

Consultation Report Transport Infrastructure Delivery Plan

October 2019





This document has been prepared by
Milton Keynes Council

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1. Introduction

1.1 Overview

Milton Keynes Councils Mobility Strategy 2018-2036 (LTP4) sets out the strategic framework for the Milton Keynes transport system along with a series of interventions needed to achieve the growth ambitions outlined in Plan:MK and support the longer-term growth planned by MK Futures 2050.

Transport improvements are fundamental to achieving sustainable growth in Milton Keynes, tackling inequality, improving health and supporting business and community needs. Improving walking, cycling and public transport will enable existing and future residents, visitors and employees to choose cleaner and healthier ways to travel.

The Draft Mobility Strategy Transport Infrastructure Delivery Plan (TIDP) builds on the Mobility Strategy and sets out the transport vision for Milton Keynes, highlighting the challenges and opportunities along with the transport infrastructure that needs to be developed and delivered within the short and medium term to enable growth to come forward sustainably as well as supporting the existing local communities.

The aim of the consultation was to engage as many stakeholders and members of public as possible in order to capture views on the Draft Mobility Strategy Transport Infrastructure Delivery Plan (TIDP), identify anything that has been missed and whether it adequately describes the key infrastructure requirements for the development of the city's transport system.

2. Consultation Process

2.1 Introduction

The eight week consultation period for the Draft Transport Infrastructure Delivery Plan (TIDP) ran from 7 June 2019 until the 2 August 2019. During this period the Draft TIDP and related documents could be viewed via links on the council's website which also housed a self-completion questionnaire to capture feedback on the strategy.

We worked with the Council's communications team to draw up a consultation plan to promote the consultation as widely as possible. The consultation plan included postings on social media, council website consultation pages, emails to stakeholders, provided details on councillor news article and press releases, both printed and radio.

Following the press coverage on Citizen and MK FM after the Strategic Placemaking Scrutiny Committee session on 16 July, there was a radio interview by Steve Hayes, Head of Transport on local community radio station Secklow 105.5 FM. Here he talked about the draft TIDP and encouraged people to respond to consultation.

The response was good and the respondents sent their comment via email, or wrote to the council's Transport Policy Team; an approach taken by stakeholders such as councillors, Parish & Town Councils and neighbouring authorities, businesses, cycling groups, freight and rail organisations. The Planning Team at Milton Keynes Council also provided their comments on the draft TIDP.

2.2 Scrutiny Committee:

The Draft Mobility Strategy Transport Infrastructure Delivery Plan (TIDP) was also discussed at the Milton Keynes Council's Strategic Placemaking Scrutiny Committee on 16 July 2019. The Committee welcomed the opportunity to comment on the draft TIDP and recommended that their views be taken into account in the final version of the Plan.

Their recommendations included:

- To provide more real time travel information to public transport users should be prioritised;
- Action should be brought forward to address 'pinch points' rather than just focusing on studies;
- Redway expansion and maintenance should be extended into new development areas;
- The Plan should provide flexibility with regard to the impact the Oxford to Cambridge Expressway may have, to ensure Milton Keynes is able to maximise the benefits of this scheme;
- More investigation should be considered on the transport issues for those that live or work in the rural areas of the borough and how they can be encouraged to reduce their car use.
- Whilst the concept of a 'zero emissions zone' across CMK would meet a number of the Council's aspirations, it should be made clear that this is a long term project requiring full investigation and assessment of the impacts; and
- Consideration should be given to the potential of MK Hospital as a transport hub with improved facilities and at the very least improved signage external to the hospital to raise its visibility.

These recommendations have been logged in together with all the other responses received through the consultation process.

2.3 Questionnaire

A self-completion questionnaire was devised to capture views of the Draft Transport Infrastructure Delivery Plan (TIDP). The questionnaire determined support for Strategy's objectives, challenges and opportunities and captured the views and comments on the priority of infrastructure options for delivery in the TIDP as core and potential options for the various geographic areas. Respondents were encouraged to cite their views on the next steps and initial action plan outlining the activities over the next 3 years to deliver the TIDP.

Other organisations, Town & Parish Councils and businesses sent their comments directly to Transport Policy via email and letters.

2.4 Wider Stakeholder Engagement

During the development of the draft TIDP a wider group of stakeholders were invited to share their views on the most popular topic concerning the existing and future issues. There were two such stakeholder group workshop sessions to give their views on the transport options and their priority for delivery over the Local Plan period to 2031. Reports from these workshops were published alongside the draft TIDP and formed part of its evidence base. The stakeholders were given opportunity to expressway their views on:

- Existing and future transport issues

- Objectives
- Infrastructure required to address the Transport Challenges

At the second stakeholder workshop the aim was to capture views on the 103 transport options and their priority for delivery over the Local Plan period to 2031. A questionnaire in relation to ranking options in terms of priority were organised to capture stakeholder views on the delivery priority of the options to inform the development of the draft TIDP.

3. Consultation Responses

3.1 Introduction

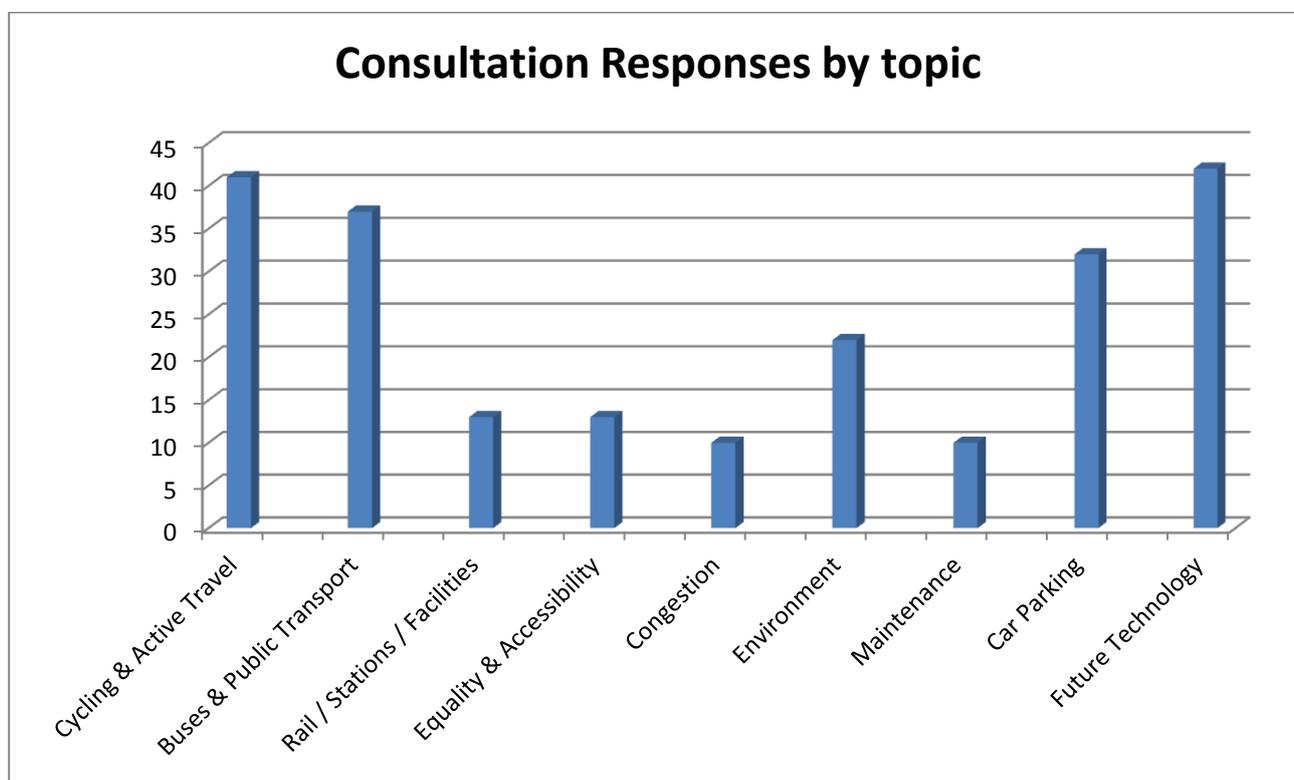
This report details the findings of the self-completion questionnaire, formal responses and other written correspondence received during the consultation period, including comments from Milton Keynes Council’s Planning Team & the Strategic Placemaking Scrutiny Committee.

Twenty four (24) detailed written responses were emailed to Milton Keynes’ Transport Policy Team, and a further sixteen (16) individuals sent their comments through survey monkey.

A total of 193 individual comments have been received as a result of this consultation exercise. Within these comments a number of further different topic areas have been commented on.

All correspondence was logged and a response prepared which are provided in this appendix to this report.

3.2 Views on Draft TIDP



There was broad support for the draft TIDP in terms of its objectives and the proposed schemes including infrastructure that improves modal choice (Active Travel & Cycling), followed by Future Transport Technology, and enabling growth. There was also wider support

for managing car travel demand, managing car parking and improving safety and minimising environmental impacts.

“To avoid a further growth in obesity and the related impacts on health active travel must have high priority so cycling and walking strategy should be in place quickly: funds are available and must be accessed to improve cycling infrastructure”

The most popular topic from the comments received concerned existing and future challenges with Cycling & Active Travel, followed by Future Technology (electric buses, E-bikes, E-cars, Pods). There were a high number of comments on Public Transport (buses, travel, use and infrastructure) and car parking (and also cycle parking). There was support for review of car parking management, and cycling & public transport strategies

“We suggest that pursuing other options, e.g. improving the frequency and reliability of buses by making better use of the grid roads, could offer greater potential returns in the short and medium term.”

There were a wide range of comments relating to societal concerns (equality, disability, and accessibility), rail (services, station access, and network connectivity), growth, the urban form of Milton Keynes (grid road network and grid road speeds). Environment, mass transit, multi-modal interchange, taxi, data and air is mentioned as an existing or future transport issue.

“The need to respond to wider social important issues e.g. health, wellbeing, reduce loneliness and isolation, reduced inequality, improve inclusion. It is strongly recommended that specific consultation with older people/disabled people or groups that represent them is undertaken in an accessible manner. “

There were some conflicting comments regarding the need for a mode shift and car travel, and parking management; and carbon reduction against road building with stronger support for rail / public transport travel, while others warned against parking controls and reallocation of road space to other modes. There were concerns raised with regard to low emission zone for CMK, and conflicting views of CMK E-W Redway need.

There were comments regarding the need for joint work with neighbouring authorities on transport plans and growth impacts. In particular comments regarding Expressway were made given its potential to encourage greater car use, although there was considerable support for the scheme. There was concern that not enough consideration has been made in evidence gathering to address the cross-boundary journeys that are likely to increase given the aspirations of an addition one million homes and one million jobs across the Oxford-Milton Keynes-Cambridge arc.

“A key political issue is identified in the evidence base in relation to car parking. Whilst stakeholders know and understand that a reduction in car parking and an increase in parking costs is required in order to facilitate a shift towards public transport, this is not supported strongly by some residents in Milton Keynes. However, without this issue being addressed, Milton Keynes will never reach its full potential in the central part of the Oxford Cambridge arc.”

Some comments were made on the need to rationalise on the number of schemes proposed for a better delivery, while others mentioned the need for monitoring data and targets.

3.3 Changes to Draft TIDP as a result of this consultation

1. As a result of this consultation exercise, the Draft TIDP will be updated to include a section on Accessibility.
2. An Equality Impact Assessment will be carried out and added to the TIDP
3. Paragraph 3.5.1 will be amended to accurately reflect Plan:MK growth.
4. Paragraph 3.5.2 will be amended to reflect growth in surrounding areas outside Milton Keynes border.
5. CMK will be correctly defined to include Campbell Park, using the Grand Union Canal as the eastern border, not V8 Marlborough Street.
6. Fig 6.1 Concept Plan CMK corrections made.
7. Include reference to the Milton Keynes Green Infrastructure Strategy (2018)
8. Para 5.2. Spatial scales replaced by spatial areas.
9. Page 11 map will be removed.
10. Page 32. Olney Bypass reference amended to not specify a west or east option.
11. Add appendix on scheme prioritisation scores and appraisals.

3.4 Consultation Comments Received & Council Responses

| Comment number | Consultation Comment Received | Council Response | Amendment to Draft TIDP |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| 1 | There is no equalities impact assessment accompanying these documents. Indeed, there is no mention of gender in considering any of the proposed solutions to transport issues in Milton Keynes. It is purely a technical document that does not take account of the different types of journeys women and children make, or of the modes of transport they use. | Noted - Equality Impact Assessment has now been carried out. Following the consultations responses, Accessibility Section has been added to the document | Equality Impact Assessment and Accessibility Section added to the document |
| 2 | Highways England is supportive of the Transport Infrastructure Delivery Plan, and thanks Milton Keynes Council (MKC) for asking us to review the document. Highways England have particular interest in MKC's aspirations for the Oxford/Cambridge Expressway corridor, and A5 Kelly Kitchen and Old Stratford roundabouts and look forward to working with the Council to bring forward highway schemes that meet both organisations ambitions. | Noted | |
| 3 | Important to emphasise the need to address obesity as a cause of ill health and that active travel should be a high priority to address this | Sustainable travel is given a high priority, and Mobility Strategy aligns with the Councils Health and Wellbeing Strategy | |
| 4 | Schools will only take up travel plans if the are given money to do so. They are too short of time and money to do anything extra without monetary incentives. Yes provide secure cycle parking and make it attractive and appealing to make cycling appear appealing and attractive to sell it to car users | We work very closely with the schools to support work on their travel plans and monitor closely outcomes on sustainable travel options. As funding sources become available we would like to provide further support and incentivisation for schools to have travel plans and implement initiatives and infrastructure as part of this such as cycle parking facilities. | |
| 5 | We should have walking and cycling strategy NOW. In future Developments like Whitehouse should have underpasses built before house building starts. As well as schools you should target industrial estates to have travel plans. E.g. Knowhill: 1 person per car creates massive congestion (I notice as I speed by on my bicycle) | We are updating and developing a new Cycling & Walking Strategy which will be ready by this autumn. Apart from school Travel Plans, Mobility Strategy promotes both workplace travel plans and looks to implement more effective management and enforcement of development related travel plans. A Milton Keynes 'Get Smarter Travel' brand has been developed and a comprehensive joined up approach to travel planning is ongoing | |

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| 6 | To avoid a further growth in obesity and the related impacts on health active travel must have high priority so cycling and walking strategy should be in place quickly: funds are available and must be accessed to improve cycling infrastructure. A bike users group should be set up to help those who travel by bike to help support and encourage others. I would like to contribute if such a thing could be started up. (Not leisure or sport cycling but using the bike as transport! | Noted - there is already a cycle forum group that the council officers engage with on regular bases. As above we are developing a Cycling and Walking Strategy. | |
| 7 | Not enough mention of maintenance & modifications needed to make existing Redway network more attractive for active travel | Through our Highways Asset Management Plan priorities are made on maintenance issues on our roads and Redways. The new Cycling & Walking Strategy will consider if we need to review our maintenance priorities/practice. | |
| 8 | I think that immediate extra maintenance & trimming back of vegetation on Redways & footways would enhance these, encouraging extra use, in less than 3 years. other aspects of the next steps are good | Noted - Our response as above and we would look to future funding opportunities to address some of these issues. | |
| 9 | The assessment judgement of benefit as shown by the green, yellow, blue, red colours is very crude. For instance it does not show the extra health benefits of schemes relating to cycling/ walking as compared to those using public transport / electric vehicles etc. This due to the exercise involved. Also the natural England comment that implies that the most versatile & best land around MK is greater to the south & east than in other directions. This is incorrect according to NIAB & Defra studies. The South & east areas contain more sandy , drought prone soils than other areas around MK & are in fact worse than other areas & less productive as climate change takes effect. | This is in reference to the Stakeholder Workshop 2 (22/01/2019) - Stakeholders were given the opportunity to place three coloured stickers next to three options of transport themes to prioritise to give an overall total score ranking for each option: Active Travel, Behaviour Change, Public Transport, Rail, Parking, Road and Technology. Three coloured stickers were provided to stakeholders as follows: a.) Green – favourite option b.) Yellow – second favourite option c.) Red – third favourite option This is based on each green sticker being assigned a score of three, yellow stickers a score of two and red stickers a score of 1. The total stakeholder score has helped inform the priorities of the TIDP alongside the MCAF process. As regards to Natural England & Defra studies - the Council will look into this in more detail as the need arises for the delivery of specific infrastructure in these areas. | |

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| 10 | <p>The Plan has very laudable aims. The cycling & walkway strategy will be particularly important as energy costs rise making public transport, electric cars & other powered forms of transport relatively more expensive, although less polluting than fossil fuel powered modes of transport. Therefore the cycling & walking strategy should arguably be given more weight & importance than may otherwise happen. Cycleway & footway design principles used in towns in Holland should be incorporated in future in MK, as they are the most successful in Europe.</p> | Noted | |
| 11 | <p>The objectives appear to ignore the strategy of reducing car parking provision on new developments. This may have been intended to "encourage" other modes of transport, but the sole effect has been to cause parking chaos making it more difficult and dangerous to walk or cycle through the estates; especially for the disabled or parents with small children. The opportunities ignore the planning errors with new crossings that have been installed to the western expansion, making access to these estates dangerous for all road users. The lack of regular maintenance, especially the treatment of surfaces in sub-zero temperatures which results in roads and Redways being regularly dangerous for several days in the winter months (A visit to MK hospital will prove this after a cold snap). The reliability of the buses means they are not a viable option for commuting when you need to be at work for a set time; unless you plan to arrive an hour early to allow for the no shows.</p> | <p>With new technological improvements being implemented as part of the renewed main parking contract, we are currently in a data capture stage and will have sufficient data mid-end 2020 to accurately model changes and improvements required as part of a new parking strategy - to include extensive research on how parking spaces are currently used and should be managed and delivered in Central Milton Keynes.</p> <p>We have a robust maintenance regime and work proactively during severe weather conditions so that major road network is kept open.</p> <p>The new Cycling & Walking Strategy will consider if we need to review our maintenance priorities/practice.</p> <p>We work with bus operators and have regular meetings to discuss the service requirements and have formed a Quality Bus Partnership where service provisions, reliability and bus routes are regularly discussed.</p> | |

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| 12 | <p>The proposals do not include ideas to address some of the fundamental issues. Current cycle hire schemes have been previously been suspended due to vandalism, what in the new proposals will make this any better. And access to rental bikes when actually needed is not address; this is a problem for all cities across the UK where they are in use. Milton Keynes is likely to fare no better. Secure cycle storage (which is mentioned) is the one aspect that is required; unfortunately even securing a bicycle outside an office covered by CCTV is no deterrent to the thieves in Milton Keynes. There is no provision for improving the routes into Milton Keynes; the A421 from Buckingham should have been upgraded years ago and there is no provision to travel in (or out) to the outlying villages. Cranfield would be commutable by bicycle from east MK but there is no safe route. Hanslope Park would be commutable from Wolverton or North MK but there is no safe route. The Winslow to MK cycle path (part of the Sustrans Network) is a poorly maintained track that does not encourage regular use.</p> | <p>Vandalism is an issue which is being addressed by the cycle hire providers working closely with police and other organisations as well as the council officers. We want to ensure that this service is well used and helps to deliver sustainable transport options. The Next Bike scheme is being relaunched in 2019, and we will be in a better position to review its operation following this.</p> <p>Through our Highways Asset Management Strategy, maintenance issues are regularly dealt with. We are updating and developing a new Cycling & Walking Strategy which will be ready by this autumn to address some of the expansion of the Redways routes and connecting links into new developments. The TIDP will guide the prioritisation of new/improved cycle infrastructure.</p> | |
| 13 | <p>Parking - Undertake a review of parking. Charging for parking to reduce its use is not a strategy. It simply penalises the poorest and least paid workers in Milton Keynes. The councils record on delivery is abysmal and so it is unlikely that any of the proposals would be successfully implemented. Instead we will witness vanity projects which deliver no real benefit but will be dressed up as successes by PR companies.</p> | <p>We are developing a new Parking Strategy and issues such as these will be considered. It is widely accepted that parking charges are amongst the lowest in Milton Keynes compared to other cities in our region. As regards to scheme deliveries - over the last 10 years a number of schemes both large and small have been delivered which have provided real benefit to the network including free flow of traffic and made our roads safer.</p> | |
| 14 | <p>There is no mention of the effect of reducing grid road speed limits to a blanket 50 MPH and the effect this would have on the air pollution. Unless of course the air we breathe isn't part of the environment.</p> | <p>At the stakeholder workshop there was some support on reduction in speeds. As the speed reduction review does not form part of the Infrastructure Delivery Plan, the council will consider speed limits in other position paper that we are developing, including reductions in pollution as a result of reduced speed limits.</p> | |

