

# **A Transport Vision and Strategy for Milton Keynes**

## **The Local Transport Plan 3 - 2011 to 2031**

### **Annex A: Consultation Report and Comments Log**



This document has been prepared by  
**Milton Keynes Council**

For further information please contact:  
Milton Keynes Council  
Transport Policy  
Civic Offices  
1 Saxon Gate East  
Central Milton Keynes  
MK9 3EJ

Tel: 01908 252510

Fax: 01908 254212

Email: [transport.strategy@milton-keynes.gov.uk](mailto:transport.strategy@milton-keynes.gov.uk)

Web: [www.milton-keynes.gov.uk/transport-strategy](http://www.milton-keynes.gov.uk/transport-strategy)

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## Annex A: Consultation Report

### Introduction

#### *Background*

Steer Davies Gleave worked with the council to develop a Transport Vision and Strategy, which will form its Third Local Transport Plan (LTP). Public consultation has been an important part of LTP development and has taken place at two stages:

- September to November 2010: Consultation on the problems and issues; and
- November 2010 to February 2011: Consultation on the draft Transport Vision and Strategy.

The first consultation period involved a survey which was available online - promoted on the council's website, through Twitter and Facebook – and in hard copy, available at local libraries. The second consultation period included six staffed public events and a survey available online and in hard copy. Details of the public events are as follows:

- Saturday 11th December, Midsummer Place, CMK, 9am – 5pm;
- Thursday 16th December, Olney Market/Olney Centre, 9am – 5pm;
- Saturday 8th January, Bletchley Town Council Offices, 9am – 5pm;
- Tuesday 19th January, Wolverton Town Council Offices, 10am – 7.30pm;
- Monday 31st January, Broughton Hotel, 12noon – 8pm; and
- Wednesday 2nd February, Milton Keynes Coachway, 12.00 - 8pm.

Meetings have also been held with stakeholder groups to capture feedback on the issues and emerging LTP. Meeting details are set out in Table A.1.

**TABLE A.1 DETAILS OF STAKEHOLDER MEETINGS**

<b>Group</b>	<b>Meeting Date</b>
Milton Keynes Chamber of Commerce	1st December 2010
Milton Keynes Youth Cabinet	6th December 2010
Open University	8th December 2010
Parish Assembly	9th December 2010
Milton Keynes Transport Partnership	13th December 2010
Milton Keynes Economy and Learning Partnership	15th December 2010
Milton Keynes Disability Action Group	17th December 2010
Milton Keynes City Centre Management	13th January 2011
Sustainable Transport and Road Safety Forum (STARS)	13th January 2011
Parents and Carers Alliance (PACA)	19th January 2011

## ***Response to the consultation***

Almost 400 responses were received for the LTP consultation. The type of response is shown in Table A.2.

**TABLE A.2 RESPONSE TO THE CONSULTATION**

<b>Consultation</b>	<b>Number of responses</b>			<b>Total number of responses</b>
	<b>Survey – paper version</b>	<b>Survey – internet version</b>	<b>Additional emails &amp; letters</b>	
Sept – Nov 2010: Problems & Issues	48*	103	5	156
Dec 2010 – Feb 2011: Draft LTP	20	118	86	224
Total	68	221	91	380

\* This number is slightly higher than that quoted in the September to November Consultation Report as a small number of additional responses have been received and analysed since the initial cut-off period.

The internet was the most popular form of response in both consultation periods, followed by email and letters. Less than one fifth of respondents replied with a paper survey.

### ***This Report***

This report provides a summary of the feedback gained from the LTP3 surveys. It is structured as follows:

- Feedback about the strategy vision and objectives;
- Feedback about the strategy strands;
- Feedback about issues for key focus within the strategy;
- How the feedback has helped shape the LTP;
- Respondent profiles; and
- Comments Log; and
- Appendix A: Consultation Response from Open University Workshop.

## Options about the Transport Vision and Objective

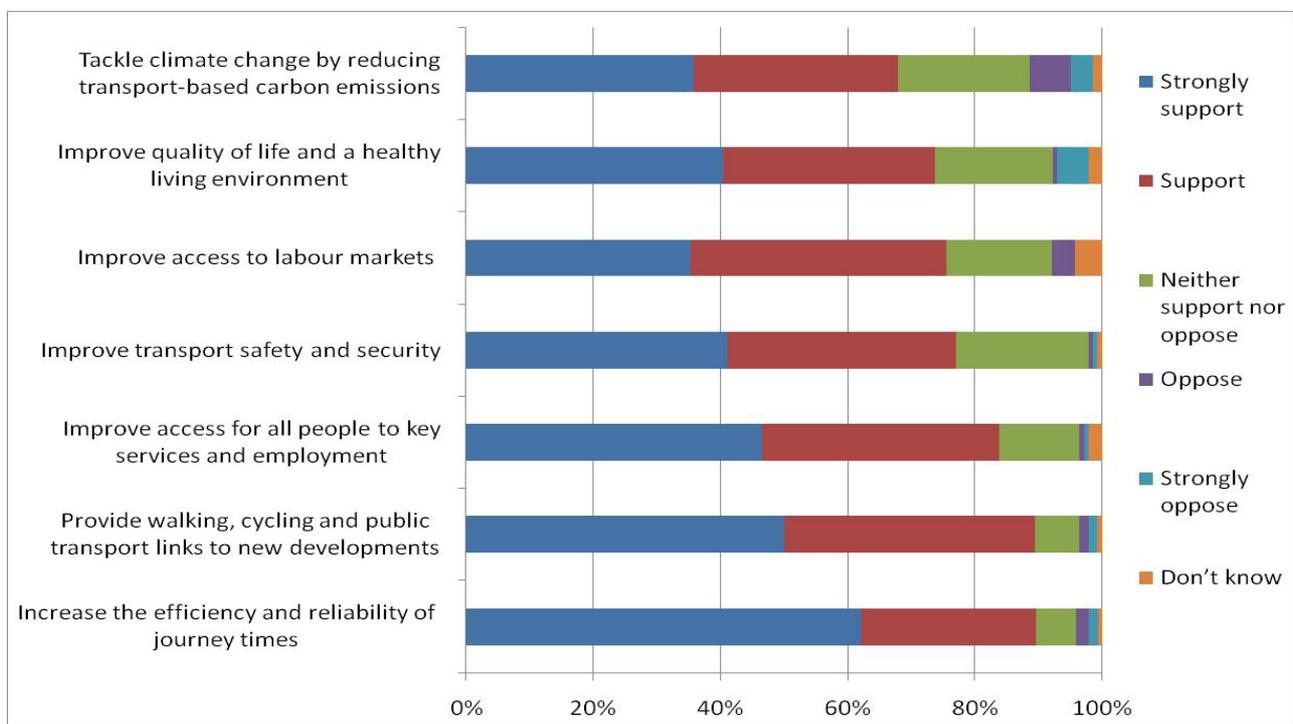
### Background

The draft transport objectives were presented during the first consultation stage, when respondents were asked their opinions of each one. The second survey asked respondents about the final objective set and the overall transport vision.

### Feedback

Results from survey one show that there is greatest support for the objective to increase the efficiency and reliability of journey times and to provide walking, cycling and public transport links to new developments. The objectives to tackle climate change and improve quality of life and a healthy living environment received least support.

**FIGURE A.1 FEEDBACK ABOUT THE INDIVIDUAL OBJECTIVES**



In the second survey, just over 40% of respondents note their support for the objectives and transport vision, whilst an equal proportion opposed them.

**TABLE A.3 FEEDBACK ABOUT THE TRANSPORT VISION AND OBJECTIVES**

Level of support	Number of respondents	% of respondents
Strongly support	15	11%
Support	41	30%
Neither support nor oppose	19	14%
Oppose	19	14%
Strongly oppose	37	27%
Don't know	3	2%
Unanswered	4	3%
Total	138	100%

Table A highlights that there is a large proportion (over one quarter of the sample) that strongly oppose the objectives. Many comments in relation to this highlighted concern about the impact of the strategy on car travel – seen by some as *the determined onslaught on cars and car drivers* - and whether it would erode Milton Keynes' grid road system:

- People choose to live and work here because it is a city built for the car and the grid roads enable ease of travel not seen in any other comparable town.
- The tone of the report is over-whelmingly anti-car and has a greater emphasis on 'stick' rather than 'carrot'.
- The prioritisation of public transport over private transport will only aid in constricting the existing roads and congesting the traffic whilst under-utilised vehicles use bus lanes.
- Leave our grid roads alone!

