travel Plan report in support of an outline planning application for an employment development. The site is located to the west of V10 Brickhill Street in Danesborough & Walton, Milton Keynes.
- 8.2 The proposals comprise up to 2,600,000 sq.ft. (241,548 sq.m.) of B1(c)/B2/B8 land uses, which include storage, warehouse, distribution, light industrial and ancillary offices. The proposed development will be served by new roundabout from the V10 Brickhill Street. Each unit will be associated with access, parking provision, servicing, groundworks and landscaping.
- 8.3 This Framework Travel Plan contains a set of recommendations for the necessary aims, objectives, targets and measures to reduce the number of single occupancy car trips generated by the proposed development and increase the number of pedestrian, cycle and public transport trips. It also includes proposed methods for implementing and monitoring travel patterns, and updating the Framework Travel Plan report over a five-year period.
- 8.4 Each individual unit would be required to appoint their own Travel Plan Co-ordinator, who would prepare a site-specific Travel Plan and undertake staff travel surveys at their unit. The details and results of which would be then reported back to The Site wide Travel Plan Co-ordinator.
- 8.5 The Site wide Travel Plan Co-ordinator would be responsible for implementing, promoting and monitoring this Framework Travel Plan. Specific timescales and indicators to measure the success the Travel Plan would be undertaken part of a travel action plan.
- 8.6 In advance of the surveys, which would be completed within 3 months following approval of the site-specific Travel Plan, interim targets have been included in this Framework Travel Plan. The main Interim target of the proposed development is to promote the opportunities and benefits of sustainable travel, with the aim to achieve a 10% reduction in the single occupancy car use within five years following occupation of the development.
- 8.7 This Framework Travel Plan is considered a live document, and is implemented over a five year period. Therefore targets, measures and incentives are open to be revised and updated as necessary. Beyond this initial five-year period a steering group could be established to continue the Travel Plan process to ensure all units continue to operate sustainably.

APPENDICES

Appendix A

Indicative Site Layout Plan



Revisions:
P10: 16/04/20 kbl Client comments incorporated
P11: 10/07/20 IY Kelly Roundabout improvements revised

Green Link
7.52; 18.58 Ac

Leisure route
Footpath to connect
to existing via
existing underpass

10.98h; 27.13 Ac

6.42h; 15.87Ac

4.32h; 10.68 Ac

1.40h; 3.47Ac

1.53h; 3.90Ac

Grid Road Reserve
4.70h; 11.62Ac

0.49h; 1.22Ac

Existing
Anglian Water
compound -
does not form
part of this site.

4.89h; 12.09Ac

3.34h; 8.25 Ac

Onsite
infrastructure
2.51h; 6.21Ac

8.51h; 21.8 Ac

Application Line
58.13h; 143.64Ac

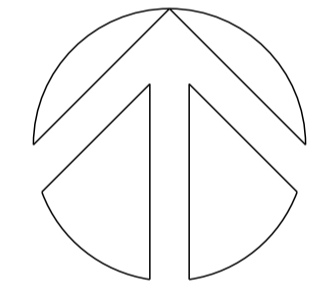
Onsite
infrastructure
0.1h; 0.25Ac

33kV
primary
sub-station

Public
Art

Public
Art

Site	GIA (ft ²)	NDA (ac)
Unit 1	473,200	21.0
Unit 2	615,400	27.13
Unit 3	369,708	15.87
Unit 4	254,200	10.68
Unit 5	61,400	3.47
Unit 6 (office)	10,400	1.22
Unit 7	53,700	3.90
Unit 8	49,800	2.80
Unit 9	164,800	8.25
Unit 10	278,500	12.09
Total	2,331,108	106.41
Total		139.9



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South Caldecotte

Drawing Name:
Indicative Masterplan 23

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Appendix B

Milton Keynes Workplace Travel Plan Measures

Appendix B

Measures for Workplace Travel Plans

Outcome	Example of measures to be considered (as appropriate)
Site Design	<ul style="list-style-type: none"> • Creation of pedestrian and cycle friendly site – with safe crossings, site speed limits, good lighting, attractive footways and cycle ways, pedestrian signing and good links to the wider walking and cycling network. • Integration of conveniently located bus waiting and drop off points, giving easy access to main entrances with improved waiting environments. • Visible conveniently located cycle storage, which is secure, well lit and close to main entrance. • Walkers’ and cyclists’ changing facilities, including showers and lockers. • Parking restraint or car-free site (with provision for disabled parking). • Location of parking space to reduce its prominence – eg. To the rear of buildings, priority for car sharers. • Dedicated car club/pool parking. • Landscaped areas designed to facilitate recreational use – eg. Sitting, strolling, eating lunch. • Designated pick-up/drop-off point for taxis. • Electric vehicle charge points.
Reducing the need for travel	<ul style="list-style-type: none"> • Choice of location to facilitate sustainable access. • Local recruitment strategy and incentives for staff to relocate closer to work. • Policy to enable regular home-working, where feasible. • Satellite office working facility. • Video-conferencing/audio-conferencing facilities and policy of encouraging their use. • On site services for employees – e.g. café, crèche, shop. • Policy of using local suppliers.
Promotion and communication	<ul style="list-style-type: none"> • Personal travel advice offered to employees • Inclusion of sustainable travel information & incentives in induction packages. • Sustainable travel directions for all visitors. • Publication of travel plan and travel information on Organisation’s web site. • Posters, competitions, fliers, events and road shows to promote sustainable travel options. • Promotion for specific initiatives.
Initiatives to support walking	<ul style="list-style-type: none"> • Promotional events and literature to encourage walking, especially emphasising health benefits. • Distribution of maps showing safe local walking routes. • Lunchtime walking group