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| 15 | <p>Objectives are more powerful if they are Specific, Measurable, Achievable, Realistic and Timely. We would suggest that there is a target value for Active modal share change which is compatible with other council targets see the Transport Strategy and Climate Emergency. If cycling is currently at 3%, then we would suggest a 6% target for 2023, 10% for 2026 and 20% 2031. In order to monitor this, there needs to be agreed systems for measuring usage, for example, sensors on certain routes so that on-going usage can be reported on.</p> | <p>Noted - Noted. The Mobility Strategy position papers being developed for certain activity areas (Cycling and Walking, Public Transport, Road Safety etc.) will further develop the monitoring framework for the mobility strategy and develop realistic targets. These will be reported on via annual Mobility Strategy Monitoring reports.</p> | |
| 16 | <p>We feel that there are a high number of Short term Core (Priority 1) actions. 22 in total. Some further actions could be grouped together to aid clarity and improve focus. Rail hubs, Park and Ride and Transport Hubs are all identified separately, but are all Transport Hubs. (25,32,55) Bike Hire and Cycle Loan (8,9,10) are similar businesses. Further we do not have a different design standard for Redways, "Super Redways", canal paths or Leisure routes. There needs to be consistency across these. (5,6,3,15,7) If the Council can reduce the number of schemes, it will make understanding better and could assist in focusing minds and resources to the delivery plan.</p> | <p>Noted - The purpose of this TIDP is to set out the transport infrastructure required to support planned growth in Milton Keynes. The plan sets out prioritised transport infrastructure schemes by spatial area, with an outline Action Plan and set of policy enablers. The identified infrastructure, actions and policies will provide a better service to residents, business and visitors to Milton Keynes. No one type of transport infrastructure scheme is considered to be capable of solving all the identified issues or achieve all the Mobility Strategy objectives. Therefore, a number of overarching transport themes that are complementary to each other have been used to group the initial schemes. Further work on scheme development/feasibility and the position paper/supporting strategy work will consolidate some of the initiatives together where appropriate.</p> <p>The new Redway Design Guide will apply to all Redways and there will not be different design standards between Redways and super routes.</p> | |

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| 17 | <p>We feel that the provision of 'Dutch standard' cycle parking needs to be clarified. We note 40% modal share of rail commuters and believe that a fully integrated approach with rail operators is key. With electric bikes, the cost of the bikes is higher and the security provision needs to be stepped up to match. The main reason given for not cycling more is always safety. Whilst there is a good network of Redways, these are not comprehensive; cycling on roads and crossing roads is frequently necessary, and many cyclists prefer to use roads at least some of the time anyway and they have the right to do so</p> | <p>Where there is funding and support to install new more secure cycle facilities, work will be undertaken to consider what the most appropriate facility would be depending on the required capacity and context. The use of 'dutch standard' term is to convey a step change in the quality of provision. We will continue to work in partnership with rail operators on station facilities and their travel plans.</p> <p>We are developing a Cycling & Walking Strategy - the issues raised will be covered in the new strategy. We will work with stakeholders and developers to ensure safe pedestrians routes are provided within developments and between local communities and to bus stops and rail stations and undertake studies to explore the potential to introduce Urban Travel Hubs. Part of the Cycling & Walking strategy programme is to enable more direct cycle routes, well maintained with lighting and signage.</p> | |
| 18 | <p>Car Speed is a safety hazard and a deterrent to more cycling. We would recommend a reduction in Grid road Speed to 50Mph, which will probably have additional benefits in grid capacity and CO2 reduction. Further additional signage to advise safe space for passing cycles would help, particularly on rural roads. This would also help with building trust between cyclists and other road users. Rural cycle routes (4). Routes are needed to neighbouring towns and villages, crossing local authority boundaries as necessary, eg MK to Bedford, Buckingham, Leighton Buzzard and Northampton. Existing NCN and canal footpaths may form the backbone, but maintenance needs to be addressed to avoid falling into disrepair (Parks Trust?).</p> | <p>At the stakeholder workshop there was some support on reduction in speeds. As this does not form part of the Infrastructure delivery plan, the council will review speed limits in other position paper that we are developing. We are also developing a Cycling & Walking Strategy due in autumn this year - part of the programme is to enable more direct cycle routes, well maintained with lighting and signage. As part of the Active Travel Theme, TIDP will start planning new rural cycle routes to extend the Redway network. We will work with stakeholders and developers to ensure safe pedestrians routes are provided within developments and between local communities and to bus stops and rail stations and undertake studies to explore the potential to introduce Urban Travel Hubs.</p> | |

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| 19 | <p>We worry that this programme could lose momentum, if the programme is not fully endorsed by the full council. This is partly why we recommend reducing the number of schemes and having a clear target that is reported on regularly. There needs to be on-going consultation with the cycling community, for example through the Cycling Forum and other groups, to ensure developments meet needs in a practical way and there also needs to be a Cycling Champion, possibly the relevant Cabinet member, who is willing and able to consider developments from the cyclists' point of view and promote opportunities for cycling. The car culture is very prevalent in Milton Keynes and the change will not be without initial pain (adverse public pressure) which will need to be overcome with clear and strong argument by council officers and councillors. We would like to support where and whenever possible in making the case and changing attitudes.</p> | <p>Following this consultation response, the final TIDP will be put forward to the council for adoption through a delegated decision process this autumn. The council's officers work closely with Cycling Forum to ensure developments meet their needs and aspirations. The Mobility Strategy position papers being developed for certain activity areas (Cycling and Walking, Public Transport, Road Safety etc.) will further develop the monitoring framework for the mobility strategy and develop realistic targets. These will be reported on via annual Mobility Strategy Monitoring reports. Currently walking and cycling levels are 7% and 3% respectively for Milton Keynes residents. Within Milton Keynes 15% of residents travel less than 2km to work (reasonable walking distances) and 40% travel less than 5km (reasonable cycling distance). This suggests that there is significant potential for modal shift to active modes for short commuting trips within Milton Keynes. The challenge identified in TIDP is that the current travel patterns in Milton Keynes are unsustainable against a backdrop of high levels of population and employment growth planned. To support these substantial levels of growth there needs to be a continual transition away from the traditional private car dominated transport system that has served the Borough well in the past to a transport network that enables behavioural change by offering attractive modal choice for all journeys.</p> | |
| 20 | <p>We look forward to cycling and walking paper.</p> | <p>Noted</p> | |
| 21 | <p>The TIDP relies too heavily on car use, and improving roads. If we are to address the recently declared climate emergency seriously then we need to plan for a future that phases out fossil-fuelled transport. ALL future transport options need to be sustainable, and we should actively deter the use of fossil fuelled vehicles.</p> | <p>Noted - the TIDP is prioritising sustainable transport to achieve the council's long term goal regarding climate change and improving the environment. New road infrastructure will be needed in future to serve new areas of development and cater for some of the additional travel demand generated by growth overall.</p> | |

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| 22 | I was pleased to see that 'climate change' impact was assessed, but there was no mention of the 'emergency' and no explanation as to the criteria for having a positive or an adverse effect. More information is required. | Noted - our response as above | |
| 23 | Please continue to engage with residents, and to provide us with updates to the plan | Noted - updates will be uploaded on our website | |
| 24 | MK is a city where people are totally reliant on cars so I can't see how it can become a 'green' city. The public transport system is weak, slow and expensive to use. With such a great system of grid roads, there could be shuttle buses running up and down them to provide a fast, cheap alternative to driving your own car. | The Public Transport Position Paper in development will outline in more detail plans for improving bus provision and supporting the future implementation of mass transit systems to improve the bus offer in the city. It is unlikely improvements in provision alone will encourage modal shift, and this will require a comprehensive approach covering all modes. | |
| 25 | The objectives, challenges and opportunities are recognized and familiar | Noted | |
| 26 | The prioritization of schemes is clear and comprehensive including a wide range of projects and innovative schemes. | Noted | |
| 27 | The Action Plan should involve neighbouring local authorities and other partner authorities in the Oxford-Cambridge Arc. | We have regular meetings with our neighbouring authorities on East West Rail & Expressway to address various issues, and Milton Keynes Council is part of the England's Economic Heartland Sub Regional Transport Body. Position papers in development will consider how cross border working could be enhanced. | |
| 28 | The infrastructure delivery plan should integrate with other transport plans and strategies in adjacent areas and take account of proposed growth within the wider area. | Noted - See response above. The TIDP evidence base includes traffic modelling data taking account of growth in neighbouring areas. | |
| 29 | Broadly agree with need to enhance active travel, especially cycling. | Noted | |

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| 30 | <p>Wayfaring - the Dutch use a system on their cycle paths where each intersection (or destination) is numbered, and at each numbered location there's a map, showing the routes to the next one. This approach works well. Cycle parking - it's frustrating that almost none of the existing cycle racks in CMK are covered, (ones next to the porte-cocheres) so strongly support measures to provide covered cycle parking. Parking at the station is a real issue, especially regarding security and difficulty storing bikes on the upper level if you're not exceptionally fit. Redway maintenance - potholes are a major issue.</p> | <p>Noted - our Cycling & Walking Strategy, new Redway design guide and ongoing Super Routes Project will address some of the cycle parking issues mentioned.</p> | |
| 31 | <p>Reference implementation of zero emissions zone in central Milton Keynes banning all petrol and diesel cars. Can you please take in to consideration any residents in the area who are car enthusiasts and who may want to keep a classic petrol or diesel car for weekend use. Maybe have a register to allow them to register that car for limited use in and out of the zone as a local resident be it at a charge or not. Eg. like London's low emissions zone when moving in the zone. Please give affected residents, that option if they treasure those cars for occasional use.</p> | <p>Noted - The Zero Emission Zone proposal is only included as a potential, long term option recognising it is not something be considered for implementation any time soon, and that it would require substantial investigation and development. The option was not well supported at the stakeholder workshop, potentially due to the impact on existing car users to access Central Milton Keynes and the knock-on impact on the attractiveness of Central Milton Keynes to investors, and scores poorly in the MCAF ranking.</p> | |
| 32 | <p>The quality of the resurfacing undertaken earlier this year on the Redway SE of H6 is very low and should not have been accepted by the council. LED lighting creates pools of light that make the Redways considerably less safe - need to look again at design of reflectors to spread light more evenly along the path. Better cycling connection between MKC rail station and CMK is essential - cycling up shared spaces with cars reversing out of parking spaces into the path of cyclists is dangerous. And the barrier at Witan Gate House forces cyclists onto a stretch of pavement.</p> | <p>MKC officers have been out to check the work on the H6 Redway that our contractor has undertaken. The surface is even, and where there was unevenness before this has been improved. There is a texture to the material finish that is the same we have on footways etc., this is not an issue. The marks on the surface are tyre marks, it is likely that the surface was opened to traffic before it fully cured and it will be marked by tyres. This does not affect the overall integrity of the material. This material does not 'melt' at normal or even high temperatures. We have asked our contractor to look at the finish of the work around some drain covers, the contractor will rectify this. The LED Lantern technology and performance has changed but we have not had any issues with lighting performance since these were installed.</p> | |

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| 33 | I strongly agree with the objective on protecting transport users and the environment, but the objective on providing a free flowing road network runs entirely contrary to this. The report acknowledges that walking, cycling and public transport are underused due to car use in MK being so quick and easy but then goes on to recommend options to make car use even quicker and easier in future. | The sustainable transport is given a priority in this delivery plan, however it is important that Milton Keynes does not become a city of congestion - hence it is important the traffic flow is manageable. This helps to attract in-ward economic investment and increase employment. Congested towns cost huge amount in lost productive time. | |
| 34 | Most of the schemes proposed sound good. Exceptions are that I am dubious of the environmental merits of autonomous personal pods. I am not in favour of road developments to enable cars to travel faster through MK. | The technological developments in Pods and autonomous vehicles are a way forward and Milton Keynes is a key player in trialling these new technological advancements to stay ahead of our competitors. | |
| 35 | Of the three scenarios suggested in Infrastructure Resilience (Chapter 7), 'Choices Max' is exactly what I fear will be the future. 'Sustainable MK' sounds inspiring and hopeful - that is the Milton Keynes I would love to live in. | Noted - the Mobility Strategy as adopted by the Council in spring 2018 - one of the key objectives is to maximise travel choices available to the public and increase the use of technology and innovations to inform and provide travel choices. | |
| 36 | The Santander docked system doesn't seem to work very well. One possible solution is to have a hybrid docked/dockless system similar to the Deezer Nextbike system in Berlin, where bikes can be left anywhere within a defined area, but at a slight premium compared to the cost of leaving them on a docking station. This does require real-time mapping of where bikes are, though. Mass transit - light rail (modern tramways) would be great but hugely expensive, though similarly sized French cities seem to be able to fund them. Electric buses don't have the same attraction for new passengers - fixed wire trolleybuses should not be ruled out (still used in many European cities). | The Council continues to work with Santander Cycle Hire Scheme and recently has worked with Lime E-Bikes Hire provider to increase the choices available to the public. The advancements in technology is market driven and constantly looked into by the service providers and updated as and when available. The Next Bike scheme is being relaunched in 2019, and we will be in a better position to review its operation following this. | |
| 37 | Almost total lack of mention of people with reduced mobility devalues this work seriously | Noted - As mention above, we have added Accessibility Section in the delivery plan to address this, and the final draft is being informed by a EQIA. | |

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| 38 | Specific research must be planned via appropriate targeted stakeholder groups (not just so called representative organisations) in to the needs of and impact on people with reduced mobility. | Noted - a wide range of stakeholder groups are consulted on regularly - including stakeholders who represent groups with reduced mobility. As part of the further development of schemes there will be further engagement. | |
| 39 | Firstly, there is no environmental impact assessment of each option, I can't understand what not. Secondly I feel the bus strategy is weak. I live in Broughton, its effectively served by one bus, the 300 which is a 15 minute walk from me. It suffers from poor timetable accuracy in peak times, a meandering route. Why would you build a high density domestic area with such a poor service, and of course route it over H5/M1 jn 14 guaranteeing delays. If you want people to use busses you need to make them frequent , easy to reach and quick to get to the destination. I remember my first days in MK when the estates were served with small busses that could get near their users. The Redways as identified are poorly maintained, slow due to constant road interchanges and hardly direct. I cycle from Broughton to Wolverton weekly and people regard me as brave/foolhardy. also in the new areas, the linkage between Redways is poor. Try going from where I live to Brooklands meadow park, not found a Redway route yet. next, the station bus park is not fit for purpose, lots of delays getting into it during peak time, poor signage for visitors and no easy route to the city centre. How many times has it been revised in the last 20 years, can we get it right this time? | <p>A Strategic Environmental Assessment has been conducted on the TIDP which is appropriate for this type of strategic plan. When specific schemes are developed further they will be subject to their own Environmental Impact Assessment.</p> <p>We are updating and developing a new Public Transport Strategy due late in winter /early spring. Currently we work with bus providers on regular bases and discuss various routes, bus stops service times and reliability. We are also developing a Cycling & Walking Strategy due in autumn this year - part of the programme is to enable more direct cycle route, well maintained with lighting and signage, first of this new 'super routes' have been delivered along the H6.</p> | |
| 40 | Need to fix the busses quickly, this means frequent, cheap fast busses for commuters. fares in MK do not compare well with say London or other similar towns. I often try to get from Broughton to Bletchley and Wolverton. You have a choice of a slog on Arriva, or very infrequent red rose service. Its no wonder I take to car most often, especially in the evening when getting back home is a real challenge. My impression is that services are currently driven by Arriva's profit making objectives rather than a planned social and environmental service. This should be number one objective if you want people to leave the car behind | <p>Noted - We are updating and developing a new Public Transport Strategy due early spring 2020. The strategy will identify bus priority schemes and MK Future 2050 Mass Rapid Transit and potential for Park and Ride.</p> <p>Currently we work with bus providers on regular bases and discuss various routes, bus stops, service times and reliability.</p> | |

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| 41 | <p>Firstly, I am not sure that that plan has looked sufficiently at traveller use cases.</p> <p>1) Commuter to London. Needs a swift reliable route to the station to leave the car behind. Nothing I see shows how this would be done.</p> <p>2) Leisure shoppers into CMK. If its a 15 minute walk to and from the nearest bus stop, a slow ride to town, lots of purchases to carry, how are you going to get people out of their cars, especially people with even slight mobility issues</p> <p>3) Redways that are constant stop start as you give way to road crossings, why would I go to work on a bike?</p> <p>4) Bus prices for a family of 4 going into town, where's the incentive to use the bus.</p> <p>5) Non-standard routing where you need 2/3 changes with poor synchronising of routes. Finally, the car will be with us for some time, why build in pollution generating stop start jams by degrading the grid system? Broughton/Brooklands is a mess due to the city streets concept, and yet the council is planning to down grade H2, need to be sensible not dogmatic about car journeys for some time, and improve the public realm by not letting developers build choked, car jammed estates</p> | <p>Noted:</p> <p>1.) There is an extensive Redway network that connects CMK to the rest of Milton Keynes, we are creating 'super Redway routes' that are direct routes with signage, lighting and good maintenance for people to travel by bikes.</p> <p>2.) With increased bus priority on the bus route network giving more competitive travel time by buses, long term objective is for more commuters (who park 8 hours a day in CMK) to travel by buses, cycling & walking.</p> <p>3.) Ongoing project to enhance the 13 'Redway Super Routes' - these will continue to enhance existing routes and extend along the grid road network in to new developments, employment centres and the old towns. These more direct 'Super Routes' will be suitable for making quick journeys and provide safe, attractive and efficient routes. Maintenance of the Redway network and Super Routes will be a high priority to improve the feeling of safety and security.</p> <p>4.) We are working very closely with bus companies and as part of the 'Quality Bus Partnership' would encourage bus companies to look at competitive bus fares, reliability of services, more route options and take up of advancements in technology to give a better ride experience for the users.</p> <p>5.) Transport has been a key enabler for the success of Milton Keynes - with fast movement of people and goods - to accommodate future growth in travel demand we need to ensure transport infrastructure is configured to enable the city's future development and growth, and to accommodate travel demand based on the council's 'First Last Mile' Strategy.</p> | |