Requests were also made for a more *accessible* strategy document, which is shorter and easier to read.

A number of people (either in support or opposition) demonstrated scepticism about how deliverable the strategy is, especially in the current economic climate. Others noted that they would like more focus on a particular issue including:

- better public transport;
- mitigating the traffic impacts of new development, including environmental and safety impacts;
- improving road safety and cyclist road safety;
- the provision of free transport for disabled users and their carers;
- maintenance of the Redways network; and
- greater focus on public transport over car use and road safety.

A small number of respondents noted that the objectives are woolly in places or a little vague. Some felt that they were contradictory: the objectives the vision and objectives endeavour to be all things to all men, but in reality this is impossible. It was also noted that the affordability of public transport for all needs to be part of the objectives.

## Options about the Different Strategy Strands

### Background

Survey one asked opinions about various means of transport/issues, which are the focus of different strategy strands within the LTP. The results indicated the most pressing issues associated with each one. The second survey asked respondents their opinions of the proposed strategies and interventions.

### Public Transport Strategy

#### Problems and Issues

Feedback from survey one highlighted the areas of greatest concern regarding public transport. For bus this included reliability and length of bus journey times, network coverage and availability of early/late night and Sunday/public holiday services. For rail this included crowding on the rail network and East West rail links.

**TABLE A.4 FEEDBACK ABOUT PUBLIC TRANSPORT ISSUES**

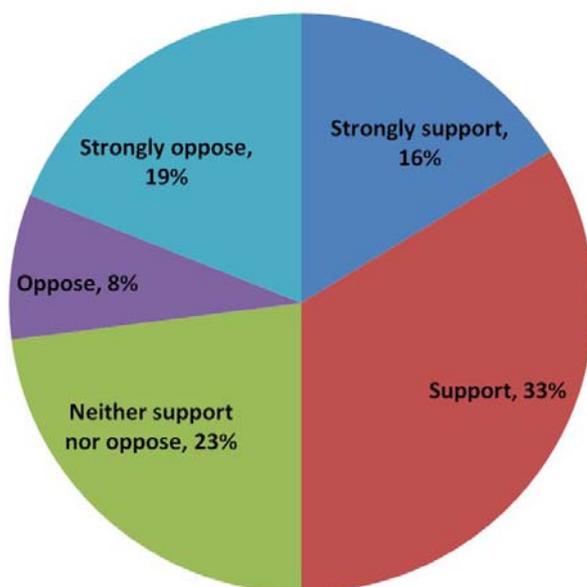
Type of issue	Issue	% of respondents that think issue is a problem/ serious problem
Bus	The reliability of bus journey times	64%
	The length of bus journey times	63%
	Network coverage to workplaces within the borough	59%
	Availability of early/late night & Sunday/Public Holiday buses	57%
	Frequency of urban buses	56%
	Quality of bus stops, interchanges & information	55%
	Rural buses - network coverage and frequency	49%
	Network coverage to health care	47%
	Cost of bus travel	44%
	Network coverage to shops, leisure & sporting facilities	43%
	Quality of vehicles	42%
	Quality of driver training	42%
	Network coverage to workplaces outside the borough	40%
	Network coverage to education	29%
Rail	Crowding on the rail network	65%
	East West rail links	61%
	Direct services to towns and cities on long distance routes	48%
	Interchange between bus and rail	37%

Comments made in the second consultation stage were in-line with the above findings. It was noted that *bus times are much slower than car, so unattractive mode of travel*, that the cost of bus fares deters use, and that bus planning should focus more on passenger needs rather than commercial profit.

## Looking forward

The second consultation stage asked for feedback on the proposed public transport strategy. Over half of the sample (54%) commented on it, over half of whom were in support/strong support.

**FIGURE A.2 OPINIONS ABOUT THE PUBLIC TRANSPORT STRATEGY**



A range of comments were received about the importance of public transport including:

- It is essential that public transport becomes the main thrust of efforts in Milton Keynes. For too long, the car-worshippers have had their say at the expense of others, meaning MK has one of the worst public transport systems in the UK.
- There should be even more emphasis on facilitating and promoting much greater use of public transport as the most important element in any transport strategy. Improvements to routes, frequency and reliability of bus services are essential to this, to improve support for journeys to and from work (including to and from railway stations for commuters) and travel to and from leisure activities. Evening and weekend bus services are poor. Access by public transport to leisure activities away from CMK (including much of the Council's own Adult Continuing Education provision, for instance!) is especially bad.

The second survey asked respondents to note their top three public transport interventions and the results are presented in Table A.5. The greatest level of support was evident for rail interventions to improve East-West rail connections, increased capacity on London Midland trains and increased frequencies on lines to west/south London, Gatwick, Heathrow and London Luton airports, ports and the Channel Tunnel.

The most popular bus interventions were for longer bus operating hours (including on weekends and Bank Holidays) and improved real time information.

A number of respondents requested that a light rail system be introduced, with other requests for a monorail or personal rapid transit. Some felt that the public transport proposals needed to be even more visionary, whilst others asked: *how do you get bus operators to do what you want?*

**TABLE A.5 PREFERRED PUBLIC TRANSPORT INTERVENTIONS**

Reference number	Description	No. of respondents
Ro7	East-West Rail and connections to major urban areas and national networks beyond, including construction of additional platforms at Bletchley and extension of a fifth track between Bletchley and Milton Keynes Central	20
Ro3	Increased capacity on London Midland trains by lengthening trains	16
Ro10	Doubling of frequencies on lines to west/south London and London Gatwick Airport/ Direct rail services to London Luton Airport, London Heathrow Airport, ports, and the Channel Tunnel	15
Bo5	Longer bus operating hours early morning, late evening, weekends and public holiday	11
Bo13	Improved information at bus stops including improved Real Time Passenger Information (RTPI) provision	10
Bo18	Electric and other alternative fuel buses (e.g. hydrogen fuel cell)	6
Bo19	Improved integrated transport and land use planning so that buses are better incorporated into new developments, and routes for new modes of public transport to Milton Keynes are defined and protected	6
Bo6	Bus priority where feasible to improve bus journey times and reliability	5
Bo22	More driver training (including car drivers)	5
Ro9	Support of High Speed 2 Rail, to provide capacity on the West Coast Main Line for more direct services to Liverpool, Manchester, Central Lancashire, North Wales and Scotland	5
Bo1	Milton Keynes Star Bus Network	4
Bo4	Free bus 'hopper' service for Central Milton Keynes servicing key destinations including Milton Keynes Central Station, the restaurant hub, The Centre:MK, Xscape, and the theatre district	4
Bo8	Increased morning and evening peak services between rural areas and the city	4
Bo11	Integrated ticketing between operators and across modes, including smartcard ticketing	4
Ro1	Improved marketing of rail-bus through ticketing and cross-operator / mode smartcards	4
Bo7	More promotion of bus services, both directly and through travel planning (see Smarter Choices Strategy)	3
Bo17	Where lay-bys do exist for buses, provide slip roads for buses to adjust speed more easily	3
Ro6	Improved station facilities and interchange at Milton Keynes Central, Bletchley and Wolverton	3
CTo5	Improve interchange facilities and more direct services to the hospital and key destinations	3
Bo14	Journey planning website and applications for dynamic journey planning	2
Bo16	Review of speed limits on the grid road network	2
Bo20	Increased partnership working to improve the quality of service and accessibility	2
Ro2	Increased surveillance and supervision on trains, particularly after the evening peak	2