Initiatives to support cycling	<ul style="list-style-type: none"> • Promotional events and literature to encourage cycling, especially emphasising health benefits. • Distribution of route maps showing safe local cycling routes. • On-site cycle repair kit/scheme. • Salary sacrifice/Cycle Scheme for bikes and equipment for staff. • Pool bikes and cycle mileage allowance for cycling in the course of work. • Formation of a bicycle users group (BUG). • Cycle training and bike buddy scheme for those not confident about cycling.
Development of bus and rail	<ul style="list-style-type: none"> • On-site promotion of public transport with information, advice and discounts available. • New or improved services including shuttle buses to public transport hubs. • Improvements to the waiting environment. • Provision of real time information at bus stops/rail stations. • Staff discounts and special offers for bus and rail day and season tickets. • Guaranteed ride home by taxi for staff in emergency situations. • Policy of using public transport for travel in the course of work where feasible.
Support for car sharing / Economical car use	<ul style="list-style-type: none"> • Car share matching service for travel to work and trips in the course of work. • Car share promotion including launch event with opportunities for finding a match. • Preferential parking for car sharers. • Additional perks, such as free car washes, for regular car sharers. • Guaranteed ride home if lift falls through due to unforeseen circumstances. • Provision of (fuel efficient) pool vehicles or membership of car club to provide vehicles for journeys in the course of work.
Parking management	<ul style="list-style-type: none"> • Limited parking allocation on site, coupled with on-street parking controls in vicinity of the site. • Needs based parking allocation scheme with agreed criteria. • Parking charges, with revenue ring-fenced to pay for sustainable travel measures. • Parking cash-out to provide daily payment for not bringing car onto site.
Improvements to off-site infrastructure	<ul style="list-style-type: none"> • Improvements to local walking network serving the site, including walking links to bus and rail – eg. Safer crossing points, pavement widening, better lighting • Improvements to wider cycle network, including cycle links between the site and key destinations such as stations. • Improvements to bus and rail infrastructure on routes serving the site – eg. Introduction of bus priority.
Freight and deliveries	<ul style="list-style-type: none"> • Co-operation with other site users on common purchasing and recycling policies, to reduce delivery vehicle movements.

Appendix C

Staff Travel Survey Template

Travel Plan - Staff Travel Questionnaire

A Travel plan aims to promote greener travel choices to and from the site, and reduce reliance on the car. The ultimate result will be an increased use of sustainable modes of travel to and from the site.

The purpose of this survey is to identify existing and future work and travel patterns, to allow identification of possible targets and measures to increase sustainable travel. All information you provide will be strictly confidential, and will be used to develop the Travel Plan.

The questionnaire will only take two to three minutes to fill out, and we would be grateful if you could answer the questions and return it to the Travel Plan Coordinator. If you have any queries about this questionnaire or the proposed development please contact the Travel Plan Coordinator.

1. How did you travel to work today?

- Bus
 - Train
 - Bicycle
 - On foot
 - Car (drive alone)
 - Car (drive with others)
 - Car passenger with friend/family
 - Car passenger with colleague
 - Motorbike/moped
 - Taxi
 - Other (please specify)
-

2. Which of the following would you occasionally use instead of your usual mode of travel?

- Bus
 - Train
 - Bicycle
 - On foot
 - Car (drive alone)
 - Car (drive with others)
 - Car passenger with friend/family
 - Car passenger with colleague
 - Motorbike/moped
 - Taxi
 - Other (please specify)
-

3. If you intend to use a car, what is the main reason for using a car to travel to work?

- Car essential to perform job e.g. travel to meetings/between sites
- Car is the cheapest means of travel
- Car is the fastest means of travel
- Need car for activities before and after work e.g. dropping off/collecting children
- I get a lift
- Health reasons
- Lack of an alternative
- Other (please specify)

4. What would make you shift to another method of travel?

- Worsening traffic conditions
- Discounts on bus travel cards
- Improvements to existing alternatives
- Lack of parking spaces
- Parking charges
- Other (please specify)

5. Would you be prepared to car share provided that it is convenient to you to do so?

- Yes
- No

If your answer is no, please state why:

6. Which of the following would most encourage you to car share?

- Help in finding car share partners with similar work patterns
- Free taxi home if let down by car driver
- Reserved parking for car sharers
- Reduced car parking charges for car sharers
- Other (please specify)?.....
- None of these

7. For those of you who currently use a car to travel to work, do you think you could realistically use an alternative mode of transport to the store?

- Yes
- No

If **Yes** which mode could you use

- Car share
- Bus
- Train
- Bicycle
- On foot
- Car passenger with friend/family
- Car passenger with colleague
- Motorbike/moped
- Taxi
- Other (please specify) _____

If **No** please state why _____

8. Are you:

- Male
- Female

9. Your age?

- Under 25
- 25-34
- 35-44
- 45-54
- 55 or over

10. What is your home postcode? (this information is used to determine walking/cycling distances to work and not to identify individuals)

Thank you for taking the time to fill in this questionnaire. If you have any further comments to add on your travel to work, please write them below.



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