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| 42 | <p>I personally feel the proposed express way is not the right way to be going. A fast train solution would be better. Do we really want to encourage long distance commuting by car by putting this road in. also, given the climate emergency the council declared, how can this be justified? Final comment, this documentation is overly complex, uses too much jargon and needs a simplified introduction of aims and objectives. It also lacks any quantifiable way of measuring success. After 40 years in project management I can say that if you don't define what success looks like, you will fail in the majority of your ambitions and will end up with a large scale version of countless way, a road than has seen multiple changes (and cost lots) but never seems to get any better</p> | <p>The East West Rail Oxford to Cambridge - western section from Oxford to Bedford is being delivered by 2023. The government through advice from National Infrastructure Commission have approved the funding for the East West Expressway to open up housing and economic growth along the corridor - this would have huge economic benefit to Milton Keynes being central hub of the expressway. This document is clear in terms of its vision, objectives, and purpose with clearly identified priorities, deliverability, costs and timescales - with measurable targets to monitor success. The Mobility Strategy position papers being developed for certain activity areas (Cycling and Walking, Public Transport, Road Safety etc.) will further develop the monitoring framework for the mobility strategy and develop realistic targets. These will be reported on via annual Mobility Strategy Monitoring reports.</p> | |
| 43 | <p>More awareness training for personnel that work in front line roles. I have a family member who is blind and has great difficulty with transport and a lack of understanding around the support required.</p> | <p>Noted. Specific concerns/examples should be passed to the transport service provider but the Transport Policy team would welcome being contacted if this does not achieve anything, and can look into it further.</p> | |
| 44 | <p>We are at the beginning of the greatest transport revolution we have seen in 100 years, and indeed the current scene will change dramatically in the next 10-20 years, car ownership will decline as smart vehicle hire (autonomous or not) will negate the need to own one simply using an app to command a vehicle to your location. Super fast broadband will help to reduce the amount of commuting by working from home, or anywhere with 5G. Therefore do we really need to rip up historic woodlands, use grade 2 farmland for bypass roads? The saying "Build the roads and the cars will come" has been proved many times, is that what we want? In fact some parts of the plan seem to contradict themselves, trying to reduce car dependence, but building new roads to encourage use!</p> | <p>Noted - we need to embrace new technology and innovations and Milton Keynes is at the forefront of trialling these by the way of Pods and autonomous vehicles, looking at mobility as a service and demand responsive transport, however to cater for the growth of 500,000 people by 2050, infrastructure needs have to be addressed and provided to continue the success Milton Keynes enjoys currently in free flow traffic, with relatively less congestion compared to other towns & cities, improvement in sustainable travel opportunities and attracting in-ward investment and economic growth</p> | |

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| 45 | <p>On the cycling plans I feel several things have been overlooked. Great to have secure parking hoops, better to have lockable cabins (as at CMK Station) weatherproof, secure (no need to carry heavy lock) and away from prying eyes, so potential thieves can't see if it's an expensive bike.</p> <p>Shower/changing facilities? If using the new rural super Redways especially in summer will help. Some employers could be incentivised to provide them for staff, helping with their green corporate image too.</p> | <p>Noted - Position papers/supporting strategies in development (such as on Cycling & Walking) will consider these issues.</p> | |
| 46 | <p>The indirect Redway system, having to "give way" at every road junction, the undulations, steep ramps on overpasses, debris, poor lighting, security issues, could be transformed with a Dutch or Danish attitude to cycle planning, why not grasp the opportunity to totally transform thinking and make MK the leader in the UK? We have a lot that is right, segregated lanes to remove the fear of cycling on the road which puts a lot of people off.</p> | <p>Noted - as above, and will require a lot of behavioural change to achieve this - Our Smarter Travel Strategy will cover a lot of these issues - due out later this year</p> | |
| 47 | <p>More direct routes, priority to cyclists at junctions, advance traffic lights, ASL boxes, all these are in London where cycle uptake has doubled in the last 10 years, jointly by improved infrastructure removing one lane for cars and replacing with a cycle/bus lane. Average speeds in London are 11 mph and down to 8 mph in City, helping to persuade motorists to seek alternative transport. Why not do this in CMK with quick and easy shuttles from the outlying Park and Ride hubs, hire bikes, and lockable covered bike storage to leave them overnight if needed.</p> | <p>Noted - as above, the development of the Cycling & Walking Strategy will address most of these issues. In Milton Keynes due to the nature of grid road system average car speeds in peak hour are 30mph (relatively uncongested and can't really compare with congested London) and segregated cycle ways, we need to address these concern in different ways so that both cyclists and car drivers can manage relatively safely on our roads. We do have aspirations for more Park & Rides provisions which would be served by rapid bus services and Redways links</p> | |
| 48 | <p>Charging points for E-Bikes and electric mopeds/motorcycles? I saw lots of these in Germany recently, at Rail/Bus hubs and at shopping areas. All vehicles will be electric/hydrogen by 2040, let's get ahead of the curve.</p> | <p>Noted - Our Smarter Travel Strategy will cover some of these issues - due out later this year</p> | |

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| 49 | <p>There is and never has been a Redway from the Station to the shopping centre, or indeed in the centre itself, this could be addressed by closing one of the lanes (most are dual lane) to cycle and buses only. I have often wondered why you have to cycle on footpaths (not legal) or busy boulevards to do the last mile to the shops and attractions.</p> | <p>Noted - We are updating and developing a new Cycling & Walking Strategy which will be ready by this autumn - Redway Network Upgrades is a key priority in the plan to be phased in the short term. There was very strong support from stakeholders for prioritising delivery of new Redway super routes and upgrading all Redway routes (network wide)</p> | |
| 50 | <p>People want to get from A to B as fast as their hectic lives dictate, I regularly "overtake" the same cars two or three times on the V4 on my cycle in the mornings to work, and yet am told to "get on the Redway" as i'm holding them up? Drivers perceive the roads are theirs, they pay "road tax" etc and don't feel they have to share. You can have one person in an electric car, or 120 people using E-Bike's for the same amount of energy used. Which is better for the environment and our health? Why just change the motive power, when you can change the motivation?</p> | <p>Noted - will require a lot of behavioural change to achieve this - Our Smarter Travel Strategy will cover a lot of these issues - due out later this year</p> | |
| 51 | <p>3.2 -the recent delegated committee decision to make continued support of the CAMCOX Expressway subject to the full provision of Cycling routes and connectivity is welcome but needs more detailed input which is hindered by the lack of clarity on its routing South of MK and the uncertainty on how much attention Highways England and there consultants are or will be giving to Cycle related routes and linkage .</p> | <p>We have through the delegated decision, made clear our support is conditional upon addressing the provision of sustainable transport modes (cycling links) and environmental considerations to Highways England for this project, and would be making strong case with them as this project is progressed to route options later this year.</p> | |
| 52 | <p>As an overview the 2.2.1 Objectives both Mobility and Infrastructure are fully supported in particular the Promotion of Active and healthy travel and improved local connectivity</p> | <p>Noted</p> | |

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| 53 | <p>Section 6 Delivery Plan is supported albeit with the proviso that Funding Sources and prioritisation on spend is to say the least broad brush and lacking in detail 6.1.2 says these are at concept stages of Development and are spatial frankly the fundamental principles and matters of detail design and connectivity have been on the table since the 1997 SITS Strategy was actioned and that's over 20 yrs ago what's changed and for which MKC needs congratulating is the Smart City Electric and Autonomous Vehicle initiatives which MKC have successfully embraced and which is and will bring further benefits to the healthy travel agenda !!!</p> | <p>Noted - Prioritisation of the scheme is based using Multi criteria Framework from the DfT Early Assessment & Sifting Tool (EAST) - this is the standard tool used in scheme appraisals. It is right to acknowledge that currently the schemes are at concept stage - more work will be required to ensure they provide value for money, are deliverable and align to policy priorities.</p> | |
| 54 | <p>Concept Plans in section 6 are to put no finer point on it simplistic and lacking in detail and do not address many of the longstanding connectivity and design issues for Cycling and Walking particularly in CMK . The update of the current adopted Cycling and Walking Strategy is identified quite rightly as a key priority</p> | <p>We are updating and developing a new Cycling & Walking Strategy which will be ready by this autumn - and this include more information on connectivity and design issues. Detail on specific schemes will be subject to further feasibility and design work on the options, prioritisation within the TIDP is the first step in this process.</p> | |
| 55 | <p>In general, we are in agreement with the objectives outlined in the IDP. Associated with the IDP are also a number of infrastructure objectives, one of which is to support growth in the Oxford – Cambridge corridor. We wish to highlight that we would suggest that the transport infrastructure objective should support planned growth in the Oxford – Cambridge corridor. We are in agreement with the approach taken in order to test resilience of schemes and the importance placed on acknowledging future uncertainties (for example, a currently unknown route for the Oxford-Cambridge Expressway).</p> | <p>Noted - The support for the planned growth on the Oxford to Cambridge corridor is well supported in our Mobility Strategy as adopted by the council in spring last year.</p> | |

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| 56 | <p>3.3.7 Pinch point congestion. There is an existing transport problem on the A421 as it approaches Milton Keynes from the Buckingham. The A421 is congested at peak hours, with the key issue being junction capacity (particularly at Bottledump roundabout). There is also some congestion on Coddimoor Lane as it approaches the A421 (potentially the result of 'rat running' though the village of Whaddon).The impacts on the surrounding villages, as road users seek alternative routes rather than travelling through MK, should also be considered (e.g. traffic impacts on Netwon Longville and Whaddon).</p> | <p>It is a challenge, which has been further identified by the work we have done to identify 'hot-spot' of congestion through the Multi Modal Model. Steps will be taken to manage the performance of the highway network to address these congestion areas. With the Expressway in operation, we will see the currently constraint A421 Buckinghamshire / Milton Keynes section near the border easing congestion.</p> | |
| 57 | <p>3.3.5 This section has no mention of the East West Rail which will give new connections linking Buckinghamshire/Oxfordshire and Milton Keynes by rail.</p> <p>3.3.6 As noted throughout this response there is a constrained network on the Buckinghamshire / Milton Keynes border (A421). This is a key road link providing East/West connectivity and will be impacted by growth in Milton Keynes (particularly noting the focus on housing growth to the West of Milton Keynes). There is a need for the IDP to consider improvements to this corridor to ensure the strategic function of the road is retained and that development does not have a severe impact in the context of the National Planning Policy Framework (NPPF).</p> | <p>Noted - 3.3.2 refers both to the East West Rail & Expressway which would bring about new opportunities and the economic benefits to Milton Keynes. With the Expressway in operation, we will see the currently constraint A421 Buckinghamshire / Milton Keynes section near the border easing congestion.</p> | |

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| 58 | <p>3.5 Supporting Planned Growth: 1.1.3 states that the focus of the Transport IDP will be on the urban area of Milton Keynes but that it recognizes the importance of the local rural communities and wider sub-region. Therefore, paragraph 3.5.2 should note that not all growth in the area will be within the Milton Keynes boundary. We are pleased to see that cross boundary movement has been acknowledged in the plan in relation to commuting patterns and are supportive of cross boundary connectivity to proposed developments.</p> <p>The recently adopted Plan:MK acknowledges this in Paragraph 1.20 “Both Aylesbury Vale District Council and Central Bedfordshire Council are considering or proposing strategic housing allocations on the periphery of the Milton Keynes built-up area.....”</p> <p>Para 2.5 of Plan MK continues this theme in listing the Plan’s Strategic Objectives: “4. To work jointly with neighbouring authorities and other key organisations on the planning of any development located on the edge of Milton Keynes (but outside the Borough boundary) so that these areas are integrated with the city and contribute to its role and character.”</p> | Noted | Paragraph 3.5.2 will be amended to reflect growth in surrounding areas outside Milton Keynes border. |

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| 59 | <p>3.5.2 -The relationship with development (and associated infrastructure improvements) in North East Aylesbury Vale, adjoining MK, should be acknowledged within the MK IDP. Currently only Salden Chase 1,885 dwellings is allocated in the Vale of Aylesbury Local Plan (VALP) on the edge of MK. However, following Examination into the VALP and in accordance with guidance from the Inspector a Proposed Modification to VALP will be promoting an additional site for 1150 houses at Shenley Park on the western edge of Milton Keynes adjoin Kingsmead/Tattenhoe Park. Linking into MK infrastructure in order to allow for sustainable development will be required. It is therefore important that the relationship between planned development (in Plan:MK and VALP) and associated infrastructure improvements is recognised and addressed in the IDP. As noted throughout the A421 already experiences capacity issues and should be addressed. Paragraph 5.2.1 should be expanded to acknowledge developments outside the Milton Keynes boundary and could be shown indicatively on Figure 5.1.</p> <p>There is no challenge box associated with planned growth as with the other challenges listed in Section 3.</p> | Noted - as above | Noted - as above |
| 60 | <p>Schemes 1, 5.6 and 3 Redway Extension and Improvements: This should be expanded to include development of routes within rural MK and the development areas to the West of Milton Keynes. It is essential that attractive and direct routes are delivered that link into key destinations within Milton Keynes, in order to provide for sustainable development.</p> | <p>We are updating and developing a new Cycling & Walking Strategy which will be ready by this autumn - Redway Network Upgrades is a key priority in the plan to be phased in the short term.</p> | |
| 61 | <p>Scheme 8 Bike Loan Scheme: This could be included in developer travel plans as a requirement in order to assist in meeting modal shift targets (S106). Particularly noting that the distance from train stations of developments on the eastern and western extents of Milton Keynes, which means walking may not be a realistic alternative to the car and cycling would have a greater role to play.</p> | <p>Noted - we will work with scheme providers to promote the scheme and work with developers through the Travel Plan process to introduce the concept as part of the wider mode shift agenda.</p> | |

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| 62 | Scheme 34 - MK Demand Responsive Transport (Expansion of Demand Responsive Transport): We are supportive of the expansion on Demand Responsive Transport and would be interested in work with Milton Keynes on expansion into the more rural areas of North Buckinghamshire and areas of new development to the West of Milton Keynes where residents may routinely travel into Milton Keynes for work or leisure. | Noted | |
| 63 | Scheme 70 – Oxford – Cambridge Expressway: As noted in the TIDP the route of the Expressway is currently unknown and, therefore, the impacts on the local network are unknown. Figure 6.6 – Figure 6.6 shows an ‘Expressway Opportunity Study’ area, which passes through rural areas of North Buckinghamshire. It should be noted that impacts (positive or negative) on rural communities should be considered. | We will work very closely with Highways England who are developing the Expressway, and as the route option / options are worked out we will ensure that the benefits and opportunities are maximised both for residents and businesses, reducing negative impacts. | |
| 64 | Strategic Environmental Assessment Priority should always be to avoid developments that impact designated sites and it must be demonstrated that mitigations hierarchy has been adhered to in order to achieve no overall negative impact on biodiversity or on balance a net gain. BCC would like to take part in further discussions on the possible environmental impacts of the schemes that are relevant to Buckinghamshire. | Noted – these form part of the planning considerations, and would be addressed at the planning approval stages. | |
| 65 | On page 11 shows only some of the stations on the Marston Vale Line. It should be noted that in addition to Woburn Sands there are also stations at Bow Brickhill and Fenny Stratford, both of which provide a viable rail connection to Bletchley. Development of a new Chord between Milton Keynes and Bletchley could provide a reliable non stop link into Central Milton Keynes, thus removing many road journeys. Provision of better facilities at these underdeveloped stations and Woburn Sands such as expanded cycle storage and electric cycle charging could facilitate easy access from existing proposed housing and industrial sites and those proposed as part of the South East expansion plan and Oxford Cambridge Arc. | We will explore these suggestions as we develop the Cycling & Walking Strategy. | Page 11 - Map will be re labelled to give better description |

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| 66 | <p>We strongly support extension of local Marston Vale Services and proposed services between Oxford and Cambridge being extended to Milton Keynes to encourage rail based commuting into Milton Keynes and provide an efficient interchange to national mainline rail services both to London and to Birmingham, northern England and Scotland. We would hope that the introduction of HS2 would allow more scope for long distance rail services from Milton Keynes to which these services would connect. However the current infrastructure and track charging scheme prevents such services using existing track and we therefore support the development of a new Chord between Milton Keynes Central and Bletchley.</p> | <p>We work closely with Network Rail and will raise these points / concerns.</p> | |
| 67 | <p>We would also support Multi-modal travel hubs. We note the report states these would provide access to sustainable transport options. Urban Travel Hubs would provide: access to bus and Redway routes, car parking; cycle facilities (lockers, cycle parking) and real-time travel information. We would contend that the existing stations along the Marston Vale Line and a possible hub to the west of Bletchley on East West Rail could form some hubs and bring rail into the scheme, easing the pressure on road transport.</p> | <p>Noted - detailed study will be carried out for the Multi Modal Transport Hubs - to guide us on locations, feasibility, and value for money and travel benefit.</p> | |

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| 68 | <p>We do not think it is a 'delivery plan'. Half of the 70 options presented are ranked equally as short-term / high-priority, which is not realistic nor a plan to deliver them. We therefore recommend that the document is renamed as "Transport Infrastructure Options Short-list". This makes it clearer that the document is not actually proposing a 'delivery plan' for any of these options, but rather provides a 'short-list' of options which will be subject to further analysis and strategic planning.</p> <p>The document needs to be restructured, as the geographical approach to categorising the options is unhelpful and leads to interventions being split across different sections when they are often applicable to more than one geographical area. The Town Council believes the proposed interventions should instead be organised by priority, ideally by cost-benefit, and not broken down by area.</p> | <p>Given the uncertain nature of funding for local transport improvements (significant reliance on developer funding and funding bids to central government) it is challenging to produce a 'delivery plan' that is sufficiently ambitious, realistic and sufficiently flexible to take advantage of a wide range of funding opportunities. We feel the TIDP does this, and that delivery plan is the correct term, providing a framework to prioritise resources that become available in future years.</p> <p>This TIDP is a living document and will be regularly reviewed to ensure the prioritised transport infrastructure supports emerging transport technologies and the MK Futures 2050 work streams. The initial short, medium and long-term transport infrastructure investment schemes have been developed from the evidence base including the Mobility Strategy together with feedback from stakeholders as to what the prioritises for investment should be. The investment options are presented by spatial area and priority and in most cases are at a concept stage of development, and their cost benefit will be further reviewed as they are developed.</p> | |
| 69 | <p>We are concerned that there is no data provided to back up any of the claims or proposals made in the document. There needs to be an appendix added to provide data such as current modal share, current volume of journeys, predicted future modal share and journey data, and the MCAF appraisal information referenced in Section 4.2.</p> <p>Without this information it is impossible to gauge whether the interventions have been prioritised correctly or why certain comments and proposals are being made. For example, claims such as there being a need for better wayfinding or cross-CMK cycle routes need evidence to support them.</p> | <p>There are accompanying documents to TIDP - Evidence Report and stakeholder workshop notes -together with the adopted Mobility Strategy and Evidence base report and the Multi Modal Model report (available on the Council's website) provide all the relevant data. For the final TIDP we will make available the MCAF appraisal document as an annex to the main report.</p> | |

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| 70 | <p>The document fails to arrive at any conclusions about which interventions to progress or even which strategic direction to go in. The three strategic scenarios assessed in Section 7 are arbitrary groupings of objectives which could be put into any grouping arrangement and the interventions listed are not progressed beyond the conceptual stage in any way. This is the most serious shortcoming of the document. What's lacking is a cost-benefit analysis, which enables one to rank all of the options in order of return on investment. Given that funding is highly constrained, we need to know which options give us the biggest 'bang for buck' and these taken forward into a real delivery plan. Without this cost-benefit analysis, the Council could get distracted by pursuing easy 'low-hanging fruit' rather than pursuing more difficult and possibly more expensive options that could be transformational for the future growth of Milton Keynes.</p> <p>Overall the document is a strong starting point for future work, but represents a missed opportunity to provide an evidence-based prioritisation of infrastructure interventions to address pressing issues in the short to medium term.</p> | <p>The initial short, medium and long-term transport infrastructure investment schemes have been developed from the evidence base including the Mobility Strategy together with feedback from stakeholders. The prioritised schemes in this document are at concept stage of development, and as funding opportunities arise, further scheme development will need to take place to align with policy priority, provide value for money (cost-benefit analysis) and deliverability. Schemes have been appraised using a bespoke Multi Criteria Appraisal Framework (MCAF) that assesses the likely impact of each option against the seven study specific scheme objectives and relevant strategic themes from the DfT Early Assessment and Sifting Tool (EAST).</p> <p>The TIDP is based on evidence review, informed by stakeholder workshops, the multi-modal model, and through extensive evidenced collected for the adopted Mobility Strategy 2018-2036.</p> | |