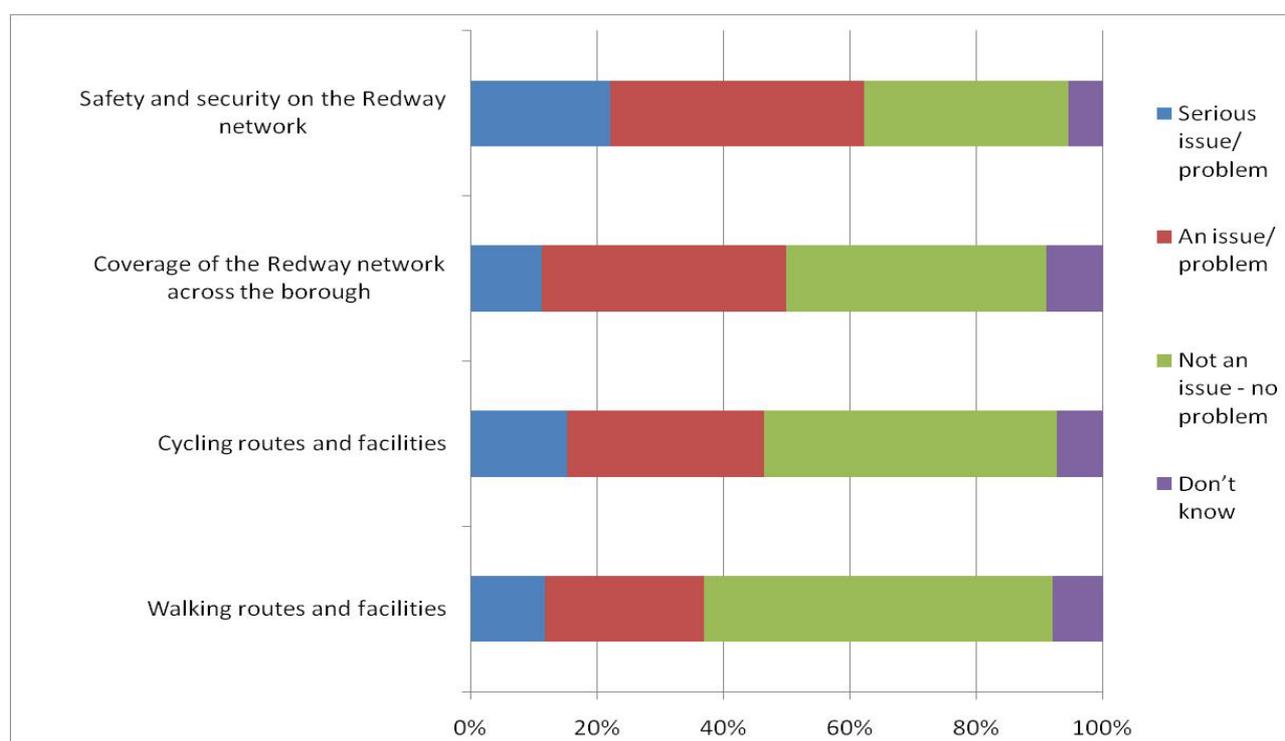
<b>Reference number</b>	<b>Description</b>	<b>No. of respondents</b>
Ro5	More evenly distributed London Midland services from Wolverton	2
Ro11	Transfer of rail freight paths on the West Coast Main Line to night time to increase paths for passenger rail during the day	2
CTo6	Increased partnership working with transport operators and providers of retail, leisure and tourist facilities to improve the quality of service and accessibility	2
Bo12	Improved interchange facilities at Station Square in front of Central Milton Keynes Station, in Central Milton Keynes near The Centre:MK shopping centre, the hospital, Bletchley Bus and Rail Stations, and Wolverton Station	1
Ro8	Feasibility studies into reopening stations north of Wolverton	1
CTo1	Continued provision of Community Transport	1
CTo3	Semi-flexible, 'dial-a-ride' style rural bus services	1
CTo4	Semi-flexible, 'dial-a-ride' style bus services covering city estates	1
TPo1	Improved partnership working with Hackney Carriage operators and drivers, and private hire operators and drivers	1
TPo3	Redesign of Station Square in front of Milton Keynes Central Station	1

## Cycling and Walking

### Problems and Issues

Feedback from survey one identified the most common issues associated with cycling and walking. The results, presented as Figure A.3, include significant concern about safety and security on the Redway network and the coverage of the network. Cycling and walking routes and facilities are seen as less of a concern although 40% think there are issues/serious issues associated with cycling provisions, as do just over one third for walking.

**FIGURE A.3 CYCLING AND WALKING ISSUES**



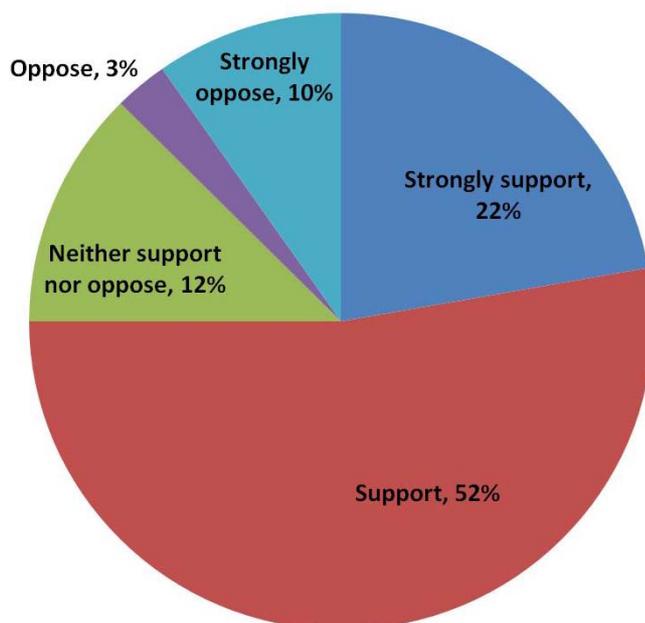
Further comment about the Redways related to maintenance and security. There were also requests for additional/extended routes to: Bow Brickhill Road, Bletchley, Honslope – Wolverton, Greensand Ridge, Stony Stratford, Lavendon – Olney and Woodburn Sands.

Feedback from the second survey also included comments about the Redway network with two people noting that the network is not “world class” as is stated in the draft LTP.

- How can you have a 'world class' Redway system when there is no proactive maintenance?
- It is not yet approaching 'world class!' ...There are a number of places where, at a cross-roads, the banks of soil obscure the sightlines just at the point where visibility is most important ...These design faults are dangerous!

### Looking forward

The second consultation stage asked for feedback on the proposed cycling and walking strategy. Over half of the sample (53%) commented on it, with almost three quarters in support/strong support.

**FIGURE A.4 OPINIONS ABOUT THE CYCLING AND WALKING STRATEGY**


The second survey also asked respondents to note their top three cycling and walking interventions and the results are presented in Table A.6. The greatest level of support, by far, related to the expansion and maintenance of the Redway network.

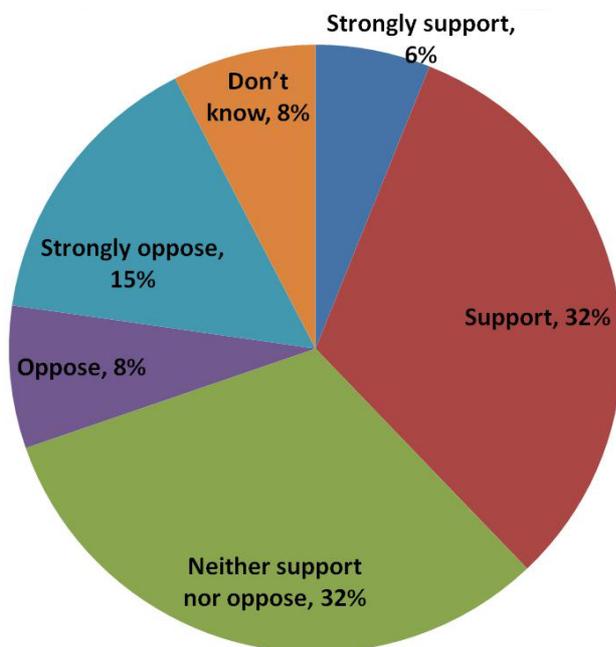
**TABLE A.6 PREFERRED CYCLING AND WALKING INTERVENTIONS**

Reference number	Description	No. of respondents
CWo8	Expansion of Redway network into new developments, old towns and Central Milton Keynes	30
CWo9	More direct Redways parallel and visible to grid roads	25
CWo11	Improved maintenance of the Redway network	25
CWo12	Improved signage	13
CWo2	'Walking buses' for schools	9
CWo15	More cycle parking, including GearChange at key destinations including workplaces	8
CWo1	Increase promotion, education and training for cycling in schools and workplaces	6
CWo14	Improve pedestrian and cycling access to the public transport network	6
CWo7	Online journey planner	4
CWo10	Widening of width of the Redways	4
CWo16	Cycle parking at bus stops	4
CWo3	'Cycle trains' for schools	3
CWo6	Integrating sustainable transport and road safety into the National Curriculum	3
CWo4	Expansion of 'Walk and Roll' scheme	2
CWo5	Bikeability training	2
CWo13	Cycle hire	2

## Smarter Choices

The first survey did not include questions about Smarter Choices issues but the second asked for feedback on the proposed Smarter Choices strategy. Just under half of the sample (48%) responded to this and over one third support/strongly support the initiatives, whilst approximately one third neither support nor oppose.