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| 71 | <p>Para 5.21: Spatial Areas and Figure 5-1:</p> <p>1. Central Milton Keynes is defined incorrectly here. CMK should be defined to include Campbell Park, using the Grand Union Canal as the eastern border, not V8 Marlborough Street, in line with the definition used in the adopted CMK Alliance Plan.</p> <p>Section 6.2: CMK: 2. Page 4, Reference 1, Redway Expansion within CMK. CHANGE to LOW priority (3) The Town Council is not convinced of the need for Redways along the CMK Boulevards, as depicted in Figure 6.1, nor of the viability of providing them. The north-south Redways which were provided on Grafton Gate and Saxon Gate exist to facilitate cross-CMK journeys, to which CMK previously presented a two-mile wide barrier. There is no such barrier to east-west journeys, with Redways existing along both H5 Portway and H6 Childs Way. Within CMK the existing 'slow streets' alongside the Boulevard combined with the underpasses provide a safe cycling option for reaching destinations across CMK. It is not clear how a Redway could be safely retrofitted into the Boulevard structure given the frequency of side street junctions and the existing slow streets and parking areas around the Boulevards.</p> | <p>CMK boundary to be corrected.</p> <p>Concerns at CMK Redway proposal noted and will be considered in further development of this proposal, where there will opportunities for further engagement with the town council.</p> | <p>CMK will be correctly defined to include Campbell Park, using the Grand Union Canal as the eastern border, not V8 Marlborough Street.</p> |
| 72 | <p>3. Page 15, Reference 61-63, CMK Car Parking Review CHANGE to HIGH priority (1)</p> <p>CMK Town Council strongly supports the proposed parking review as a matter of urgency. There is a growing problem with recent planning application approvals of residential developments in CMK with inadequate parking for residents, which will have a major impact on the number of parking spaces for workers, shoppers and visitors in future. CMKTC has been pushing for a panel to be set up to look into how to address this issue.</p> | <p>With new technological improvements being implemented as part of the renewed main parking contract, we are currently in a data capture stage and will have sufficient data mid-end 2020 to accurately model changes and improvements required as part of a new parking strategy.</p> | |

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| 73 | <p>Page 16, Reference 42, Shuttle Bus Trial CHANGE TO LOW PRIORITY This trial is currently run by the Business Improvement District (BID). There is no urgency to review this scheme (hence should be a low priority) to allow several years of operation to establish whether it is cost-effective for the BID. If it is, then this should mention making the current trial available to local residents, not just employees.</p> <p>5. Page 16, Reference 43, CMK Bus Only Route CHANGE TO MEDIUM AND LOW PRIORITY - The Town Council does not believe there is any need for this. There is no congestion on Midsummer Boulevard and banning cars from it will not improve anything. The main areas buses encounter congestion are around the Station and on Saxon Gate.</p> <p>6. Page 16, Reference 31, Zero Emission Zone AGREE with LONG-TERM & LOW PRIORITY -CMK Town Council is opposed to a zero emission zone in CMK, as it will make CMK uncompetitive and will drive businesses and shoppers out of CMK and into other areas. This will have the unintended consequence of dispersing journeys rather than concentrating them in CMK where public transport is better than elsewhere.</p> | <p>Shuttle Bus Trial: it is prudent to review the CMK shuttle bus trial provided by the Business Improvement District for employees. If successful the scheme could be implemented on a permanent basis, with upgrades to the service being implemented as technology advances, for example, Autonomous People Movers. Being privately funded with no cost to the council, it is only right that we undertake a post-implementation survey/review and look for potential technology options if scheme becomes established and viable.</p> <p>CMK Bus Only Route: The short term option is to engage with MK2050 over fit with emerging Mass Rapid Transit aspirations and carry out feasibility Study – identify options and model traffic impacts. However, this option received the lowest overall stakeholder score – which suggest that the stakeholders would prefer to see bus corridors in place, rather than focusing on CMK. The stakeholder score correlates well with the MCAF scoring.</p> <p>Zero Emission Zone: This is a long term option and can be implemented in phases, excluding the most polluting vehicles from a smaller area initially, before increasing the area and vehicle types excluded from the central area as electric vehicle ownership increases and technology advances</p> <p>The Zero Emission Zone proposal is only included as a potential, long term option recognising it is not something be considered for implementation any time soon, and that it would require substantial investigation and development.</p> <p>The option was not well supported at the stakeholder workshop, potentially due to the impact on existing car users to access Central Milton Keynes and the knock-on impact on the attractiveness of Central Milton Keynes to investors, and scores poorly in the MCAF ranking.</p> | |

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| 74 | <p>Section 6.3: Urban Milton Keynes Infrastructure: 7. Page 24 Reference 35-37, Mass Rapid Transit CHANGE TO LONG-TERM & LOW PRIORITY - The Town Council feels this should be considered a long term, low priority option. Whilst we support segregated mass transit routes in the long-term, resources should not be focused on this option until the pressing issues with improving the existing public transport infrastructure have been addressed. Segregated routes are very expensive to deliver and should only be implemented once demand has reached a sufficient level to justify the expense on certain priority bus corridors.</p> <p>8. Page 21 Reference 88 and Page 28, Figure 6.2 NOTE CONCERNS Variable message signage would be welcome if it is properly integrated and works. Past attempts to implement this have been patchwork and unreliable.</p> <p>9. Page 22, Reference 39, 40, 41 72 Bus Priority Corridors and Premium Bus Network NOTE COMMENTS - The Town Council is supportive in principle of improvements to bus infrastructure such as priority corridors, premium services, stop improvements and smart ticketing. The specific implementation of these options should be based on evidence of need and be mindful of their impact on the functioning of the existing road network.</p> | <p>Mass Rapid Transit - with the implementation of integrated urban traffic management system (UTMC) that adapts to changing technology enables better management of road junctions for all modes of travel, and where rapid mass transit is used, it allows swift through journeys where conditions allow. There is also the opportunity for the integration of new technology into transport, such as the autonomous and connected vehicles trials. Linking these autonomous technologies may lead to changes to what people expect from transport and advocates of solutions such as Mobility as a Service (MaaS) and advanced Mass Transit options suggest that there could be a significant shift from car ownership to more of a service oriented approach, which could have a significant impact on demand for road space and parking in the longer term. With 5 wide space grid roads serving Central Milton Keynes, provides the opportunity to introduce a comprehensive mass public transport scheme, for example Bus Rapid Transit (BRT). Feasibility work needs to start now to embrace new technological advancements.</p> | |

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| 75 | <p>Section 6.5: District Wide Infrastructure: 10. Page 36 Reference 92: Mobility as a Service CHANGE TO MEDIUM & LOW PRIORITY - The Town Council is highly sceptical about Mobility as a Service as an emerging and unproven concept. Such a scheme should not be pursued instead of real improvements to the existing bus network. Let commercial operators invest private funding to test the concept before officer time and public funding is committed.</p> <p>11. Page 36 Reference 90: Smart Ticketing CHANGE TO HIGH PRIORITY</p> <p>This intervention is highly likely to encourage more bus usage and is fully supported by the Town Council.</p> | <p>Mobility as a Service (MaaS): stakeholders consider the SMART sensors, improved ticketing, MaaS and superfast broadband are the priorities over the plan period. Milton Keynes Council has a strong appetite in supporting the development and implementation of innovative transport technologies including encouraging the uptake of electric vehicles and investigating the potential for demand responsive public transport and Mobility as a Service business models. MaaS schemes provide an application service which provides integrated access to public transport, taxis, cycle share schemes, Demand Responsive Transit (DRT), car clubs and car hire schemes on a pay as you go and monthly plan basis. Suitable bus services, taxi operators, cycle hire, car club, car hire will need to be provided to support the technology platform. We will work closely with privately funded MaaS scheme operators.</p> <p>Smart Ticketing: Is being implemented in 2019/20 following successful funding bid to SEMLEP.</p> | |

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| 76 | <p>Section 7: Infrastructure Resilience: 12. Pages 41-42. We do not see any value in this section and suggest that it is deleted.</p> <p>As noted in our introduction, the organisation of these objectives into the three scenarios presented is arbitrary and unhelpful. Any item from any section could equally be inserted into another. For example, "Actively encourage the use of further zero emission vehicles within the city core" could just as easily be included in scenarios 2 or 3. This presents a false dichotomy of choice. Although the document notes that these scenarios may come to fruition only in part or in combination, it is not useful to set these scenarios out in this way at all. Instead an evidence based appraisal of these objectives is needed, separate to a study of the overall guiding strategy which they are to serve.</p> <p>The unnamed table on page 42 has no key to explain the exact meaning of its numbers or colours and no explanation of the data behind these choices or why they are different under each scenario.</p> | <p>The purpose of this chapter is to take into account the future technological and mobility changes that have an impact on the delivery of interventions and how they would fare (on a simple positive / negative assessment) should the scenario come to fruition.</p> <p>It is accepted good practice in transport strategy development, and will strengthen further work on scheme development and business cases/funding bids.</p> <p>The resilience is a test to help understand which types of interventions were at risk of change and which had the potential to positively contribute to developing technological and service agendas.</p> <p>The table on page 42 summarises types of interventions that are potentially more resilient to change than others (dark and light green denotes resilient interventions).</p> | |
| 77 | <p>Section 8.2: Collaborative Action: 13. Page 42 Para 8.2.1 -The bullet point list of stakeholders should include rail and bus operators and parish councils.</p> <p>Section 8.5: TIDP Consultation -14. This section should include a commitment to involve parish councils throughout the process.</p> | <p>The collaborative action group - Infrastructure delivery working group will include stakeholders from wide group of organisations including parishes, transport providers, and those mentioned in the document.</p> <p>The level of collaboration and stakeholders required will depend on the scale of the schemes being progressed.</p> | |
| 78 | <p>SEA - In the Historic Environment section (policy context), the document references Policies HE2, HE3, etc which do not exist in the adopted version of Plan:MK</p> <p>2. In the same section above (Historic Environment policy context), the document needs to include Policy G1 in the CMK Alliance Neighbourhood Plan, which protects the 'classic CMK infrastructure', as well as any other Neighbourhood Plan policies which protect heritage assets. These policies need to be considered when evaluating the impact of the various options on the historic environment.</p> | <p>Policy context in the Environmental Report will be updated to reflect comments.</p> | <p>Update to the SEA document</p> |

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| 79 | <p>SEA -3. Page 7, Page 25, Page 79: Scheme 1 Redway Expansion within CMK. CHANGE HISTORIC ENVIRONMENT TO RED and AMEND supporting text. Changing the historic layout and fabric of the existing infrastructure will likely have adverse effects (without mitigation measures) on CMK's historic environment.</p> <p>4. Page 7, Page 80, Scheme 14 District Centre Improvements CHANGE HISTORIC ENVIRONMENT TO RED where this relates to CMK for the reasons above.</p> <p>5. Page 34, Schemes 35, 36, 37 Mass Rapid Transit CHANGE HISTORIC ENVIRONMENT TO RED as segregated transit systems are likely to have a significant impact on the historic 'New Town' heritage of Milton Keynes and its grid road network.</p> | <p>Noted – The Environmental Report will be updated to reflect comment.</p> <p>As above.</p> <p>New Town heritage will be reflected in assessment</p> | Update to the SEA document |
| 80 | <p>I welcome the draft strategy. It contains many good ideas and I applaud the fact that it recognises that there is no “one size fits all” solution and that a number of strategies are required to address the needs of the different urban and rural parts of Milton Keynes, and also to respond to innovations in transport technology. I am particularly grateful for the inclusion of a number of suggestions that I made at the Stakeholder stage of the process, including the need to integrate the local transport strategy with the wider Oxford-MK-Cambridge arc plans and, specifically, the need to include authorities immediately adjacent to MK in our plans (eg a station at Salden Chase on the East-West line should housing development occur there).</p> | Noted | |

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| 81 | <p>Although I do not agree with many parts of Plan MK, it is a fact that MK will continue to expand significantly, within our existing boundaries and also as part of the Arc. It is important not to lock ourselves into a specific plan too early when many components of the Arc are still to be determined. For example, it is likely that, as the corridor develops, the number of in-bound commuters who live outside the Borough will continue to rise and local transport plans need to adapt to take account of this. I would urge the closest possible collaboration with England's Economic Heartland and the Arc Business Champion as plans develop. In addition, having a properly funded transport strategy should be a core part of any housing growth deal agreed with central Government.</p> | Noted | |
| 82 | <p>The strategic objective to encourage less single-occupancy car journeys is laudable, but I urge most strongly that this should be done on the basis of incentivising alternatives and not penalising people for making car journeys that are essential to them (eg significantly increased parking charges, banning cars from some parts of CMK). Look, for example, at the failure of the Manchester congestion charging plan. Use the nudge theory to show people that there are better alternatives.</p> | <p>Noted - policy objective is to encourage more sustainable modes of transport by enhancing the provision of walking, cycling, car sharing, and public transport use. For the future, the policy encourages demand responsive transport and mobility as a service. Work on an updated parking strategy during 2019/20 will look into the role of demand management as part of the mobility strategy.</p> | |
| 83 | <p>Similarly, there is a need to accept that the evolution of electric and autonomous vehicles presents challenges as well as solutions. They potentially increase the overall car demand in urban areas, as well as being part of the solution to reduce emissions. Although the situation in Greater London will clearly be different, TfL are already giving thought as to how to use MaaS and E-AVs to complement public transport rather than disrupt it. I have discussed this with Shashi Verma, TfL's CTO and Director of Customer Experience. I would advise you making contact with him, and I would be happy to arrange an introduction.</p> | <p>Noted - we constantly learn from other authorities on their implementation of solutions relative to their areas, and a mix of solutions, for example E-Avs, electric & autonomous vehicles, MaaS, demand responsive transport to complement other solutions to reduce emissions, single occupancy car journeys for commuters, and avoid congestion.</p> | |

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| 84 | <ul style="list-style-type: none"> Redways – I applaud the wish to enhance and encourage greater use of the Redway network. Many other urban areas would love to have the segregated cycle network that we have and we should make the most of it. I would also, however, suggest a reality-check. Cycling to work on a lovely sunny morning is one thing. Not every day is like that. We need to factor in the wet, windy days that sometimes happen in Milton Keynes. As a suggestion, it might be worth looking at places with high commute cycle usage (eg Copenhagen or Amsterdam) to see how they manage adverse weather. Some of the answers will not be transport-related (encouraging offices to provide shower/changing facilities). | Noted, we work closely with businesses and employers to provide services such as cycle parking & shower & changing facilities at work places to encourage wider use of cycling, through our Travel Plan & Planning approval processes. | |
| 85 | <ul style="list-style-type: none"> Station Square – Despite recent remodelling, the “onward connections” system at Milton Keynes Central remains a nightmare at many times of the day. There needs to a complete separation of personal vehicle drop off/pick-ups and PHVs. A dedicated PHV/Maas Car Hire space is required, as demand for these will only increase. | There are currently consultations on-going with regards to improvements at Station Square; we await the outcome of these. | |
| 86 | <ul style="list-style-type: none"> Transport App – I would advocate the development of a well-publicised MK Transport Smart App which would use real time information to advise travellers of the best options given their needs, current conditions, price, comfort etc. Then people can make an informed choice of the best option for them. This is an example of what I mean by the nudge theory to incentivise different transport choices. | Noted - Our smarter travel website is constantly been updated to include real time transport information. Link: https://www.getsmartertravelmk.org | |

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| 87 | <p>• Tramways/Light Rail – I note that there is no mention of the possibility of a tramway or light-rail system. Has this been considered and ruled out? If so, I would be grateful to see the rationale. I do believe this warrants serious consideration. One of the objectives in your document is to improve air quality. While a move to electric vehicle propulsion and more bus transport will certainly reduce tailpipe emissions, have you considered the “Oslo effect” which identifies pollution from brakes and tyres in urban areas as a significant contributor to poor air quality? A rail based system all but eliminates this problem. The capital cost of a rail system would be significantly less for Milton Keynes than might be imagined. For a start, a large part of the cost is in having to lay tracks on existing roads which are over utility pipes and cables. MK’s road design does not have the problem. In addition, light rail technology now does not require overhead electric cables to be installed (another significant capital cost). There are many battery and hydrogen powered options available.</p> | <p>For very long term solutions rapid transit provision could be tramways / light rail, however over short term this would prove to be very expensive and for Milton Keynes alternative provisions of sustainable transport i.e. cycling, walking, buses, demand responsive & MaaS should be enhanced to reduce future car dependency & avoid congestion on our network.</p> | |
| 88 | <p>This MK TIDP in its present form will be unable to fulfil some of its own objectives because it does not include any equality impact measures. It does not recognise that different demographic groups use different modes of transport; often because they must – not because they choose to. Men and women in the UK use different modes of transport, and in significantly different ways. It would be expected to see similar gender differences in transport use in MK. The present TIDP makes no reference to them.</p> | <p>Noted - Equality Impact Assessment has now been carried. Following the consultations responses, Accessibility Section has been added to the document</p> | <p>Equality Impact Assessment and Accessibility Section added to the document</p> |

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| 89 | <p>The proposed strategy in the TIDP will require a large budget from MK Council and therefore should, at an early stage, include an equality impact assessment. It can be argued that MK Council has a legal obligation to do so, not least because the Equality Impact Assessment of the 2017 Bus Act (para. 6.3.1) states that any impact on women as a result of the changes implemented by the Act should be addressed by Local Transport Authorities. This obligation must also exist for the strategies that deal with the effects of this Act, including those that refer to other forms of transport.</p> | <p>Noted -as above</p> | |
| 90 | <p>In 2018 the national Women's Budget Group argued that: 'As women are far more likely than men to live on low incomes, work part-time, live in poverty and to undertake unpaid work in the home and the community, poor quality, unreliable and expensive public transport has a far bigger impact on their lives than it does on the lives of men. A lack of public transport creates barriers to women accessing employment opportunities, education, health and other essential services and reduces women's ability to socialise and participate in public life. This makes it imperative that public transport policy and spending is understood from a gender perspective at a local, regional and national level.'</p> | <p>Noted -as above, we are developing public transport strategy document which would incorporate the wider needs of the whole population and take into account equality impacts. This is so all groups of people have equal access opportunities to the public transport service.</p> | |
| 91 | <p>The present TIDP does not take this into account or identify whether any the 103 possible schemes discussed for prioritisation would have a positive nor negative impact on women. It gives no information about the different transport uses of different demographic groups in MK so it is impossible to address this issue through the present document – no matter how much it is discussed. There are however national statistics which show this to be a real problem for gender equitable transport planning.</p> | <p>Noted - Equality Impact Assessment has now been carried. Following the consultations responses, Accessibility Section has been added to the document</p> | <p>Equality Impact Assessment and Accessibility Section added to the document</p> |

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| 92 | <p>The present document seems to be pitched at a meta level of planning focused on technical issues, rather than addressed to the needs of the 'people' of MK. To achieve the latter, each of the listed options needs to include a question asking: which demographic group benefits? At the moment it looks as if many of the priority 1 options listed would improve the travel experience and lives of the male citizen of MK, but it is not clear that they are addressing the lives and disadvantages that are experienced by MK women, especially those on low incomes and/or with caring responsibilities.</p> | <p>This is not true - this document takes into account the needs of all people in Milton Keynes and surrounding areas. The method of prioritisation of initiatives is based on DfT derived processes.</p> | |
| 93 | <p>Natural England is supportive of schemes which aim to improve Green and Blue Infrastructure within the Plan area, and to provide connections between these areas in the form of cycle and walkways. A Green Infrastructure approach to the TIDP will be important for enhancing the natural and built environment and promoting active travel within Milton Keynes. We recommend reference to the Milton Keynes Green Infrastructure Strategy (2018), to ensure transport infrastructure allows for high quality provision for the natural and built environment. Strategic Environmental Assessment - Natural England thank plan makers for taking our previous representations on the SEA into account. We agree with the findings of the SEA, and with the next steps which are to be taken as part of the plan-making process.</p> | <p>Noted - we will include reference to the Milton Keynes Green Infrastructure Strategy (2018). Comments on SEA noted.</p> | <p>Include reference to the Milton Keynes Green Infrastructure Strategy (2018)</p> |

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| 94 | <p>I strongly support the principal rail components of this plan and also Scheme no.37(Light Rail Transit).However, as regards the rail components, I would like to see fine detail on tackling Olney in regard to various housing developments encroaching the old track-bed of the Bedford - Northampton(Cobbler)line(Scheme no.57) and how the re-opened railway could be accommodated with any possible site for a station at Olney. Should that be some distance from the town centre, there must be adequate access, including bus and cycle connections.</p> <p>The Bletchley chord(Scheme no.51)is a top priority as regards the rail components.</p> <p>Furthermore, the cycleway using the old track-bed of the Wolverton-Newport Pagnell line(Scheme no.50)can run parallel with the re-opened railway and these must be separated by a hedgerow boundary of approximately 1.5 - 2metres wide. A fence would also need to be installed between the cycleway and the railway to keep children out.</p> | <p>Scheme no. 57 (Bedford to Northampton Rail link) has not been prioritised by the TIDP and will not be investigated further.</p> <p>The Bletchley Chord is prioritised.</p> <p>The Wolverton -Newport Pagnell line is not prioritised and will not be investigated further.</p> | |
| 95 | <p>As regards roads, I support a new western by-pass for Olney using the A509 (Scheme no.77) but the design must account for any provision to include the re-opening of the Cobbler Line(Scheme no.57).</p> <p>Furthermore, I do not support the Oxford-Cambridge Expressway (Scheme no.70) since it will bring no benefit at all to Milton Keynes. This new road would affect Green Belt areas, and it would also be an incentive to build more housing and will not solve traffic congestion at all, and in fact, the road will bring in more traffic which is already increasing with the significant housing growth in between these two towns. This increase in traffic will in turn increase CO2 emissions and also air pollution (a serious health emergency), both with which the Government is pitifully complacent.</p> <p>Finally, I would like to add that the timescale for the delivery of the rail components must be 10 years in order to meet Climate Change targets (not 35 years) and the top priorities are Schemes nos.50,51 and 57.This also applies to Scheme no.37(Light Rail Transit).</p> | <p>See above for response to scheme No.57.</p> <p>Olney by-pass: In its Local Transport Plan 3 (2011 to 2031) Milton Keynes Council confirms its support, in principle, to the construction of an Olney Bypass, subject to design, feasibility (including affordability), public consultation and funding. Progress towards a detailed design depends on traffic, environmental and archaeological assessments being carried out. At present, the scheme does not have any funding.</p> <p>The Oxford-Cambridge Expressway is a key strategic infrastructure which is necessary as recommended by the National Infrastructure Commission to the government and the treasury. The Expressway will unlock economic growth by facilitating and supporting employment, productivity and housing expansion along the corridor, including in Milton Keynes. As regards to rail components, by the very nature of these schemes, they will take medium to long term to implement considering the funding, working with Network Rail & Train operators and regional local authorities.</p> | |

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| 96 | <p>Potential of rail links to Wolverton</p> <p>There is only one mention of Wolverton railway station, despite many references to Milton Keynes Station and others to the Marston Vale line and potential new stations to the west of Milton Keynes.</p> <p>Transition to rail is something we should be encouraging whether for commuting or leisure.</p> <p>We feel that a seriously large trick is being missed by overlooking the potential for improving links for the rural area north of MK (Castlethorpe, Hanslope, Haversham etc): either by expanding/extending Wolverton railway station and its rural links; or by re-opening the old stations at Castlethorpe or Roade. (These stations are in Northamptonshire but the impact would be felt strongly in MK).</p> <p>This would have the potential to significantly reduce road traffic into CMK station from the north, making life easier for those who do use CMK and reducing the environmental impact.</p> | <p>Noted - Accessibility improvements to stations such as Wolverton will be picked up in other supporting strategies/position papers (walking and cycling, smarter travel and public transport).</p> <p>The reopening of rail stations north of MK were not considered by the TIDP. This could be looked at by future refreshes of it; however it is not considered likely that it would emerge as a strategic priority and a have a strong cost benefit. The case for a scheme could change depending on future growth patterns and would be a consideration in work on the 2050 strategy.</p> | |
| 97 | <p>Parking enforcement</p> <p>There is a lot of space given to re-planning and re-modelling parking. None of this is worth doing if enforcement does not take place; people will continue to abandon vehicles where they please, regardless of whether it is an inconvenience or a hazard to others. Residents need to encouraged/compelled adopting a mind-set that owning private vehicles implies a level of responsibility by the owner, and that selfish behaviour will not be tolerated.</p> | <p>Noted - Milton Keynes council has recently awarded a new contract for management of Parking, with new parking machines to be installed in near future. There is a good and effective regime of parking enforcement</p> | |

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| 98 | <p>Comprehensive cycle links There is equally a lot of space given to encouraging use of cycles (whether private or hire) and creating a suitable environment to make cycling more pleasant. Whilst very laudable, this environment must be taken all the way to the final destination or point of origin. As an example, the pavement of Stratford Road leading to Wolverton railway station is already a hazard for pedestrians owing to the number of cycles using it (and will get worse if more cycling is encouraged). These cyclists are not children, nor selfish jobs, but simply commuters who know it's illegal but won't take their chances competing with motor vehicles on the road.</p> | <p>Noted, our new Cycling and Walking strategy will consider these challenges</p> | |
| 99 | <p>4 Prioritised transport infrastructure schemes 4.3.3. (p 9) We would suggest a fourth bullet - Cultural Behaviour – The issue is not just lack of alternatives, it's an attitude of 'I want/need a car.' 6.3 Urban MK Infrastructure: core transport strategy options Ref 15 (p 18) Wayfinder totems. Surprised there is no reference to also having this information on an app. Ref 9,10 (p 19) Cycle hire schemes. Be wary of dockless hiring schemes, they can encourage bikes being dumped in random locations, such as the canal Ref 8 (p19) Bike loan schemes. Bike loan schemes have been rather expensive to use, so no good for low-income families. Ref 16 (p 19) Local community pedestrian connectivity improvements. We hope this will include having Wolverton's network of backways cleaned and resurfaced as per our last bid!</p> | <p>Cultural Change - Car ownership levels within the district are relatively high due in part to the low density suburban residential developments, high capacity grid road network and low cost and plentiful car parking provision. A high proportion of residents and workers in Milton Keynes have engrained car-based travel behaviours that will be difficult to challenge. However, there are substantial opportunities to drive modal shift due to the high levels of self-containment and through the delivery of high quality cycling and public transport infrastructure supported by a comprehensive review of parking charges and provision. Wayfinding Totems - Apps -with technological advances there are quite a few options available on-line. Bike Loan scheme -we will work with scheme providers to promote and expand the existing schemes to be available to all.</p> | |

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| 100 | <p>Ref 28 (p 20) Urban car club. The experience of the e-car club trialled in Wolverton suggests these are not a panacea, you need to look at the charging structure and the area of coverage to make them an attractive option.</p> <p>Ref 25 (p 20) Multi modal urban travel hub. It appears from the map that Wolverton is considered to be one of these, and will have a Redway Super Route link. We would support this and look forward to the opportunity to be further involved in the details. This implies improved pedestrian and cycle links to Wolverton station (see our general comments above).</p> <p>Ref 7 (p20) Grand Union Canal towpath improvements. Excellent idea! Surfaces and greenery need attention. Wolverton would benefit from the same improvements to the non-towpath route to New Bradwell, and new moorings by the Secret Garden which would connect boaters to Wolverton facilities.</p> <p>Ref 89 (p22). SMART Sensors. Smart sensors at all traffic lights would be good to enable smooth flow of traffic with minimum hold-ups.</p> | Noted | |
| 101 | <p>Ref 66 (p23) On-street parking controls and permits for residents. Note our comments above on enforcement. Permits would not help the parking situation in Wolverton, and it is crucial Wolverton maintains availability of parking for our town centre shoppers, or we will never have a thriving town centre economy. If any permit scheme is implemented it needs to a sensible upper limit on the number of permits, should make adequate provision for visitors and allow additional space for delivery and utility vehicles.</p> | Noted | |

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| 102 | <p>6.3 1 Urban MK Infrastructure: potential strategy options</p> <p>Ref 35,36, 37 (p 24) Mass Rapid Transit. Beyond the core strategy which is essentially building on and improving existing systems (road, rail, cycle, pedestrian) It would be apt to see this forward-looking city taking an imaginative step and investigating seriously a new system such as this. If it works in Nottingham with a population of 328,000, why not in a future MK with a population of 500,000?</p> | Noted | |
| 103 | <p>Ref 69 and 68 (p 26). Slightly curious as to why A5 Kelly's Kitchen roundabout upgrade is a medium term option but A5 Old Stratford roundabout is a long term option.</p> | <p>Both A5 Kelly's Kitchen & A5 Old Stratford are managed by Highways England - A5 being part of the strategic road network, we would work closely with Highways England to ensure that they prioritise the improvements to these junctions - our aim is for Kelly's Kitchen improvements in short term followed by the Old Stratford junction because of housing developments in the South East area. Furthermore the Expressway scheme planned in the medium/long term could affect plans for Kelly's Kitchen.</p> | |
| 104 | <p>6.4 Rural MK Infrastructure: core transport strategy options</p> <p>Ref 34 and 45 (p31) MK DRT and taxibus sound very interesting and well worth pursuing.</p> <p>Ref 86 (p36) MK Council Electric Fleet. It is essential to have more electric charging points, and essential to encourage use of electric buses.</p> <p>6.5 1 District wide MK Infrastructure: potential transport strategy options</p> <p>Ref 90,91 SMART Ticketing (p 36). This would be a great incentive, but it must be compatible with other schemes, eg Oyster in London.</p> | <p>Noted, as with new technology, we would ensure that latest technology options are used to improve these provisions.</p> | |
| 105 | <p>7 Infrastructure Resilience</p> <p>7.1.5 (p41). Reducing CMK carparking and charging more to park will simply reinforce the shift to online shopping and we will not have a thriving CMK. A better strategy is to provide shoppers with other more attractive travel options so they no longer want or need to use their cars.</p> | <p>The policy is to encourage more shoppers and visitors to CMK shopping area, while encouraging commuters (who park for 8 hours) to alternative modes of transport so that the need to provide more parking is reduced. A shuttle bus trail in the CMK area also helps shoppers to park at the edges of CMK.</p> | |

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| 106 | <p>The comprehensive list of options is impressive but it is difficult to discern a delivery plan as such.</p> <p>A summary or shortlist of the most deliverable, high-priority options would be very helpful, as would information on which interventions would deliver the most benefits in relation to costs.</p> <p>For example, money spent on cycling improvements might appear well spent until there is analysis to show that the same amount of money spent on other interventions (perhaps on smart ticketing or bus travel) would benefit larger numbers of people (and disadvantaged people at that).</p> | <p>That is why the the schemes are phased and prioritised with indicative costs options. The prioritised schemes are at concept stage of development, and as funding opportunities arise, further scheme development will need to take place to align with policy priority, provide value for money and deliverability. The identified schemes are appraised using the DfT appraisal Tool - Early Assessment and Sifting Tool (EAST) which is a multi criteria appraisal framework tool.</p> | |

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| 107 | <p>Section 6.2, CMK. Reference 1: We are not sure if there is really a pressing need for new East-West Redways in CMK. It is not clear from this whereabouts in the boulevards they would go. The existing routes, which make use of the segregated footpaths and underpass connections safely provided away from busy traffic on the boulevards, seem to work well. Reference 42, CMK shuttle bus trial. There is already a new shuttle bus operating for employees in CMK (by 'My MK') so perhaps this could be used for local residents too. Reference 31, Zero emission zone: This could deter even more people coming into CMK and does not seem to take account of the growing number of residents. While very supportive of better air quality and reducing our carbon footprint generally, we think this idea should be very low priority. Section 6.3, Urban MK Reference 35-37. Has the population of MK reached the critical mass yet to make this a high priority? We are not convinced; especially since building this kind of dedicated transport route is notoriously costly. We suggest that pursuing other options, e.g. improving the frequency and reliability of buses by making better use of the grid roads, could offer greater potential returns in the short and medium term.</p> | <p>East -West CMK Redways : Further work will be carried out to ensure that the scheme is feasible. Shuttle Bus Trial : this is a business funded trial and working with bus operators and Businesses we will look at viability and will look to expand to local residents and introduce the shuttle bus system in other areas. Zero Emission : this a a long term aspiration in line with the council's position an carbon reduction and climate change position. Mass Rapid Transit - with the completion of east west rail and east west expressway, our submission to the National Infrastructure Commission on First / Last Mile Strategy raises the point on Mass Transit Provision from Transport Hubs (Park & Ride Sites) surrounding Milton Keynes to CMK and employment areas. This would enable reduction in potential congestion and better use of our grid road highway network. The Mass Transit system would follow up from improving the existing frequency and reliability of buses in the short term.</p> | |
| 108 | <p>Strategic cross boundary transport issues relating to Milton Keynes and its neighbours that sit within the Milton Keynes travel to work area (TTWA) are not being considered, and therefore remain to be addressed. We note that there are traffic hotspots identified in the evidence base for Central Bedfordshire's Local Plan where there is existing and there will be future traffic congestion, but no mention of hotspots within Milton Keynes such as the Kingston Roundabout. Similarly, Plan:MK and the accompanying transport evidence did not consider the traffic arising from the Marston Valley allocation of 5,000 homes within the Milton Keynes travel to work area (instead, it used background transport increases).</p> | <p>Our Multi Modal Model does provide the issues and hotspots that will be encountered as Milton Keynes expands as per the Plan:MK housing & employment growth forecasts. And the Mobility Strategy looks to address both internal and regional travel to work issues through a range options and interventions. Working with developers, more detailed work using the MK MMM is regularly carried out to provide transport evidence. This ensures that as and when new housing and employment areas of development are identified, adequate transport provisions are considered for the development.</p> | |

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| 109 | <p>The Hayfield Consortium believes that there are strategic benefits for providing park and ride in close proximity to junction 13 of the M1, as identified in Option 32 of the TIDP. The consortium has been instrumental in assisting Central Bedfordshire and Milton Keynes Councils in the dualling of the A421 into Milton Keynes. In the short term this offers a solution to congestion, but in the long term it provides additional road capacity that will result in additional vehicle movements. Park and ride at junction 13 would offer an alternative to accessing Milton Keynes by car from east of the city, if accompanied by bus provision of other rapid transport. A park and ride or rapid transit hub at junction 13 could also provide benefits in relation to the Expressway, and the need to interface large numbers of vehicle movements with the 'last mile' access to central Milton Keynes. The consortium's proposals include park and ride / mass rapid transit hub, and also allow connections into the Redway cycle network, which already extends to the western edge of the consortium's land.</p> | Noted | |
| 110 | <p>Whilst much of the traffic within Milton Keynes starts its journey within the boundaries of the Council's administration, a large proportion of car journeys begin in surrounding Council areas. This is an important consideration, and one that seems to be missing from the evidence supporting the TIDP. These cross-boundary journeys are likely to increase given the aspirations of the National Infrastructure Commission as endorsed by the government for an addition one million homes and one million jobs across the Oxford, Milton Keynes, Cambridge arc, and provision for the Oxford to Cambridge Expressway.</p> | <p>With the completion of east west rail and east west expressway, our submission to the National Infrastructure Commission on First / Last Mile Strategy raises the point on Mass Transit Provision from Transport Hubs (Park & Ride Sites) surrounding Milton Keynes to CMK and employment areas. This would enable reduction in potential congestion and better use of our grid road highway network. This will enable a large proportion of car journeys from surrounding areas to use these transport hubs and Mass Transit provision to ease potential congestion in Milton Keynes.</p> | |

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| 111 | <p>Workshop one (October 2018) - We note that comments relating to bus provision are more than double those relating to car; and that active modes of travel are of equal concern to stakeholders. It is clear that stakeholders do not consider rail as a mechanism for solving public transport issues, and this creates further importance to the provision of bus services.</p> <p>Many concerns are raised in relation to the current bus network, its lack of priority infrastructure and poor services. We note that stakeholders recognise that the ease to drive locally and cheap car parking contributes to a 'car culture', although there is no examination of whether this culture is a positive feature of the city, or how to move away from such a culture. Modal choice, healthier travel options and improved accessibility are identified as priority objectives in the workshop. Within the city, where journeys are generally shorter, there may be options to walk or cycle in addition to public transport. However, these options are not available to those who have impaired mobility or travel from further afield (for instance in the outlying area of the travel to work area). Bus provision (or other form of rapid transit), park and ride, or mass rapid transit should be a key element of infrastructure to address these priority objectives.</p> | <p>Noted, we are developing a new Public Transport Strategy and will endeavour to address the perceptions and real bus transit provision (or lack of it). Currently the provision of bus services and routes does not compare favourably with car travel in terms of time and possible cost. As Milton Keynes expands both in terms of population, employment and inward investment by national and international companies, a key element of congestion reduction will be to provide alternative modes of sustainable transport which can compete more favourably than car travel. This will be a step change that will require bus provision to be more attractive, with incentivisation and direct routes. At the same time we would need to look at parking provisions for commuters (who park 8 hours a day) and provide alternatives to change behaviour - modal choices, healthier travel options with improved accessibility.</p> | |
| 112 | <p>Workshop two (January 2019) - The second workshop further highlighted the importance of non-car modes of transport. The support shown for Redway maintenance resonates with the links proposed by the consortium to Redway routes on the edge of Milton Keynes, and the weight given to multi modal rural travel hubs supports the provision of park and ride on the edge of Milton Keynes / at the M1 junction 13, in order to facilitate modal shift. Public Transport priorities</p> <p>a are identified in relation to bus priority corridors and pinch point provision, together with park and ride receiving 'strong priority support'.</p> | Noted | |

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| 113 | <p>The evidence report identifies clear infrastructure opportunities for public transport, including in relation to bus rapid transit (BRT) and bus technology opportunities that:</p> <p>The spacious dual carriageway central grid road network provides substantial opportunities to provide improved public transport access including bus only links, people movers, enhanced public realm and bus priority infrastructure and measures. The wide grid road network also provides the opportunity to introduce BRT schemes along key corridors. The Hayfield consortium support these measures, in conjunction with rapid transit hubs at the edges of the urban area that will encourage modal shift.</p> | Noted | |
| 114 | <p>Figure 28 (page 42) in this report helpfully shows the regular bus services in colour. Many of these already serve the east / south-east of Milton Keynes linking the central areas of the city with Kingston, Magna Park, Wavendon and Woburn Sands. Enhancements to these services linked with bus rapid transport and transport hubs (including south-east of Milton Keynes at junction 13), could substantially change the nature of movement in and around Milton Keynes, with very positive results. This bus network could also be linked to rail stations at Woburn Sands and Ridgemont, and interconnect with the Expressway via interchange hubs.</p> | Noted | |
| 115 | <p>A key political issue is identified in the evidence base in relation to car parking. Whilst stakeholders know and understand that a reduction in car parking and an increase in parking costs is required in order to facilitate a shift towards public transport, this is not supported strongly by some residents in Milton Keynes. However, without this issue being addressed, Milton Keynes will never reach its full potential in the central part of the Oxford Cambridge arc.</p> | Noted - we are developing a new Parking Strategy and will look to address these concerns | |