**FIGURE A.5 OPINIONS ABOUT THE SMARTER CHOICES STRATEGY**



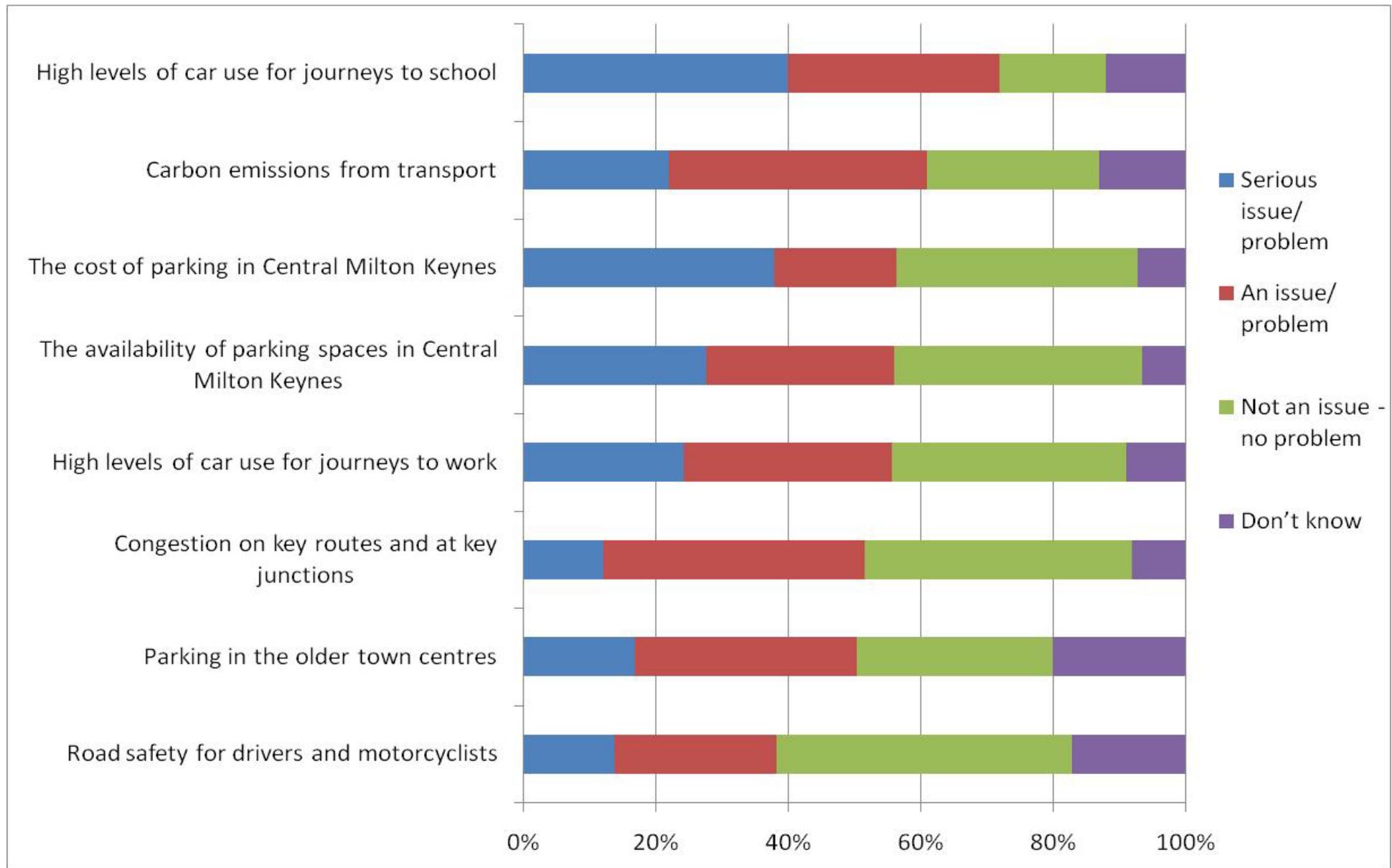
The second survey asked respondents to note their top three Smarter Choices interventions and the results are presented in Table A.7. The greatest level of support was evident for enhanced broadband provision, followed by interventions targeting the journey to school. Increased promotion of car sharing was another popular intervention.

An additional request was made for school buses, whilst one respondent noted that the Smarter Choices strategy *is all silly stuff that people spend a lot of time planning and nobody actually does.*

**TABLE A.7 PREFERRED SMARTER CHOICES INTERVENTIONS**

<b>Reference number</b>	<b>Description</b>	<b>No. of respondents</b>
SCo14	Enhancements to the broadband network	32
SCo3	Continued promotion of Safer Journeys to School programme including school travel planning, walking buses, cycle trains, and expansion of "Walk and Roll" scheme	19
SCo5	Improved traffic management outside schools to give greater priority to walking and cycling	16
SCo13	Increased promotion of car sharing	14
SCo8	More effective management and enforcement of development-related travel plans, including travel planning bonds for commercial development.	8
SCo1	Continued promotion of workplace travel planning	7
SCo4	Integrating sustainable transport and road safety into teaching as part of the National Curriculum	6
SCo7	Station travel plans for all stations (excluding Milton Keynes Central which has one)	6
SCo6	Increased levels of residential travel planning	5
SCo9	Voluntary travel plans for the hospital, retail sites, and leisure and tourism sites	5
SCo2	Workplace travel plan for Milton Keynes Council	4
SCo12	Increased support for car and other vehicle pooling with developers and commercial operators	4
SCo10	Introduction of personalised travel planning	3
SCo11	Increased delivery of travel awareness campaigns and promotions	2
SCo15	Improved partnership working	1

**FIGURE A.6 ISSUES ASSOCIATED WITH CAR TRAVEL**



## Highways and Traffic Management

### Problems and Issues

Feedback from survey one identified the most common issues associated with car travel. The results, presented as 6, show that the most significant concerns relate to high levels of car use for the journey to school, carbon emissions from transport and the cost and availability of parking in Central Milton Keynes.

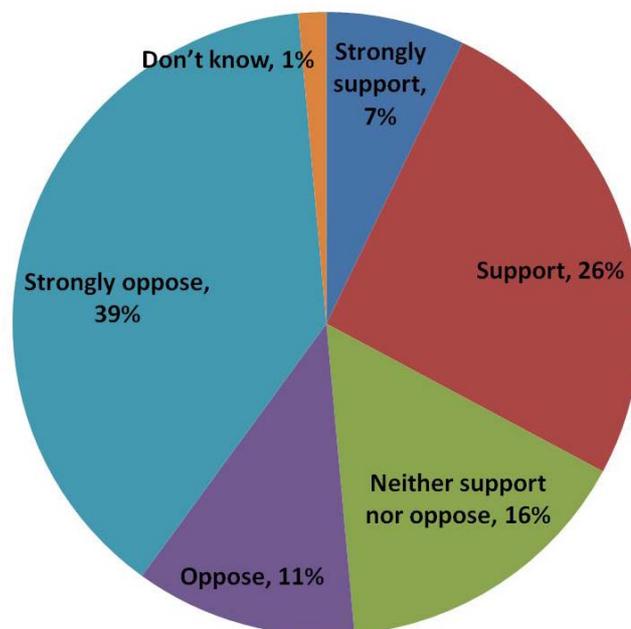
Survey one feedback also included a range of comments about car travel, some of which expressed concern that it is becoming more restrictive, whilst others feel that better alternatives to the car are needed. As previously highlighted, this is a particularly contentious issue:

- The whole subject of car use cannot be taken in isolation. Do not blame the car and car driver for using their vehicles when there is no choice for the majority of journeys.
- The high parking charges in CMK penalise those who work there.
- Perhaps too much money is spent on roads compared to very little on the Redways which are popular and keep children and all safe from traffic and provide recreation and exercise for many.