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| 116 | <p>Section 4.2 sets out the sustainable travel ambitions for Milton Keynes. None of the mode shift targets refer to residents who live outside of Milton Keynes borough. This is in our view a serious omission. The extensive travel to work area for Milton Keynes and existing commuting patterns from surrounding areas mean that residents outside of Milton Keynes and their travel choices, have a significant impact on the operation of the city. Milton Keynes aspirations for modal shift should apply to all those who commute to Milton Keynes for work including those outside of the borough. Aspirations should also be set for those travelling into Milton Keynes as a regional leisure and retail destination. The need for travel modes of those outside of the borough to be considered will increase with provision of the Expressway.</p> | <p>Noted - With the completion of east west rail and east west expressway, our submission to the National Infrastructure Commission on First / Last Mile Strategy raises the point on Mass Transit Provision from Transport Hubs (Park & Ride Sites) surrounding Milton Keynes to CMK and employment areas. This would enable reduction in potential congestion and better use of our grid road highway network. This will enable a large proportion of car journeys from surrounding areas to use these transport hubs and Mass Transit provision to ease potential congestion in Milton Keynes.</p> | |
| 117 | <p>Evidence Base Summary - The evidence base strongly supports early delivery of: - a) Improvements to cycling provision; b) Improvements to bus infrastructure including bus lanes and priority; and c) Park and ride / bus rapid transit hubs. All of these are included in the Hayfield consortium's proposals west of the M1 junction 13. There are two significant omissions in the evidence base: - 1. No analysis of the Milton Keynes travel to work area; 2. A lack of any consideration of wider implications from those living outside of Milton Keynes borough, but travelling to the city for work, leisure or shopping.</p> | <p>Noted - and as above - Our Multi Modal Model does provide the issues and hotspots that will be encountered as Milton Keynes expands as per the Plan:MK housing & employment growth forecasts. It also looks at wider regional travel to work, leisure and shopping implications. This evidence does provide options for Milton Keynes to consider alternative provisions such as Transport Hubs (Park & Ride Sites), rapid transit provision, and cycle ride links to Redways - this will enable a large proportion of car journeys from surrounding areas to use these transport hubs and public transit provision to ease potential congestion in Milton Keynes.</p> | |

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| 118 | <p>Infrastructure Options Proformas - Park and Ride / Mass Rapid Transit</p> <p>Option 32 identifies potential park and ride sites in a plan. It includes a site near to Magna Park, where park and ride was previously identified in the Local Plan prior to Plan:MK. Park and ride was not delivered in this location when the applications for the Strategic Reserve Areas were submitted, and park and ride is no longer deliverable in this area in the way it is shown in the Option 32 plan. Five sites are identified in the Option 32 plan, with one site on the east of Milton Keynes on the A421 (as referred to in the paragraph above). The text identifies the potential for park and ride 'east of the M1 Junction 13', although this is not shown in the plan. The Consortium advocates park and ride / mass rapid transit west of the M1 junction 13, and has control of the land able to deliver this infrastructure.</p> <p>The consortium would be pleased to discuss with Milton Keynes and Central Bedfordshire Council the provision of park and ride or a mass transit hub at the M1 junction 13. The consortium supports a transit hub on its own land west of M1 junction 13. This would be in accordance with the evidence base, the priorities identified in the workshops and the aspirations of LTP4.</p> | Noted | |

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| 119 | <p>The lack of cross-boundary and regional consideration has left the TIDP lacking in any consideration of wider infrastructure except the Expressway and East West Rail. Analysis and exploration of the wider context of the Milton Keynes travel to work area and position in the regional economy is vital if transport infrastructure is to properly address key transport issues, which include those arising from outside of the borough.</p> <p>Section 5 of the TIDP divides the infrastructure proposed into five spatial areas from the urban area to borough wide, and 'strategic' proposals, described as 'sub-regional schemes that will impact on strategic travel movement patterns'.</p> <p>It is a difficult job for the TIDP to identify any such schemes as there is little in the evidence base that refers to or reviews the wider travel to work area for Milton Keynes. It is therefore unsurprising that whilst park and ride is referred to in the section on 'urban Milton Keynes infrastructure', there is no reference to park and ride (or transit hubs) in relation to strategic proposals. This is a significant omission in the TIDP. The strategic park and ride (or transit hubs) have been considered in relation to Option 32, and links to the potential for mass rapid transit, interchange hubs and other key infrastructure projects which together could have a powerful impact on modal shift.</p> | Noted - see above | |

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| 120 | <p>Despite items raised in the Technical notes such as: “Concerns were raised around issues of loneliness, inclusivity, aging population, inequality, convenience, young and older people travel needs, low incomes and the need for all members of society to have access to transport/mobility regardless of age wealth and disability.” “The need to be accessible for all.” “The need to respond to wider social important issues e.g. health, wellbeing, reduce loneliness and isolation, reduced inequality, improve inclusion.” “Concerns were also raised that new technology will increase electricity needs, require a smartphone, could result in digital exclusion (older people), needs digital connectivity and the challenging transition to connected and automated travel.” There is little or no reference in the Delivery Plan regarding how these are to be addressed. We strongly recommend that there be a strategy for and reference to, that relating to people, especially older and disabled people regarding access needs.</p> | <p>Noted, we are including Accessibility section in the TIDP and have carried out Equality Impact Assessment.</p> | <p>Equality Impact Assessment and Accessibility Section added to the document</p> |
| 121 | <p>There has been no consultation with older people’s groups especially how to address the issue of loneliness and social inclusion addressing the need to get to hospital, GP surgeries, lunch clubs and other beneficial social gatherings. It is strongly recommended that specific consultation with older people/disabled people or groups that represent them is undertaken in an accessible manner. There is a recurring theme of providing accessibility for all but the specific provision for older and disabled people is absent. It is strongly recommended that a document that outlines the plans that make the town accessible for all (in a meaningful way) is developed and is in an accessible format</p> | <p>Noted - as above</p> | |

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| 122 | <p>Page 18 Ref 15 Wayfinding - A much needed item especially adapted for the blind and partially sighted Page 19 Ref 16 Local Community Pedestrian Connectivity Improvement - Essential to work with local community groups including older people.</p> <p>Page 21 Ref 34 MK Demand Responsive Transit - and Page 23 Ref 103 Autonomous Deliveries - Potentially disadvantages older people without access to a smartphone.</p> | Noted - as above | |
| 123 | <p>Page 24 Ref 27 Multi-Modal Hospital Travel Hub and Page 25 Ref 38 Autonomous People Movers -Essential to work with older and disabled people, their representatives and patient groups to develop proposals.</p> <p>Pages 25 & 26 Electric Scooters Potentially disadvantages older people without access to a smartphone. Resources will need to be made available to support older people to use a smartphone in order to access the systems.</p> | Noted - as above | |
| 124 | <p>Page 30 Ref 29 Rural Car Clubs - Essential to provide connection between older people living rural communities and will require initial supported funding to get schemes operational.</p> <p>Page 31 Ref 34 MK Demand Responsive Transit - As above Page 21 Potentially disadvantages older people without access to a smartphone. Resources will need to be made available to support older people to use a smartphone in order to access the systems.</p> | Noted - as above | |

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| 125 | <p>Page 34 Ref 45 Taxibus - Essential to work with older people, their representatives and patient groups to develop proposals.</p> <p>Page 35 Ref 94 Superfast Broadband - Essential to have in rural areas as well as the City Centre in order to support many of the other technological proposals.</p> <p>Potential Strategy Options - Page 35 Ref 92 Mobility as a Service (MaaS)</p> <p>Essential to work with local community groups including older people.</p> <p>Page 37 Ref 96 Shared Autonomous Vehicle Solution - Essential to work with older and disabled people, their representatives and patient groups to develop proposals.</p> | Noted | |
| 126 | <p>The Bletchley rail chord allowing direct connection to MK Central for MV trains to/from Bedford would boost the line's potential to meet demand both for local and future East West Rail long distance services. The Ridgmont station transport interchange proposal (led by Central Beds) is worth specific mention as a future multi modal hub serving MK. Bletchley Station Eastern entrance is a vital access facility needed to support WCML and future East West Rail traffic.</p> | Noted | |
| 127 | <p>There is only passing reference to Air Quality objectives ie. CMK Zero Emission Zone and use of electric vehicles. I am glad to see Road Safety and Traffic Management strategy objectives included but no specific mention is made to speed limit reviews (relevant also to Behavioural Change). The introduction of Smart Sensors to collect RTI is vital as MKC's current data is patchy e.g. For the A 421 in Old Woughton, it is out of date.</p> | <p>Noted - The council does continue to monitor speeds on the grid roads and at the stakeholder workshop there was some support on reduction in speeds. As this does not form part of the Infrastructure delivery plan, the council will review speed limits in other position paper that we are developing.</p> | |
| 128 | <p>A421 which currently acts as a trunk road for the East West Corridor/Arc with ever increasing traffic volumes (cars,HGVs, vans) posing safety, noise and emission risks within the MK area. The Oxford - Cambridge Expressway would relieve this situation at a stroke but is at least 10 years away. Freight is a particular concern as 'shed' development continues apace along the A421.</p> | <p>Noted - large infrastructure schemes funded by the government and delivered by Highways England do take time to deliver, and Milton Keynes Council through delegated decision is very supportive of the scheme so that we can exert pressure for a delivery that would bring about economic and housing benefits to the whole region.</p> | |

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| 129 | <p>Redway Expansion within Central Milton Keynes: Support in general but only if these can be provided without significant reduction in road space use and parking, there should be plenty of space e.g. central reservation, for this type of provision. It must avoid lazy use of road space when both can be provided in the space already there.</p> <p>New super network, could fill in gap with a new Redway/bridge from Newport to Willen on the Willen road, with the proposed new developments.</p> | <p>Noted - Expansion of the existing Redway cycle routes into Central Milton Keynes. Potential Redway expansion options include east-west segregated cycle routes connecting Milton Keynes Central Railway Station with Centre:MK / Intu Milton Keynes shopping centres and Campbell Park along Silbury Boulevard, Midsummer Boulevard or Avebury Boulevard.</p> | |
| 130 | <p>Cycle Loan Scheme: Bikes are super cheap (less than 30 pounds on ebay) and this is not an area the councils should expend its change capacity on.</p> <p>Encourage Dockless Cycle Schemes: Could also do with more stations in existing areas but prefer option 10.</p> <p>Would be great to add painted areas where the unlock fees are discounted if the bikes are left in the painted zones. This would encourage bikes being left in strategic areas where they don't get in the way. Also this could involve some funding from other bodies e.g. council/parishes etc.</p> <p>Local Pedestrian Community Connectivity Improvements: At grade crossings are vandalism to the grid road structure.</p> | <p>The scheme could include a range of cycles to suit all individuals, including adapted cycles and e- Bikes.</p> <p>Noted - The scheme would require registration via a smartphone application, with the ability to locate and track the cycles. The scheme could also include a strategy for geo-fencing (the use of GPS to create a virtual geographic boundary), enabling software to trigger a response when a cycle leaves the scheme area.</p> <p>Local Pedestrian Community Connectivity Improvements: The pedestrian routes would be attractive to users by providing local connectivity to schools, shops, adjacent residential areas and communities and high quality public transport. The pedestrian network would provide high-quality surface crossings that reduce the existing severance caused by the grid road network between neighbouring communities</p> | |

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| 131 | Residential Travel Planning: This is a basic aspect of planning new developments and I am shocked that this is described as a behaviour change, so depressing when you consider what we had with MKDC. If the planning department don't consider this part of their duty, then ok I support it but my goodness what a state of affairs. | Provision of a dedicated Travel Plan team that implement Residential Travel Plans for existing areas and review, monitor and enforce Travel Plans for new residential developments. This will involve working with developers and planners to ensure robust Travel Plans are secured, attractive infrastructure and sustainable transport options are delivered, post-implementation monitoring is completed and Travel Plans are reviewed, with clear benefits: a.) Encourages modal shift to more sustainable modes of transport and reduces single occupancy car trips. b.) Development of accessible, connected and inclusive communities | |
| 132 | City-Wide Car / Cycle Share Scheme Database Tool: This is a waste of time given that technology solution for this already exists and it would be better to allow the market to develop the solution. Perhaps contact Tesla and ask them what changes are needed to enable the Tesla Network in MK, probably only some line painting. Requires some legislative changes though to allow full self-driving. Urban Car Clubs - be irrelevant given the changes in technology happened. Maybe license Uber in MK as an interim. | a.) The idea is to reduce the number of single-occupancy car trips and reduce congestion and journey times b.) Encourage a change in travel behaviour by providing a user-friendly, accessible web based tool c.) Cost savings for scheme users | |
| 133 | Workplace User Charging: I don't support this because the council was disingenuous when parking charges were initially introduced. They claimed the money raised would be spent on public transport. It was used to displace the existing funding. So I just don't trust the council with parking charges again. | a.) Encourages employers to manage parking provision and support the use of sustainable transport modes b.) Creates a direct revenue source that can be invested into sustainable transport measures The income from parking charge is ring-fenced and must only be used in accordance with the provisions of section 55 of the Road Traffic Regulation Act 1984 (as amended). This restricts the use of any surplus generated strictly to re-investment in the service or other transport related purposes. | |

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| 134 | Zero Emission Zone: This won't work without a similar investment in zero emission busses. I suggest put this in as a policy for private cars of 2030 and larger vehicles of 2035 to give time to changes and communicate. | Noted -This is long term programme to create a friendly, safe and healthy environment for Central Milton Keynes employees and residents and will have the potential to expand and support other transport infrastructure and growth areas. We will encourage bus companies to look to convert their fleet to more electric/hybrid to reduce pollution | |
| 135 | Park & Ride Sites: Park and ride is great but not really suited to MK, more multi story carparks in the locations people want to visit including new access from the grid would be a better investment. | Implementation of a network of Park & Ride sites strategically located at key radial locations into Milton Keynes. The sites could provide free parking for users of the service and charge a fee for transit into the city centre, with commuter ticketing options available. Reduces the number of vehicles in the city centre, increasing capacity and reducing journey times | |
| 136 | Light Rail Transit: There will never be enough funding for this. Why waste the council's limited capacity on this? If you do go down this route perhaps contact the boring company and see if you can get Elon Musk to build tunnel-based system. That would be super cool and cheaper (according to the boring company) than a tram network. | We would need to look at funding and costs of these schemes, however implementation of a high-quality Light Rail Transit (LRT) system delivering a fast and attractive tram service along dedicated routes across Milton Keynes, potentially linked to Park & Ride Sites and Travel Hubs - would encourage modal shift by providing access to a fast and attractive alternative mode of transport | |
| 137 | Autonomous People Movers: These things are never going to happen, look at how little was achieved with the pods in CMK for so much money! Invest in getting the road network ready for autonomous self driving cars. | Milton Keynes through Transport Catapult is already trialling driverless Pods - autonomous vehicle technology is development at a rapid pace, and we need to be at forefront of introducing this concept in Milton Keynes to provide a key alternative to car use. | |
| 138 | Bus Priority: . Money should be spent on making junctions better and improve traffic for all. I don't support this. This will reserve road space for what is a small part of travelling public. Even if bus usage were to soar it will remain a tiny part of the solution, meaning this is a poor use of the expensive road resource and reduce the overall transport capacity of the system | For a substantial mode shift to bus journeys, to avoid congestion caused by cars, buses must operate on a level footing to car journeys and this involves giving priority at junctions and dedicated lanes for buses - The idea is to convert what is a tiny part of travelling public by bus to a very large proportion of travel by bus journeys | |

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| 139 | Taxibus: Likely to be redundant if a Uber style service is introduced. Taxi travel in MK is already very cheap compared to other places I have lived so why waste council energy on something the market already provides. | This is an alternate service giving a more flexible travel option providing an accessible and inclusive mode of transport that allows travel flexibility and helps towards reduction in the number of vehicles on the network reducing carbon emissions | |
| 140 | One- Way Gyrotory:). This is not a good idea additional road space and junction improvements are possible given there is sufficient land set aside for infrastructure around CMK. This is a proposal for a town where this is not the case. Lazy thinking again, cut and paste from a planning manual and inappropriate for CMK. | This option was not prioritised by the TIDP and will not be investigated further. | |
| 141 | SMRT Sensors: A bit of an out moded view of the IOT, all cars will soon be part of networks if they aren't already, with cameras and real time routing, many will be autonomous. Building extra networks which are likely to be superseded in the next 5 years seems a waste of money. | Technology already exists to allow for the data collection - with SMART sensors and other devises would allow users to make informed decisions about how and when they travel and provides data that can be used to inform future transport infrastructure investment | |
| 142 | Mobility as a Service: I think this is a distraction and the council would be better using funds elsewhere. Allow commercial services to provide these services and give grants to people that need to access them. Setting up a scheme will have a bureaucratic overhead meaning this scheme would be too inefficient use of public funding. | Again with technological advances MaaS schemes combine public and private transportation methods into a unified platform as services, where trips can be managed. MaaS schemes provide an application service which provides integrated access to public transport, taxis, cycle share schemes, Demand Responsive Transit (DRT), car clubs and car hire schemes on a pay as you go and monthly plan basis. The Scheme would be supplier led and managed with very little investment from the Council. | |

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| 143 | <p>A). Junction and Grid road improvements.</p> <p>C). A new A5 junction at the Wolverton road.</p> <p>D). Extending the A5 as a dual carriage way to and around Towcester and in the south around Hockliffe linking to the new A5 relief road/M1 would provide a divisionary route for the M1 and reduce traffic through Towcester and Hockliffe.</p> <p>E). A new railway station at Castlethorpe would enable the rapidly expanding villages in the area to be better served by links to MK and London/Northampton.</p> <p>F). A new railway station at Roade would enable the rapidly expanding villages in the area to be better served by links to MK and London/Northampton.</p> <p>G). Air transport is not listed and there should be consideration given to the expansion of services from Cranfield (and it's return from Bedfordshire so it is returned to its rightful county). Perhaps even scheduled flights (using electric planes if you insist) to improve regional connectivity.</p> <p>H). More democratic engagement on this should be performed. Very little promotion of these consultations has been done and I think more should be done. E.g. leaflets through doors.</p> | <p>Milton Keynes Council officers work closely with Highways England to raise concerns with regard to the Strategic Routes that pass through Milton Keynes which are managed by Highways England, A5 being one. We have made representations with regards to improvements to A5 junctions with Highways England. We also work closely with Network Rail and are involved with the delivery of East West Rail improvements - as opportunity arises we will put forward cases for improvements at these stations and rail lines. Luton Airport is at an easy reach of Milton Keynes for international flights and Cranfield airport is quite nearby for regional flights -as opportunity arises we will make representation to the regional body SEMLEP. All major consultation exercises are carried through our website, open to public to respond, and prior to consultations, we also engaged with wide group of stakeholders to get their input into the draft document prior to public consultations.</p> | |
| 144 | <p>We welcome the inclusion of the Bletchley Chord in the long-term list of options, but request this is brought forward to the medium term. The Marston Vale Line faces a step change from a rural to regional route in the short-term with the opening of the Western Section of East West Rail, whereby services will run from Bedford to Oxford. MVCRP firmly supports East West Rail and wishes to see direct services introduced between Bedford and Oxford at the earliest opportunity. We note that the original delivery date was December 2017.</p> | Noted | |

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| 145 | <p>Strategy Objectives: MVCRP welcomes the emphasis on providing mobility for all, promoting active travel, managing demand, safer transport networks and enhancing the natural and built environment. Use of rail has a key role to play in delivering all of these. Moreover, Community Rail is instrumental in tackling isolation and improving inclusion as outlined in the Community Rail Development Strategy.</p> <p>Challenges and Opportunities: MVCRP agrees with the challenges, particularly Challenges 1, 2 and 4. We welcome the reference to the lack of direct rail connectivity between the Marston Vale line and West Coast Main Line in 3.3.5.</p> <p>As discussed earlier in our response, the lack of through services to Milton Keynes Central is one of the greatest challenges for the Marston Vale Line. Also the lack of through services is effectively suppressing demand, many Bedford area residents do not even consider the Marston Vale Line as an option as the starting point for journeys on the West Coast Main Line and railhead direct to Milton Keynes Central, exacerbating the pressure on the Milton Keynes highway network and car parking around the station.</p> | Noted | |
| 146 | <p>Urban Area: MVCRP supports the inclusion of high quality cycle parking, Redway expansion within CMK, bus interchange and CMK bus only route, Redway network upgrades, new urban Redway super routes, travel planning, rail hubs and premium bus network as core options. MVCRP welcomes the inclusion of travel planning, and would like to develop our partnership with the Council in engaging with businesses along the Marston Vale Line, particularly the Tillbrook & Caldecotte estates near Bow Brickhill.</p> <p>MVCRP is disappointed over the lack of reference to a new Eastern station entrance at Bletchley to provide a connection with the new high level platforms on the flyover and the town centre. We request this is included in the final strategy.</p> | Noted - We are working with Network Rail on the delivery options /design for the Bletchley Eastern Entrance to be in place when the Western Section of the Rail is implemented. | |

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| 147 | <p>We note there is no reference to car parking at Marston Vale Line stations.</p> <p>There are issues with parking supply along the Marston Vale Line for example at Woburn Sands where there are only a few spaces outside Costa near the station. This car park is not a practical option for rail passengers as the maximum stay is only 90 minutes. There is a potential site for a railway car park on land currently rented for the storage of taxis adjacent to the level crossing.</p> | <p>Noted - issues will be considered in discussions with Network Rail/East West Rail Company on East West Rail proposals, and as part of work by rail operators on station travel plans.</p> | |
| 148 | <p>There is a potential site for a railway car park on land currently rented for the storage of taxis adjacent to the level crossing. There is a good sized car park at Bow Brickhill, only a few minutes' walk from the station, constructed by the Council over 20 years ago as a railway car park for the purposes of East West Rail. However, this has only latterly been registered as a car parking facility on the National Rail website – see www.nationalrail.co.uk/stations/BWB/details.html, and there is no signage from the station. Consequently, rail passengers are largely unaware of it. There is a threat to future usage of the car park for rail passengers due to the Red Bull development. Support is needed from the Council to ensure the car park remains as a facility for rail users.</p> | <p>Noted - as above</p> | |
| 149 | <p>One general comment is that the structure of the document is unhelpful. It divides options by area, from CMK to urban to rural, whereas many options cross all areas. This structure makes it difficult to focus on the most important priorities, as they are scattered throughout the document. We highly recommend that the document is re-structured.</p> | <p>Noted - The TIDP focuses on the infrastructure requirements of the all areas of Milton Keynes and due to the location of planned growth to 2031, recognises the importance of the Urban, local rural communities and the wider sub-region. The purpose of this TIDP is to set out the transport infrastructure required to support planned growth in Milton Keynes. The plan sets out prioritised transport infrastructure schemes by spatial area.</p> | |

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| 150 | <p>2. Page 16 option 42 CMK Shuttle Bus Trial should be LOW priority</p> <p>COMMENTS</p> <ul style="list-style-type: none"> • The CMK Shuttle Bus Trial is about supporting parking, not bus services. • It is not available to the public (only employees) and we would NOT want to see public money supporting this scheme when other bus improvements options are much more important. | <p>Shuttle Bus Trial: it is prudent to review the CMK shuttle bus trial provided by the Business Improvement District for employees. If successful the scheme could be implemented on a permanent basis, with upgrades to the service being implemented as technology advances, for example, Autonomous People Movers. Being privately funded with no cost to the council, it is only right that we undertake a post-implementation survey/review and look for potential technology options if scheme becomes established and viable.</p> | |
| 151 | <p>3. Page 16 option 43 CMK Bus Only Route should be MEDIUM term phasing and LOW priority</p> <p>COMMENTS</p> <ul style="list-style-type: none"> • A public transport route on Midsummer Boulevard is NOT useful, unless this option is to include a route through Intu, which would be medium to long term phasing, as there are significant planning obstacles. • Making a bus only route on Midsummer Boulevard does NOT address the pinch points at the Station and Saxon Gate (going around Intu shopping centre). | <p>Noted: CMK Bus Only Route: The short term option is to engage with MK2050 over fit with emerging Mass Rapid Transit aspirations and carry out feasibility study – identify options and model traffic impacts. However, this option received the lowest overall stakeholder score – which suggest that the stakeholders would prefer to see bus corridors in place, rather than focusing on CMK - the stakeholder score correlates well with the MCAF scoring.</p> | |

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| 152 | 5. Page 21 option 34 Demand Responsive Transit should be a LOW PRIORITY (change to 3) COMMENTS <ul style="list-style-type: none"> • A number of prominent DRT schemes have failed in the past 12 months eg Bristol Slide, London Chariot, BRDJ, LEAP. • DRT should be a LOW priority for the Council – let ViaVan get on with their commercial trial in the medium term but do not invest public time or money in the scheme. | From Stakeholder Workshop held in October 2018 - showed a strong appetite for implementing Demand Responsive Transit services due to the way society is changing, the polycentric nature of MK, the need to extend service operating times and cover rural areas. The adopted Mobility Strategy also details a number of short term interventions to address future needs including specifically the use of technology - Demand Responsive Transport being one to meet growing expectations among younger generations for technology based journey planning rather than vehicle ownership. A trial is currently in place in Milton Keynes with ViaVan, which, if successful, could be expanded across a Milton Keynes to include rural settlements. The would support to undertake a post-implementation survey/review of ViaVan, review potential technology options if scheme becomes established and viable and work with scheme provider to expand across urban MK. | |
| 153 | 6. Page 22 option 39, 40, 72 Bus Priority Corridors SPLIT and MODIFY these options <ul style="list-style-type: none"> • Option 39 Pinch Point Bus Priority – AGREE with this as medium term phasing and high priority. • (New) Option 40a Bus Priority Corridors on Dual Carriageways should be short term phasing and high priority. Dual carriageways provide a quick win for bus priority lanes. We accept that permitting other vehicle classes (electric, multiple-occupancy) to use these bus priority lanes will make them more politically acceptable (option 72a &b). • (New) Option 40b Bus Priority Corridors on Single Carriageways should be medium phasing and high priority, as these are relatively expensive to deliver. • (New) Option 72a Multiple Occupancy Vehicle Lanes on Dual Carriageways should be short term phasing and high priority for existing dual carriageways. Electric vehicles should be added. • (New) Option 72b Multiple Occupancy Vehicle Lanes on Single Carriageways should be medium term, high priority. Electric vehicles added. | Noted - More feasibility studies would need to be carried out for options on dual carriageways and single carriageways, in terms of providing more bus priority measures (bus lanes). There were also mixed views on bus lanes, some stakeholders want more bus lanes, whilst others would only support if they didn't reduce the space available for general traffic. Peak congestion does occur at a number of junctions in central and wider Milton Keynes so there are opportunities to introduce bus priority measures and sections of bus lane/high occupancy vehicle lanes in the future. In CMK the spacious dual carriageway central grid road network provides substantial opportunities to provide improved public transport access including bus only links, people movers, enhanced public realm and bus priority infrastructure and measures. | |

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| 154 | <p>7. Page 22 option 41 Premium Bus Network CHANGE to (New) Option 41 High Frequency Bus Network to provide a high frequency (10 mins or less) and MOVE this revised option to section 6.3 Core Transport Strategy Options.</p> <p>COMMENTS</p> <ul style="list-style-type: none"> • Frequency is much more important than high-quality vehicles (leather seats etc. With a 10 min frequency (or less), the service becomes 'turn-up and go' ('forget the timetable'), but this is not true for 15 min services. • We agree with the short term phasing and high priority of this 'high frequency' bus network option. | <p>Noted - Implementation of a premium bus network. This would be achieved by providing higher frequency services (every 10-15 minutes), operating throughout the week from early in the morning to late at night. This option would require close stakeholder engagement with bus operators and will be included in the new Public Transport Strategy.</p> | |
| 155 | <p>11. Page 24 options 35, 36, 37 Mass Rapid Transit CHANGE to LOW PRIORITY (change to 3)</p> <p>COMMENTS</p> <ul style="list-style-type: none"> • Segregated routes are expensive to deliver and should only be undertaken after more affordable 'bus priority' lanes have been established and demand has risen on key bus routes to such a degree that the cost of segregation can be justified. • Pursuing Mass Rapid Transit takes officer time and public resources away from more cost effective interventions in the short term. <p>14. Page 26 option 67 Pinch Point Junction Improvements should be HIGH PRIORITY (change to 1).</p> <p>COMMENTS</p> <ul style="list-style-type: none"> • A higher priority is consistent with option 39. | <p>Mass Rapid Transit - with the implementation of integrated urban traffic management system (UTMC) that adapts to changing technology enables better management of road junctions for all modes of travel, and where rapid mass transit is used, it allows swift through journeys where conditions allow. There is also the opportunity for the integration of new technology into transport, such as the autonomous and connected vehicles trials. Linking these autonomous technologies may lead to changes to what people expect from transport and advocates of solutions such as Mobility as a Service (MaaS) and advanced Mass Transit options suggest that there could be a significant shift from car ownership to more of a service oriented approach, which could have a significant impact on demand for road space and parking in the longer term. With 5 wide space grid roads serving Central Milton Keynes, provides the opportunity to introduce a comprehensive mass public transport scheme, for example Bus Rapid Transit (BRT).</p> | |

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| 156 | <p>16. Page 31 option 34 Demand Responsive Transit should be a LOW PRIORITY (change to 3)</p> <p>COMMENTS</p> <ul style="list-style-type: none"> • A number of prominent DRT schemes have failed in the past 12 months eg Bristol Slide, London Chariot, BRDJ, LEAP. • DRT should be a LOW priority for the Council – let ViaVan get on with their commercial trial in the medium term but do not invest public time or money in the scheme. | <p>Demand Responsive - This option was ranked the highest by the MCAF – Demand Responsive Transit would involve a city-wide demand responsive bus service operated on a commercial basis. From Stakeholder Workshop held in October 2018 - showed a strong appetite for implementing Demand Responsive Transit services due to the way society is changing, the polycentric nature of MK, the need to extend service operating times and cover rural areas. Expansion of Demand Responsive Transit (DRT) bus services, operated on a commercial basis. DRT is a form of micro-mass transit. Shared minibuses are booked, on demand, using a smartphone application, internet portal or by telephone. The shared minibus is then routed to collect passengers and take them to their destinations. A trial is currently in place in Milton Keynes with ViaVan, which, if successful, could be expanded across a Milton Keynes to include rural settlements. The would support to undertake a post-implementation survey/review of ViaVan, review potential technology options if scheme becomes established and viable and work with scheme provider to expand across urban MK.</p> | |
| 157 | <p>17. Page 31 option 45 Taxibus should be a LOWER PRIORITY (change to 3).</p> <p>COMMENTS</p> <ul style="list-style-type: none"> • Risk of undermining bus services between 'main attractors', making them less viable. • Would bus passes be eligible for this service? <p>20. Page 36 options 90/91 Smart Ticketing should be HIGH PRIORITY (change to 1) 21. ADD option 83 Grid Network Speed Reduction</p> | <p>Taxibus: The option was considered as low priority because the option would not serve a large volume of people and would only be available for small groups; therefore, this would not make a substantial contribution to modal shift. Providing connections between main trip attractors, including Milton Keynes Central Railway Station and key employment, leisure and social destinations. The service can be shared by multiple passengers, but unlike buses, users can alight anywhere on the route. For this to work close engagement and feasibility work needs to be carried with taxi operators.</p> <p>Smart Ticketing: This would require feasibility Study – identify options, and costs, working closely with bus operators. The stakeholder scoring correlates well with the MCAF scoring, and integrated ticketing was well supported priority by the stakeholders</p> | |

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| 158 | <p>While we welcome many of the proposals in the Transport Infrastructure Delivery Plan (TIDP) they will not be sufficient to meet these goals. To support the Climate Emergency motion and the vision of the Council Plan the Transport Infrastructure Delivery Plan must be much bolder. It must include more incentives for travel by sustainable modes and some disincentives for travel by unsustainable modes to encourage modal shift. More than a decade ago in Long Term Public Transport Vision LTPTV1 (MK Council, 2006) consultants Faber Maunsell said: "Without measures to discourage car use, the public transport system would have to be of fantastic quality to persuade car users to leave their car at home." "Restraint on parking and other measures can bring the quality requirement to within more reasonable limits." We agree, the TIDP must have sticks as well as carrots.</p> | <p>The TIDP is informed by the Council's adopted Mobility Strategy (2018-2036) key objectives - Maximise Travel Choices – maximise the use of technology and innovation to both inform the traveller and to provide travel options and Protect transport users and the environment – the safety of all transport users is a key part of this strategy as is the need to reduce transport pollution and CO2 emissions, protect the natural environment and promote improved public health and wellbeing. The key TIDP objectives are to:</p> <ul style="list-style-type: none"> a.) Promote active travel b.) Manage Demand c.) Enhance the natural and built environment <p>These objectives clearly demonstrate the ambition of sustainable travel options.</p> | |
| 159 | <p>The TIDP should show the impact on carbon emissions and equalities for each of the options. These should then be included in the prioritisation process with higher priority for options that reduce carbon emissions and reduce inequalities. The prioritisation process should be explained with weightings shown.</p> | <p>The priority process presented in the TIDP has been sifted from an initial list of schemes which have been subject to stakeholder challenge and appraisal and prioritisation using a bespoke Strategic Assessment tool and a Department for Transport's (DfT) based Early Assessment and Sifting Tool (EAST)</p> | |
| 160 | <p>Climate Change: In the plan there should be another column showing the impact on carbon emissions. This could be High, Medium and Low for reductions in emissions and Negative for increases in emissions. These should then be included in the prioritisation process with higher priority for options that have higher reductions in carbon emissions and very low priority for options that increase carbon emissions. The SEA does consider Climate Change but this has not been factored into the TIDP sufficiently.</p> | <p>Noted - as above on priority and with regards to climate change – the TIDP is an infrastructure delivery plan, and so climate change would not be assessed here, however within any proposed infrastructure schemes climate change would be factored in to assess its impact. The detailed assessment is out of the scope of what would be included in the SEA as well.</p> | |

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| 161 | <p>Demographic groups: Different modes of transport are often used by different demographic groups. In the plan there should be another column showing the impact on equalities and various demographic groups. For example cyclists are mainly professional white males, aged 20-50 and children. Bus users are mainly the young, the old, women, BME, low income and people with disabilities. For adults, these two groups are almost mutually exclusive. Car users tend to be older and better off than than bus users. So some options are more beneficial for disadvantaged groups than others. These should then be included in the prioritisation process with higher priority for options that reduce inequalities.</p> | <p>Noted - Equality Impact Assessment has now been carried. Following the consultations responses, Accessibility Section has been added to the document</p> | |
| 162 | <p>Modal shift: There is little in the plan about modal shift from unsustainable modes to sustainable modes of transport. There should be more emphasis on shifting travel to more sustainable transport modes. Without significant modal shift a growing MK will quickly grind to a halt. The plan should include in the options consideration of particular demographic groups, what modes they currently use and how they could be encouraged and enabled to use more sustainable modes. The solutions are likely to be different for different demographic groups - one size does not fit all.</p> | <p>Noted, as above and the key TIDP objectives are to:</p> <ul style="list-style-type: none"> a.) Promote active travel b.) Future Mobility c.) Manage Demand d.) Safer Transport Networks e.) Enhance the natural and built environment <p>These objectives clearly demonstrate the ambition of sustainable travel options and that the objectives are linked to the Mobility Strategy objectives to ensure an integrated approach to infrastructure delivery</p> | |

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| 163 | <p>Targets: The mode share targets set in previous LTPs for the sustainable modes have failed to be achieved. This should have been acknowledged in the Mobility Strategy. Instead of setting policies to ensure that those targets are achieved in future the strategy simply failed to include any targets. The Action Plan only included a few vague and unmeasurable targets. It means that there is no way to monitor the success or failure of the strategy. The options need to be made more specific with targets that can be monitored; as they are it will be very difficult to know if the objectives are being met. They should be linked more directly to national objectives such as reducing CO2 emissions or social exclusion. There should also be clearer priorities such as pedestrians and cyclists followed by public transport and lastly cars. Public safety should also have preference over other issues such as time saving or reducing congestion.</p> | <p>The Mobility Strategy Evidence Base contains a comprehensive and detailed targets and performance monitoring information from the LTP3 - 2011 to 2015/17 to inform the Mobility Strategy 2018-2036. The monitoring of these targets will continue over the period of the Mobility Strategy. The TIDP is sub document to Mobility Strategy and the performance targets measured going forward will address how successful the TIDP is to achieve its objectives, and therefore the objectives set out in the Mobility Strategy. MKC will monitor delivery of the TIDP objectives and outcomes by using the headline indicators and develop new indicators as required at programme and project level. The approach will consist of data collection and surveys to gauge the performance of the targets set.</p> | |
| 164 | <p>Costings: Some of the options include a mixture of low cost and high cost items. These should be separated out so that the low cost items can be given higher priority and phased for earlier implementation. We have indicated some of the options where we think this is appropriate. The Outline Cost column has the lowest cost shown as "£ - Up to £1million". This makes some very low cost options, say costing £10K, still look rather expensive. There should be another category for "Up to £100K", an order of magnitude less than "Up to £1million". The symbol could be "£-". We have indicated some of the options where we think this is appropriate. Some options involve capital expenditure, ie one-off, some involve revenue expenditure, ie repeated annually and some involve both. This should be indicated in the table because some funding sources can only be applied to capital or revenue expenditure.</p> | <p>Noted - The identified investment options are presented at a concept stage of development. Scheme development will need to take place to ensure to identified concepts align with policy priorities, provide value for money, deliverability and take account of opportunities for funding that may become available. As the schemes are developed from concept stage more detailed costings would be worked out, including options of capital or revenue spend. The concept schemes will need to be subjected to feasibility, business case, funding, design, consultation and programming.</p> | |

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| 165 | <p>6.2.1 Ref 31 Zero Emission Zone.: This should be Medium term and Priority 2. Its implementation can be phased. A start should be made in less than 10 years.</p> <p>6.3 Ref 3 Super Redways: This is costed in the ££££ (£10-50m). Many of these new Super Redways will be upgrades of existing Redways. Therefore we think that it would be more appropriate to cost this as £££. Perhaps have another row for the more expensive new Redways that are not upgrades.</p> <p>6.3 Ref 25 Multi-Modal Urban Travel Hubs: This should be Short term and Priority 1. While not all such hubs may be completed within 5 years some can be.</p> <p>6.3 Refs 39,40,72: Split into two rows. The first to be bus/MOV lanes on existing dual carriageways. These can be done quickly and at low cost, (less than £10k per km?) and so should be in short term phasing. Other more expensive and complex options such, as bus lanes on single carriageway roads and bus activated traffic lights, can be medium term because they would cost more and take longer to deliver.</p> | <p>Zero emissions zone is not well supported, potentially due to the impact on existing car users to access Central Milton Keynes and the knock-on impact on the attractiveness of Central Milton Keynes to investors, and scores poorly in the MCAF ranking. This is a long term option and can be implemented in phases, excluding the most polluting vehicles from a smaller area initially, before increasing the area and vehicle types excluded from the central area as electric vehicle ownership increases and technology advances.</p> <p>Super Redways: 13 Super Redways Routes have been identified, and will require substantial funding over medium term to bring them up to required design standards - up grading with lighting, maintenance, signage, totems, connecting links.</p> <p>Bus Corridors: Engagement with MK2050 over fit with emerging Mass Rapid Transit aspirations and would require feasibility Study – identify corridor options, and costs, including public consultation, option selections and detail designs.</p> | |
| 166 | <p>6.3.1 Ref 47 Orbital Bus Routes: This should be moved into 6.3 CORE TRANSPORT STRATEGY OPTIONS.</p> <p>6.3.1 Ref 51 Bletchley Chord: Split into two rows, 51a and 51b. “Provision of a direct rail connection between the Marston Vale Line and the West Coast Mainline, enabling direct services from Bedford to Milton Keynes Central.” There are two ways in which this can be done. One is by a chord and the other is by enabling trains to reverse in the new high level platforms. The latter is a fraction of the cost of the former and does not require any land acquisition but adds about 4 mins to journey time.</p> | <p>Orbital Routes: This option will review the existing bus routes, and assess the opportunity to introduce orbital bus services to improve connectivity between jobs, homes, and retail and leisure developments. Further feasibility work needs to be carried out to identify routes and work with bus operators to trial routes and explore demand for the service mindful of new transport options that are being developed such as demand responsive services.</p> <p>Bletchley Chord: Noted - we will work with Network Rail to explore options with a view to carry out feasibility study.</p> | |