### Looking forward

The second consultation stage asked for feedback on the proposed highways and traffic management strategy. Just over half of the sample (51%) commented on the proposals and there was more opposition to this than any other strategy, with almost half in opposition/strong opposition.

**FIGURE A.7 OPINIONS ABOUT THE HIGHWAYS AND TRAFFIC MANAGEMENT INTERVENTIONS**



Questionnaire comments helped illustrate the reason for the above and demonstrated concern about intervention HTo20 - reduced speeds on the grid roads, and the perception that the strategy is 'anti-car' and will make car travel more difficult. Comments included:

- The grid road system is uniquely perfect and should be retained and enhanced. Variable and reduced speed limits would be a retrograde step.

- One of the real plus points of Milton Keynes is the national speed limit on the grid system. ...Any introduction of bus lanes to the detriment of car users, any lowering of speed limits on the grid system, and any unnecessary traffic lights introduced are strongly opposed by me... I feel so strongly about these issues that I will sell up my home and take my council tax elsewhere should they be introduced.
- It is a city built for the car and the grid roads enable ease of travel not seen in any other comparable town.
- If traffic volume is high reducing a dual lane road to single lane plus lane is hardly going to help!

A smaller number of respondents had an alternative view to the above:

- People are allowed to treat the road network as if it is Silverstone, and there are far too many serious injuries & deaths on the roads because of that.
- The road network relies on use of fast roundabouts with nasty slip roads that are a particular hazard for cyclists... A change of priorities is required from car throughout to safety of vulnerable users. Use of traffic lights at roundabouts would make them safer.

The preferred traffic and highways interventions were identified in the second survey and the results are presented in Table A.8. The greatest level of support was received for junction improvements on the grid road network, improved coordination of traffic signals, a Southern Bypass and a new motorway junction (13a).

One respondent noted strong objection to a bypass for Olney whilst another commented on intervention HTo25: Why are we thinking of creating a Junction 13a on the M1 when 13 and 14 are so close together? Surely it would be more logical to create a Junction 14a (for MK North), which will alleviate traffic flow from both 14 and 13, as well as the A5.

**TABLE A.8 PREFERRED HIGHWAYS AND TRAFFIC MANAGEMENT INTERVENTIONS**

Reference number	Description	No. of respondents
HTo21	Junction improvements (e.g. widening arcs) on grid road network	18
HTo1	Improve coordination of traffic signal	14
HTo24	Southern Bypass	13
HTo25	New M1 Motorway junction (i.e. Junction 13a)	13
HTo19	Improved traffic management outside schools, including new Traffic Regulation Orders, greater priority for walking and cycling, and fewer parking spaces	9
HTo23	Olney Bypass	8
HTo4	Dynamic routing for freight	7
HTo10	Better consideration of road safety in preliminary transport design and engineering	7
HTo20	Reduced speeds on grid road network	7
HTo9	New Traffic Control Centre including reciprocal data links with the Highway Agency for strategic interventions and traffic management	6
HTo13	Improved highway signage (warnings in particular)	6
HTo6	ITS for roadside traffic alerts	5
HTo14	Neighbourhood Speed Check	5

Reference number	Description	No. of respondents
HTo3	Coordinate ITS with Highways Agency for management of traffic using the M1	4
HT015	Reduced forward visibility at roundabouts to prevent collisions	4
HTo22	Variable speeds on grid road network	4
HTo16	Develop a Network Management Plan	3
HTo18	Thresholds of congestion for traffic signals to regulate traffic flow	3
HTo5	In-vehicle Dynamic Journey Planning	2
HT08	CCTV for traffic monitoring	2
HTo12	Passive safety measures	2
HTo17	More strategic joint working between Milton Keynes Council and the Highway Agency	2
HTo30	Peak spreading of traffic through spreading school and business working hours	2
HTo11	Increase funding for safety education, training and promotion	1
HTo29	Develop a Highways Design Guide	1

## Freight

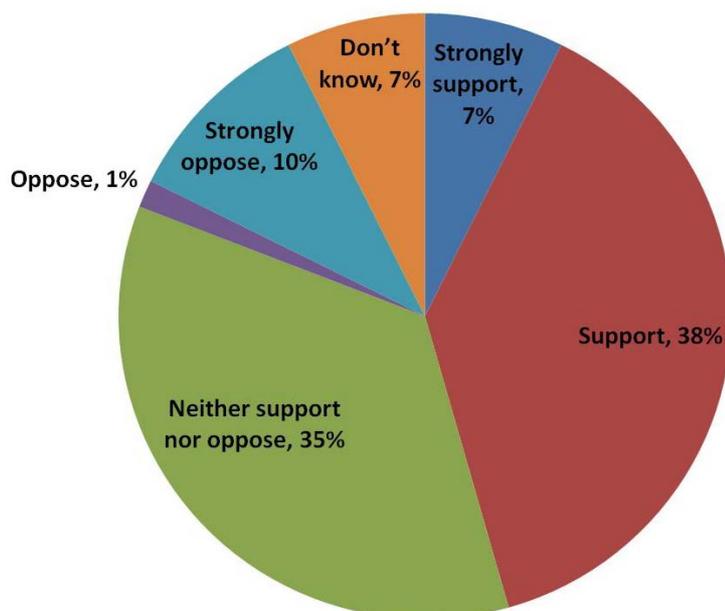
### Problems and Issues

The first survey obtained feedback about freight issues and just over a third of the sample thought there were problems/serious problems associated with freight traffic and parking within Milton Keynes. Comments about these included:

- Lorries using minor roads - damaging, frustrating.
- Freight traffic is too heavy along the A509 and through Olney and has led to High St. South/Bridge St. having air quality problems.
- Parking for HGV's in some industrial estates is very poor leading to congested roads.

### Looking forward

Just under half (49%) of respondent commented on the freight strategy. The majority supported/strongly supported the proposals and over one third were neither in support nor opposition.

**FIGURE A.8 OPINIONS ABOUT THE FREIGHT STRATEGY**


The second survey asked respondents to note their top three freight interventions. The most popular was for improved freight routing. One respondent also requested: *less industry that attracts HGVs e.g. huge warehouses on A421 - utter madness on this road.*

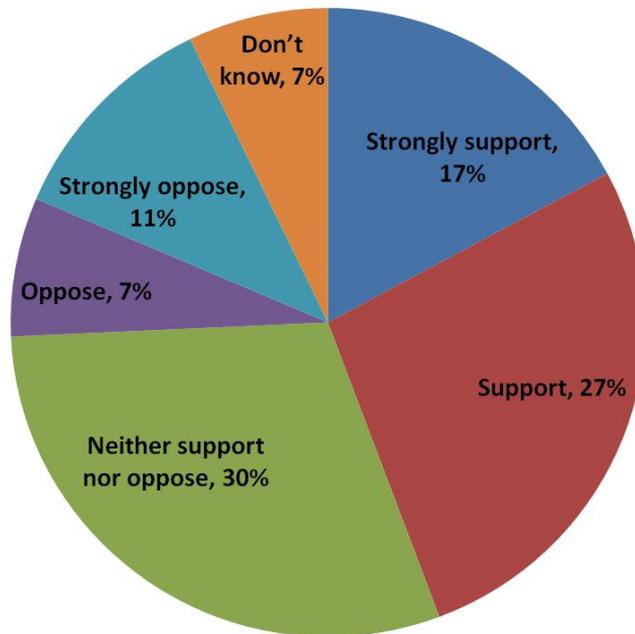
**TABLE A.9 PREFERRED FREIGHT INTERVENTIONS**

Reference number	Description	No. of respondents
Fo2	Improved routing	32
Fo7	Promotion of use of canals for freight movement	23
Fo3	Provision for freight parking / layover	21
Fo4	More co-ordinated delivery / distribution	18
Fo6	Promotion of more sustainable freight movement	16
Fo5	Re-routing of HGV traffic to avoid Olney where possible	10
Fo1	Improved partnership working	8

## Technology

The first survey did not include questions about technology issues but the second asked for feedback on the proposed technology strategy. Just over half of the sample (51%) gave feedback, with 44% in support/strong support and 30% neither in support nor opposition.

**FIGURE A.9 OPINIONS ABOUT THE TECHNOLOGY STRATEGY**



The second survey also asked respondents to note their top three technology interventions and the results are presented in Table A.10. The greatest level of support was evident for improved broadband coverage across the borough, promotion of more home working via broadband and smartcard ticketing with added incentives for using public transport. Alternative fuel buses were also popular.