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| 167 | <p>6.3.1 Ref 49 Marston Vale Level Crossing Closures: This should be moved into 6.3 CORE TRANSPORT STRATEGY OPTIONS and be Priority 2. With phase 2 of EWR due to open in 2023, and the consequent increase in train services on the Marston Vale line and the increase in road traffic on those roads due to the further development of housing and employment sites in the SE of MK those level crossings will cause major delays to traffic. When the Central section of EWR (to Cambridge) opens ca 2027 there will be even more trains on the Marston Vale line, 10 per hour, leading to the level crossings being closed about 50% of the time. It is therefore essential that the V10 and Station Rd crossings are replaced by bridges as soon as possible.</p> <p>6.3.1 Ref 69 A5 Kelly's Kitchen Roundabout: This should include a grade separated route for pedestrians and cyclists from the proposed Redway along Brickhill St to the new housing development at Eaton Leys.</p> <p>6.3.1 Ref 76 Bletchley Southern Bypass: This option should be deleted. It would just encourage more traffic and so lead to more CO2 emissions. The SEA shows that this has largely adverse impacts.</p> | <p>Marston Vale Level Crossing Closures - at the stakeholder workshop this option was ranked low in terms of priority, and MCAF ranked it low, hence priority 3. We will work very closely with Network Rail to progress the delivery of this scheme.</p> <p>Kelly's Kitchen: we will undertake assessment to understand impact of planned growth on the junction operation with Highways England and identify junction improvement options.</p> <p>Bletchley Southern Bypass: Highways England will be announcing the route options for the Expressway this autumn, and based on the expressway route options we would need to look at feasibility and need for the Bletchley Southern Bypass.</p> | |
| 168 | <p>6.5 Ref 65 Electric Vehicle Charging Points: This should include charging points for e-bikes as well as cars.</p> <p>6.5 Ref 87 Electric Public Transport Fleet: This should be Priority 1.</p> | <p>Noted - Electric Public Transport - Electrification of the taxi and bus fleet through Quality Partnership agreements and funding bids. Through the stakeholder workshop feedback this option was prioritised to be delivered by 2031 - hence priority 2 as per Multi Criteria Appraisal Framework MCAF</p> | |
| 169 | <p>6.6 Ref 70 Oxford to Cambridge Expressway: This option should be deleted. It would just encourage more traffic and so lead to more CO2 emissions. The SEA shows that this has largely adverse impacts. If it is retained the outline cost should be ££££+ because it is expected to be about £3bn, far in excess of the £50m indicated by ££££.</p> | <p>Both East West Rail & Expressway are strategic infrastructure networks commissioned by the government as recommended by the National Infrastructure Commission - purpose is to open up housing and economic growth in the region. Milton Keynes Council supports both the schemes.</p> | |

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| 170 | <p>Omissions: The following options have not been included in the list and should be included in section 6.3 or 6.4 in the relevant sub heading.</p> <ol style="list-style-type: none"> 1. Grid Road Speed Limits 2. Residential Road Speed Limits 3. Restraint on car use. 4. Public transport network 5. Public transport network in rural areas | <p>Grid Road & Residential Speed Limits: At the stakeholder workshop there was some support on reduction in speeds. As this does not form part of the Infrastructure Delivery Plan, the council will review speed limits in other position paper that we are developing.</p> <p>Public Transport: To enable the development of some of the core and potential schemes we will be developing a new Public Transport Strategy to identify bus priority schemes and MK Future 2050 Mass Rapid Transit and potential for Park and Ride.</p> | |
| 171 | <p>Bletchley Southern Bypass -we would encourage MKC to advance work on the route options for the Bletchley Southern Bypass in the short term. You will be aware that Aylesbury Vale District Council are soon to undertake consultation on additional growth locations in the northern part of their District and some of these could impact on MKC's preferred route options. MKC have publicly acknowledged the uncertainty caused by the absence of route options for the O2C Expressway in pursuing a growth strategy and the same applies to important road infrastructure to the west of Bletchley. Might it also be prudent to include Aylesbury Vale District Council / Buckinghamshire County Council in the list of possible funding options?</p> | <p>Noted - Highways England will be announcing the route options for the Expressway this autumn, and based on the expressway route options we would need to look at feasibility and need for the Bletchley Southern Bypass.</p> | |
| 172 | <p>Bedford to Milton Keynes Waterway - BRCS covers all green open space in the western front of LB Ealing and the Grand Union Canal from Norwood upper lock (90) to Brentford Dock (lock 99?). For many years, and he may still do, a licensed bird-ringer stretched his mistrets across farm 'territory'. Is such done within greater MK?</p> <p>18c. I was under the impression that the culvert under the A421 was now funded as part of that road's duelling.</p> | <p>Noted - The Department for Transport [DfT] made it clear, from the outset, that the scope of the approved Local Growth Fund monies only covers the A421 widening and does not allow expenditure on ancillary works or projects. Both Central Beds Council [CBC] and Milton Keynes Council [MKC] are funding the balance of the A421 improvement scheme cost from their own resources. To construct the culvert would add a significant financial burden to these two Councils whose residents would have to pay for this work at a time when there are many completing priorities for limited funding.</p> <p>The Waterway has not been identified as a priority by the TIDP.</p> | |

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| 173 | School Travel Plans: Every encouragement should be given to schools to arrange as many 'walking buses' as possible – rather than pupils simply being bundled into mum's car for fear of paedophile molestation. In my 'kindergarden' days (age 5-9), I always walked alone the only injunction being that I was not to cross a certain road if I saw a brewery STEAM lorry approaching (until after it had passed). I am visualising one of these lorries in my mind as I write these words – they were almost silent! | Noted | |
| 174 | Multi-Modal Rural Travel Hubs (villages around Milton Keynes district) : these need to be on the outer limits of MK, with adaptations to serve, for example, local major schools such as Wolverton Radcliffe; some what similar to the 6xx routes serving St Pauls (Leadenhall). | Noted - Implementation of these travel hubs in the rural settlements close to Milton Keynes to intercept car trips and provide access to sustainable transport options at small, flexible transport interchanges. The rural travel hubs would provide: access to bus and Redway routes / expansions; car parking; cycle facilities (lockers, cycle parking) and real-time travel information - to encourage mode shift to sustainable transport | |
| 175 | Park & Ride Sites - . The suggested locations of Park & Ride sites seem about right to me 32b. That at Old Stratford might be better sited north of the H2 Bridge where the A5 is in a fairly deep cutting. No, the charge must be for the car parks, so that the bus driving is not constantly delving for cash change. Car park charge to be addable to rail season ticket giving priority access to the car park. 32c. Bus interval to be no longer than 5 minutes at peak times (from 05:30 Monday – Friday, 07:00 Sat, 08:00 Sun) until after the arrival at MK Rail of the 23.24/23.30 Mon-Fri (example Euston) & weekend equivalent. Peak bus 1 Rail, 1 rail & theatre, 1 rail & hospital with the night bus rail – theatre- hospital-rail. 32d. Noted disbenefit: tosh. As seen from an inbound route 14 bus at Abbey Hill round about, the A5 traffic can be almost stationary! | Noted - the implementation of a network of Park & Ride sites strategically located at key radial locations into Milton Keynes are at concept stage and further development work needs to be done for exact locations, feasibility, costs, design and further public consultations | |

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| 176 | <p>Milton Keynes Micro-Metro – at least a figure 8 Rail-Silbury (council offices etc) –theatre – Midsummer – rail – Avebury – theatre - Midsummer – rail. The route must pass through INTU. Elsewhere, people are accustomed to crossing tram tracks at will: unless the tram tracks are on a clearly defined 'line' separate from normal traffic. Energy saving ascending/descending Lower Ninth Street ditto traversing Avebury & Saxon Gate flies up to three sets of traffic lights.</p> | Noted | |
| 177 | <p>Pinch Point Junction Bus Priority Improvements - Elder Gate needs to be re-arranged to give rail station access/egress absolute priority – maybe light at Elder Gate/Midsummer Boulevard junction. Use of former 'bus station' an absolute negative – such a long walk (compared to/from present bus stops) will merely add 'kiss & ride' journeys & longer queues of kiss & ride cars for home coming husbands/wives, boy or girl friends. Bus priority corridors: the underlying aim should be to make the car journey more difficult – therefore encourage modal shift car to bus. Couple to 35 above.</p> | Noted- further development work would need to be carried out from this initial concept - delivery of physical improvements and changes at junctions on the road network, where bus movements are delayed by general traffic congestion, to allow priority movements for public transport modes | |
| 178 | <p>Central Milton Keynes Bus Interchange - This site has been examined on several previous occasions and, with no action taken, has presumably been found 'wanting'. 46b. I would prefer to see the central bus terminal to be placed above the central rail station, where the rails are in a cutting with dedicated direct access (lift, escalator, gateline) to each platform. Easy modal shift bus to train as compared to the fairly long walk car park to actual rail station platform. 46c. Feeds into the rather empty near carriages of London – bound LNW trains (entrances at Northampton, Wolverton & MK as also the exit at Euston are all adjacent to carriages 2&3: so passengers tend not to walk to vacant rear seats, locally & back again on arrival at Euston.</p> | Noted - Replacement of the existing Central Milton Keynes bus stops (Lower Ninth Street and Midsummer Boulevard) to facilitate central regeneration and encourage bus use. The new interchange would provide access to bus routes and Redway routes / expansions, cycle facilities (lockers, cycle parking) and real-time travel information. The location and design of the new interchange needs to be future-proofed to facilitate the introduction of a mass transit scheme. This would require more detailed work to develop this scheme. | |

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| 179 | Wolverton to Olney Rail Link - . Wolverton to Olney Rail link: a revival of the original Act of Parliament of, perhaps, 150 years ago; the section from Newport Pagnell to Olney was not even started. The route through NP would, today, need to avoid the extensive Green Park estate (not forgetting the Blakelands Industrial Estate) by a long tunnel. I cannot see a preferable site for an NP rail station. In the Olney area, such a rail link could do co-linear with the Olney western bypass route (77 below) but this would require an extremely steep gradient should a link to Bedford – Brackmills- Northampton route be envisaged (forward to Bedford, Luton & Gatwick not forgetting Coventry & Birmingham Airport). | Noted - Option has not been prioritised by the TIDP and will not be investigated further. Olney by-pass: In its Local Transport Plan 3 (2011 to 2031) Milton Keynes Council confirmed its support, in principle, to the construction of an Olney Bypass, subject to design, feasibility (including affordability), public consultation and funding. Progress towards a detailed design depends on traffic, environmental and archaeological assessments being carried out. At present, the scheme does not have any funding. | |
| 180 | Bletchley Chord Rail Connection - there would not be space at MK Central Station for a Marston Vale train to layover once the Bicester to Bletchley EWR station was re-opened: hourly from Oxford & Aylesbury in addition to the stopper from Euston & the Southern train – when it turns up as an 8 car train & so can only use platform 2. | This option could be implemented as an extension to, and linked with, East-West Rail. The provision of an extra and direct service into Milton Keynes Central may require an extra rail line into Milton Keynes Central. Expensive to implement and would require backing from Network Rail and train operators | |
| 181 | Expansion of Electric Vehicle Charging Points - together with those in towns up to about 50 miles radius of MK needs to be created, so that the car driver is not constantly fretting as to whether he can get back to the last charging point which he used. | Noted | |
| 182 | Oxford to Cambridge Expressway - . The new road will rapidly fill to its capacity as a result of releasing ‘suppressed demand’ elsewhere: a well-known phenomenon. Its creation would almost negate the need for EWR limited stop services (discussed in my inquiry evidence). I attended the opening ‘conference’ some 18 months ago at the Ridgeway Centre, Wolverton. 70b. It is appropriate to record one suggested EWR express train: Reading (alternate Swindon), Oxford GW, Oxford Parkway pr Bicester, Bletchley, Bedford (Old St Johns), St Neots, Cambridge, where the train divides = front to Stansted Airport, rear alternatively to Ipswich or Norwich. | Both East West Rail & Expressway are strategic infrastructure networks commissioned by the government from recommendations from the National Infrastructure Commission - purpose is to open up housing and economic growth in the region. Milton Keynes Council supports both the schemes. | |

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| 183 | <p>A422 to Watling Street Link Road - A422 to Watling Street continuing as H1 TO V6 Great Monkstreet. Will provide an alternative access to the expanding Wolverton Mill industrial estate. The opportunity to increase the diameter of the Greenleys roundabout was lost with the development of the Stratford Park estate. Juggernaut lorries & 12m buses have some difficulty in negotiating this roundabout's small radius.</p> <p>Olney bypass urgent in order to remove through-going traffic on the A509. How much of this stops for local trade? Minimal I would suggest. On a rare occasion changing from bus 21 to bus 41, no less than 300 vehicles went northbound.</p> <p>Many years ago, I was shown an even vaguer Olney bypass proposal to that shown on this page PLUS an alternative 'eastside' route from the Emberton A509 crossroads – direction Clifton Reynes – then clear of the Warrington roundabout. Very easily graded. Clearly well enough shown for a Turvey & Lavendon bypass to proposed along the trackbed of the former – Bedford – Northampton Railway to which 77b was joined with a signalled T-junction.</p> | <p>The TIDP has not prioritised the road proposals linking the A422 to the H1 and the H1 extension at Galley Hill. These will not be investigated further, although may be considered as part of additional growth proposals to 2050.</p> <p>TIDP has identified an Olney bypass as a low priority potential option, but this requires further investigation as to its feasibility and funding prospects.</p> <p>Olney by-pass: In its Local Transport Plan 3 (2011 to 2031) Milton Keynes Council confirms its support, in principle, to the construction of an Olney Bypass, subject to design, feasibility (including affordability), public consultation and funding. Progress towards a detailed design depends on traffic, environmental and archaeological assessments being carried out. At present, the scheme does not have any funding.</p> <p>Turvey and Lavendon bypass schemes were not considered by the TIDP, but are unlikely to have been identified as a priority.</p> | |
| 184 | <p>Electric Public Transport - - I am not clear why Arriva decided not to convert route 4 to electric bus operation. As long as a bus interval is not more than 30 minutes, people still wait. Just look at those boarding routes 5/6/7 at Wolverton Church Street or 5/6 at Point with their 15 minute interval. True, when coming home in middle evening, I will take a taxi from Central Rail station even when it may be as little as 10 minutes to the next route 14 bus.</p> | <p>Milton Keynes Council will continue to encourage the introduction of an electric taxi and bus fleet through Quality Partnership agreements and funding bids. The introduction of electric buses and taxis can help to improve air quality in the city centre and an increased frequency of bus services could help to break the reliance on personal vehicles.</p> | |
| 185 | <p>Integrated Ticketing - : I have had an Oyster Card ever since I came to live in Milton Keynes (therefore unable to use my London Freedom Pass). I do not know how non-card holders manage on London buses since they went contactless – perhaps five years ago. The National Bus Pass is available during 'standard' hours; if not now on the fairly extensive N bus routes until 0429.</p> <p>Simply tell operators to make Oyster available on (or before) a specified date say two years ahead. INCLUDING this in the tendering for authorised routes.</p> | <p>Noted - Introduction of fully integrated, universal ticketing across rail, bus and cycle hire travel modes using contactless card payments. This would provide a more efficient and user-friendly public transport network for users and encourage greater patronage of public transport modes. This would need to be agreed between each commercial operator.</p> | |

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| 186 | Old Stratford A5 roundabout. Essential NOW to alleviate peak time flows on the A5. On a recent bus journey, to Northampton, a queue extended back almost to the H2 bridge. Funding options enormous. 68b. I do not see a need to dual the road direction Towcester UNTIL a bypass for that town has been completed. | This option looks to upgrade this roundabout to a grade-separated junction allowing the A5 to be free-flow with on / off-slips. We will work with Highways England to progress this scheme. | |
| 187 | Projects to provide more real time travel information to public transport users should be prioritised; | We are updating and developing a new Public Transport Strategy and will continue to work with bus providers on regular bases through Quality Bus Partnership initiative to discuss various routes, bus stops, service times, travel information and reliability. | |
| 188 | Action should be brought forward to address 'pinch points' rather than just focusing on studies; | To manage performance on our Highway network we will carry out physical improvements at junctions identified as pinch points on the road network in and around Milton Keynes, where public transport improvements are a priority. Enhancements could include the introduction of traffic signals, junction widening and improving crossing provision, subject to traffic modelling to demonstrate overall network benefits. Over the medium term we will undertake assessment to understand impact on junctions as growth comes forward and identify junction improvement options, develop preferred scheme and work on detailed design | |
| 189 | Redway expansion and maintenance should be extended into new development areas; | Noted - At stakeholder workshops, the Redway Network Upgrades and maintenance received the highest score and highest priority. This option was also ranked the highest by MCAF, which aligns to the stakeholder views that upgrading the exiting Redway network should be an infrastructure priority. The is already commitment to the expansion of the Redway Super Routes programme to provide additional links along key routes and desire lines, including in new developments | |

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| 190 | The Plan should provide flexibility with regard to the impact the Oxford to Cambridge Expressway may have, to ensure Milton Keynes is able to maximise the benefits of this scheme; | The Oxford to Cambridge Expressway - there is strong stakeholder support for the delivery of the Expressway due to the potential economic benefits it would bring and support strategic growth. Expressway provides a positive impact on regional connectivity in the wider area. The Expressway will increase the labour catchment of Milton Keynes, making it easier to commute from Oxford and Cambridge. It also provides opportunities for strategic growth in southern Milton Keynes and reduced HGV and through traffic movements along the A421 within the existing urban area. The Oxford to Cambridge Expressway is a dual carriageway proposal by Highways England broadly aligned with the East-West Rail route. Working with Highways England and wider stakeholders, benefits of the proposed Expressway can be maximised for local residents and businesses. | |
| 191 | More investigation should be considered of the transport issues for those that live or work in the rural areas of the borough and how they can be encouraged to reduce their car use. | Noted - Will be a consideration in position papers/supporting strategies being developed. | |
| 192 | Whilst the concept of a 'zero emissions zone' across CMK would meet a number of the Council's aspirations, it should be made clear that this is a long term project requiring full investigation and assessment of the impacts; | Noted - The Zero Emission Zone proposal is only included as a potential, long term option recognising it is not something be considered for implementation any time soon, and that it would require substantial investigation and development. The option was not well supported at the stakeholder workshop, potentially due to the impact on existing car users to access Central Milton Keynes and the knock-on impact on the attractiveness of Central Milton Keynes to investors, and scores poorly in the MCAF ranking. | |
| 193 | Consideration should be given to the potential of MK Hospital as a transport hub with improved facilities and at the very least improved signage external to the hospital to raise its visibility. | Noted - To enable the development of some of the core and potential schemes we will develop new topic specific policy and strategy documents including Public Transport Strategy - to further develop bus priority schemes including: a.) Strategic Transport Hubs with improved facilities (such as MK Hospital) b.)MK Future 2050 Mass Rapid Transit and c.) Park and Ride; | |

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