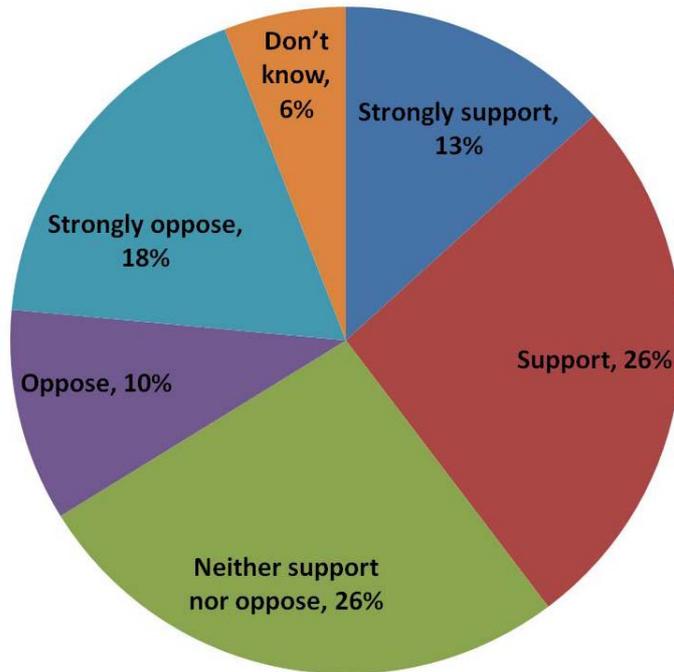
**TABLE A.10 PREFERRED TECHNOLOGY INTERVENTIONS**

Reference number	Description	No. of respondents
To15	Improved broadband coverage across the borough for the increased provision of home working, video conferencing, telecommunications and e-shopping	25
To16	Promotion of more home working via fixed and mobile broadband networks	23
To1	Alternative fuel buses	18
To3	New licenses for private hire car and Hackney Carriage vehicles to only be given to hybrid / electric / alternative fuel vehicles, with all vehicles to be hybrid / alternative fuel by 2021	14
To14	Improved Real Time Passenger Information (RTPI) system	12
To2	Electric vehicle infrastructure (e.g. parking spaces with charging points)	9
To4	Improved coordination of traffic signals	8
To13	Internet portal and promotion for traffic alerts, updates and journey planning, integrated with Urban Traffic Management Control Central Data Base	7
To7	Dynamic routing for freight	5
To9	ITS for roadside traffic alerts	4
To5	Urban Traffic Management Control (UTMC) common database	3
To8	In-vehicle Dynamic Journey Planning	3
To12	New Traffic Control Centre including reciprocal data links with the HA for strategic interventions and traffic management	3
To6	Coordinate ITS with Highways Agency for management of traffic using M1	2
To11	CCTV for traffic monitoring	2

### *Infrastructure Management*

The first survey did not include questions about infrastructure management. The second survey asked for feedback on the proposed infrastructure management strategy and 49% of respondents gave feedback, with a mixed range of views.

**FIGURE A.10 OPINIONS ABOUT THE INFRASTRUCTURE MANAGEMENT STRATEGY**



The second survey also asked respondents to note their top three infrastructure management interventions and the results are presented in Table A.11.

**TABLE A.11 PREFERRED INFRASTRUCTURE MANAGEMENT INTERVENTIONS**

Reference number	Description	No. of respondents
IMo1	Improve road maintenance programme	33
IMo5	Additional cutting-back of obstructive vegetation on the Redway network	28
IMo6	Better maintain surfaces of the Redway network	27
IMo4	Improved winter maintenance planning / delivery	24
Imo2	Improve Asset Management System	8
IMo3	Improve resilience of road network to cope with floods	7

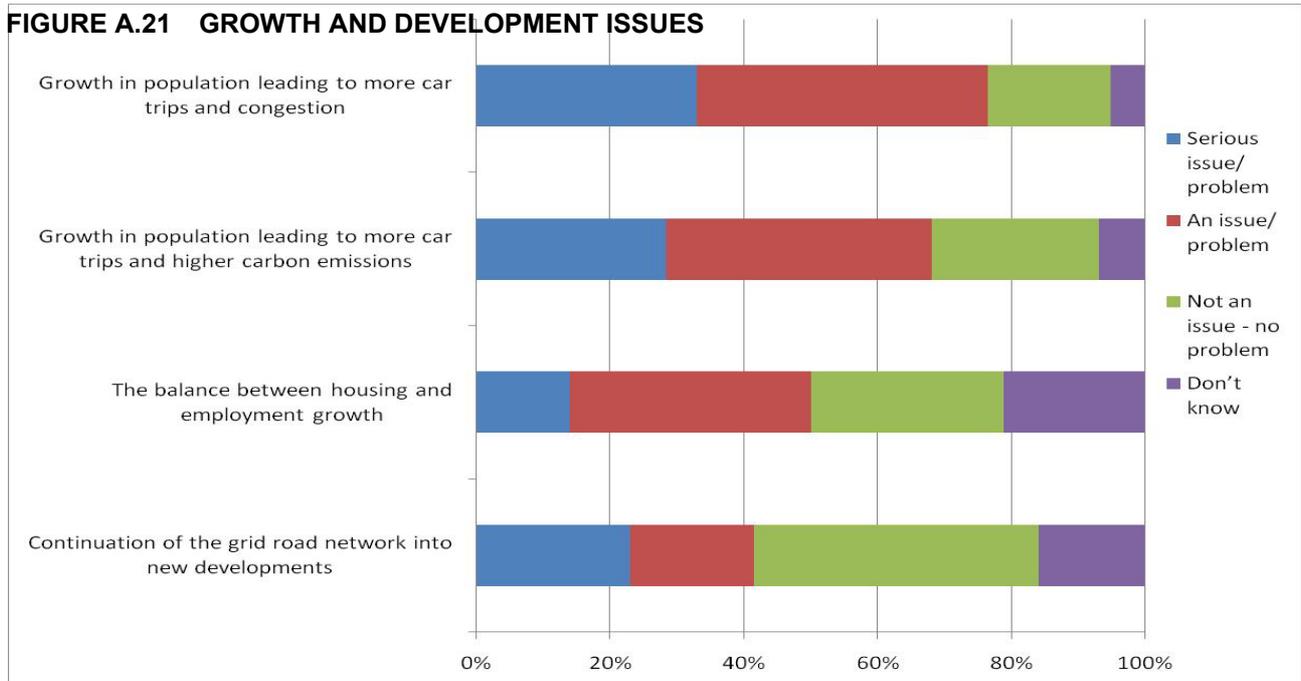
Improved road maintenance was the most popular suggestion with related comments including: the Council does not need to make any changes to the current road system, save for filling in the holes and clearing the snow and ice. This was followed by maintenance of the Redways, which was not unexpected given the number of comments made about the issue in both surveys. Comments made by respondents of the second survey included:

- I cycle around daily from Newport to Walton hall and never have I seen any snow or ice cleared from the Redways.
- Broken glass and litter under the underpasses is also hugely off-putting and that needs tackling.
- They are too narrow, have poor sight lines at junctions, inappropriate design of points of entry and exit, nasty cracks big enough to take the wheel of my bike and are covered in broken glass, puncture-inducing hedge clippings and/or horse poo. It is a matter of concern that you are proud of this network and I hope that you will strongly accept the need for a significant change.

## Development Planning

### Problems and Issues

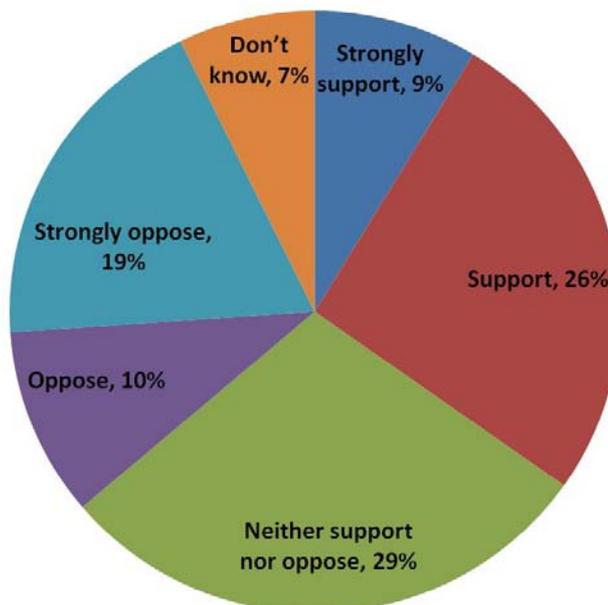
Feedback from survey one identified the most common issues associated with growth and development in Milton Keynes. The results are presented as Figure A.21 and show that the most significant concerns relate to growth in population leading to more car trips, congestion and carbon emissions.



### Looking forward

The second consultation stage asked for feedback on the proposed development planning strategy. Half of the sample provided feedback and over one third were in support/strong support, whilst under a third were in opposition/strong opposition. There were a small number of comments opposing development including *Milton Keynes' population has already grown too big for transport infrastructure, we should be opposing plans to grow it further.*

**FIGURE A.32 OPINIONS ABOUT THE DEVELOPMENT PLANNING STRATEGY**



Respondents were asked to note their top three development planning interventions in the second survey. The results are presented in Table A.12 and show that the most popular intervention (by far) is the expansion of the grid road and Redways into Expansion Areas.

Appropriate parking standards for new developments was another popular intervention but this may mean different things to different people. One respondent stated: *I do not approve of the restricted parking spaces on some newer estates such as Monkton Park where most residents (and their visitors) are forced to park on the path, as there is only one parking space per house and very narrow streets. This forces pedestrians and small children on bikes into the road.*

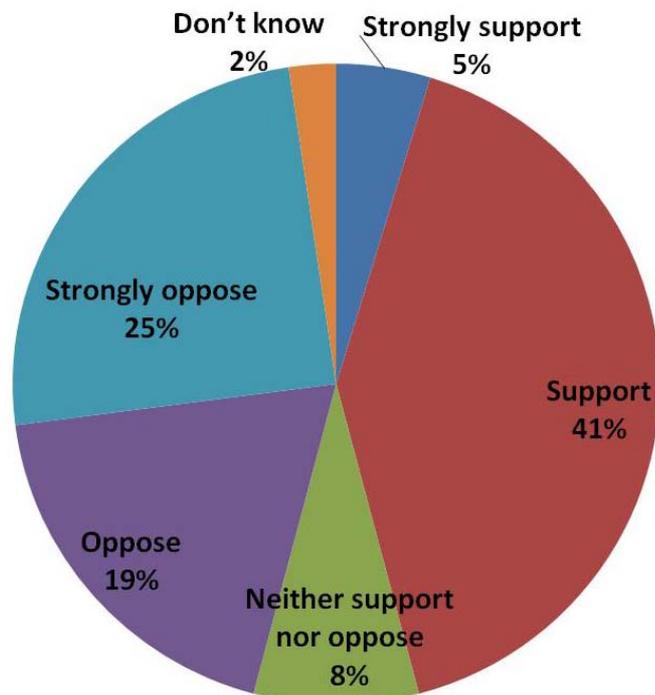
**TABLE A.12 PREFERRED DEVELOPMENT PLANNING INTERVENTIONS**

Reference number	Description	No. of respondents
DCo1	Expansion of the grid road and Redway networks into Expansion Areas	47
DCo3	Appropriate parking standards and distribution for new developments and in regeneration areas	28
DCo7	Links to nearest bus stop should be by walking network, not as the crow flies (SO106)	17
DCo2	Define and defend alignments for high capacity transit in new development, including infrastructure for alternative fuel and future mode technology	14
DCo4	Improved partnership working with developers on planning applications, transport assessments, and travel planning	9
DCo6	More detailed transport needs should be taken into account when allocating SO106 funding	7
DCo5	Early decisions on allocation of S106 funding	2

### Feedback about the Overall Strategy

The second survey asked for feedback on the overall strategy and 62% of respondents provided it.

**FIGURE A.13 OPINIONS ABOUT THE OVERALL STRATEGY**



There was a slightly higher level of support/strong support for the strategy compared to opposition/strong opposition (46% compared to 44% respectively). However, one quarter of the sample noted strong opposition to it and for the most part, this is likely to relate to concerns about the impact of the strategy on car travel.

Many respondents perceive the strategy as being designed to restrict car use and the ease of car travel – for which there is strong opposition to. However, others requested a greater focus on sustainable travel and it appears that there is a public transport versus car travel argument taking place within the minds of some respondents.

Other comments made about the overall strategy included that it: *will need to be more succinct... What is Milton Keynes' priority?* There were also requests for greater focus on a wide range of issues including:

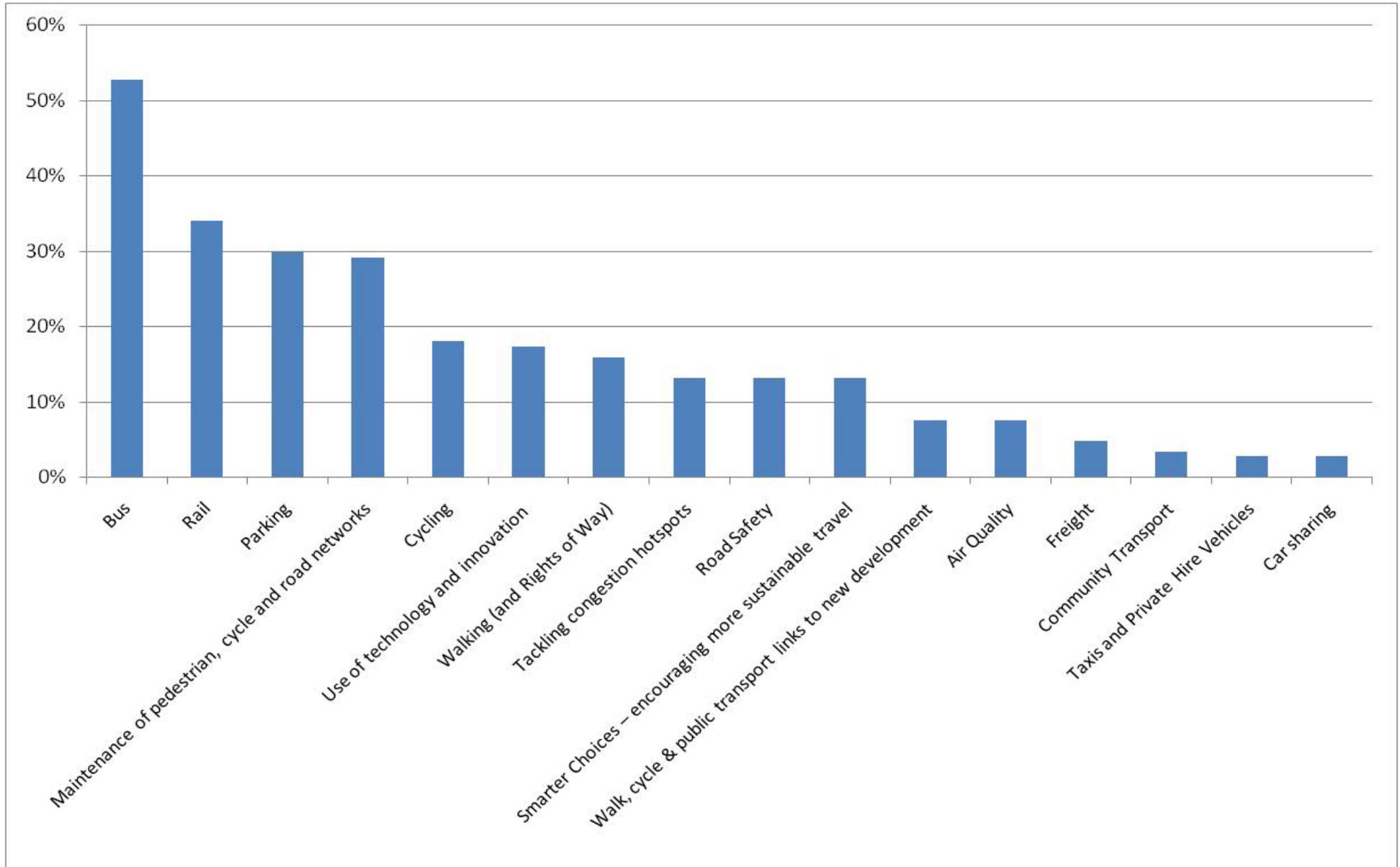
- Public transport: Essential that public transport becomes the main thrust of efforts in Milton Keynes. ...Better public transport (not just to Central Milton Keynes) may tempt more of us out of our cars;
- The Redways network;
- Private travel, including the car: The strategy is designed to reduce car use, in a town built for cars. Restricting that freedom is abhorrent;
- Continued development of the grid roads;
- Greater working with bus operators;
- The Redways network;
- Sustainable travel; and
- A monorail or tram system.

It was also noted that there should be greater links with neighbouring authorities and more attention on older towns such as Woburn Sands. Comments made by letters and emails noted a need for greater links between the LTP and Core Strategy, as well as targets.

### **Strategy Priorities**

The first survey asked respondents to identify their top three priority areas for transport improvements. Bus travel was the most popular area by far (and selected by over 50% of respondents), followed by rail, parking and maintenance of pedestrian, cycle and road networks. The results are presented in Figure A.14.

**FIGURE A.14 TRANSPORT PRIORITIES**



Respondents were asked to identify their three preferred interventions across the different strategy strands, in the second survey. The most popular related to expansion of the grid road and Redway networks, improved broadband coverage and improved road maintenance.

**TABLE A.13 PREFERRED INTERVENTIONS ACROSS ALL STRATEGY STRANDS**

Reference number	Description	No. of respondents
DCo1	Expansion of the grid road and Redway networks into Expansion Areas	17
To15	Improved broadband coverage across the borough for the increased provision of home working, video conferencing, telecommunications and e-shopping.	15
IMo1	Improve road maintenance programme	10
IMo6	Better maintain surfaces of the Redway network	7
CWo8	Expansion of Redway network into new developments, old towns and Central Milton Keynes	5
Ro7	East-West Rail and connections to major urban areas and national networks beyond, including construction of additional platforms at Bletchley and extension of a fifth track between Bletchley and Milton Keynes Central	4
Bo5	Longer bus operating hours early morning, late evening, weekends and public holiday	3
Ro3	Increased capacity on London Midland trains by lengthening trains	3
Ro10	Doubling of frequencies on lines to west/south London and London Gatwick Airport / Direct rail services to London Luton Airport, London Heathrow Airport, ports, and the Channel Tunnel	3
CWo11	Improved maintenance of the Redway network	3
HTo20	Reduced speeds on grid road network	3
HTo21	Junction improvements (e.g. widening arcs) on grid road network	3
IMo4	Improved winter maintenance planning / delivery	3
Bo1	Milton Keynes Star Bus Network	2
Bo6	Bus priority where feasible to improve bus journey times and reliability	2
CWo1	Increase promotion, education and training for cycling in schools and workplaces	2
SCo5	Improved traffic management outside schools to give greater priority to walking and cycling	2
HTo1	Improve coordination of traffic signals	2
HTo19	Improved traffic management outside schools, including new Traffic Regulation Orders, greater priority for walking and cycling, and fewer parking spaces	2
HTo23	Olney Bypass	2
HTo24	Southern Bypass	2
HTo25	New M1 Motorway junction (i.e. Junction 13a)	2
Fo5	Re-routing of HGV traffic to avoid Olney where possible	2
To1	Alternative fuel buses	2

Reference number	Description	No. of respondents
To3	New licenses for private hire car and Hackney Carriage vehicles to only be given to hybrid/electric/alternative fuel vehicles, with all vehicles to be hybrid/alternative fuel by 2021	2
To4	Improved coordination of traffic signals	2
Bo4	Free bus 'hopper' service for Central Milton Keynes servicing key destinations	1
Bo7	More promotion of bus services, both directly and through travel planning	1
Bo11	Integrated ticketing between operators and across modes, including smartcard ticketing	1
Bo16	Review of speed limits on the grid road network	1
Bo18	Electric and other alternative fuel buses (e.g. hydrogen fuel cell)	1
Bo20	Increased partnership working	1
Bo22	More driver training (including car drivers)	1
Ro5	More evenly distributed London Midland services from Wolverton	1
Ro9	Support of High Speed 2 Rail	1
TPo3	Redesign of Station Square in front of Milton Keynes Central Station	1
CWo9	More direct Redways parallel and visible to grid roads	1
HTo4	Dynamic routing for freight	1
HTo9	New Traffic Control Centre including reciprocal data links with the Highway Agency for strategic interventions and traffic management	1
HTo10	Better consideration of road safety in preliminary transport design and engineering	1
HT015	Reduced forward visibility at roundabouts to prevent collisions	1
HTo22	Variable speeds on grid road network	1
Fo2	Improved routing	1
Fo7	Promotion of use of canals for freight movement	1
To8	In-vehicle Dynamic Journey Planning	1
To9	ITS for roadside traffic alerts	1
To10	ITS for parking management (e.g. Variable Message Signing)	1
To13	Internet portal and promotion for traffic alerts, updates and journey planning, integrated with Urban Traffic Management Control Central Data Base	1
To16	Promotion of more home working via fixed and mobile broadband networks	1
IMo2	Improve Asset Management System	1
IMo5	Additional cutting-back of obstructive vegetation on the Redway network	1
DCo2	Define and defend alignments for high capacity transit in new development, including infrastructure for alternative fuel and future mode technology	1
DCo3	Appropriate parking standards and distribution for new developments and in regeneration areas	1

## Respondent Profile

### Survey One

One hundred and fifty one people completed the survey – 68% online and 32% using the paper forms. An additional five people commented on the draft LTP via email.

Just over one third of respondents were female and just under two thirds were male. The spread of female responses was evenly split between the online and paper options, whilst males were more likely to complete the survey online (80% of males responded this way).

The respondent age profile is shown in Table A.14 and, as evident, there was a very small response from those under twenty five years old. The spread of paper and online responses was mixed across all age groups, apart from the over seventy fives who did not complete the survey online.

**TABLE A.14 SURVEY ONE: AGE PROFILE**

Age	% of paper responses	% of online responses	All responses
Under 18	-	-	-
18-24	2%	3%	3%
25-44	27%	21%	23%
45-59	24%	29%	28%
60-74	24%	24%	24%
75 and over	15%	0%	4%
Did not specify age	7%	22%	18%
Total	100%	100%	100%

92% of respondents were of White ethnic origin, whilst 2% were of Mixed heritage and 2% Asian origin. The remaining 4% did not specify their ethnicity. The sample sizes are too small to enable comment on the response preferences (paper versus online) of the different ethnic groups.

Eleven percent of respondents have a disability and, somewhat surprisingly, the majority of them completed a paper form. The overwhelming majority of respondents came from car owning households:

- 11% did not have a car in their household;
- 42% had one car in their household; and
- 47% had two or more cars in their household.

## Survey Two

One hundred and 38 people completed the survey - 86% online and 14% using the paper forms. An additional 86 people had commented on the draft LTP via letter or email.

Twenty two respondents were female and 61 were male – the remaining 55 did not provide information about themselves. The split of internet and paper responses from males and females was similar.

The respondent age profile is shown in Table A.15 and, as evident, there was a very small response from those under twenty five years old. The spread of paper and online responses was mixed across all age groups, apart from the over seventy fives who did not complete the survey online.

**TABLE A.15 SURVEY TWO: AGE PROFILE**

Age	Number of paper responses	Number of online responses	All responses
Under 18	1	-	1
18-24	1	1	2
25-44	1	26	27
45-59	3	27	30
60-74	9	11	20
75 and over	4	1	5
Did not specify age	1	52	53
Total	20	118	138

50% of respondents were of White ethnic origin, whilst 1% noted that they were Mixed heritage (White & Black African), Black (African), Mixed heritage (White & Asian) and other ethnic origin. The remaining 47% did not provide details of their ethnicity.

6% of respondents noted that they have a disability. 51% said they did not and the remainder either did not provide details, or noted that they would prefer not to say.

The majority of respondents came from car owning households and travelled by car on a frequent basis.

- 4% of respondents had no car in their household;
- 23% of respondents had one car in their household;
- 34% of respondents had two or more cars in their household; and
- 39% of respondents did not specify car ownership.

**TABLE A.16 RESPONDENT TRAVEL PATTERNS**

Frequency of travel by:	% of respondents noting response				
	Every week	Every month	Occasionally	Never	No response
Car	54%	2%	4%	-	39%
Walk	51%	2%	4%	1%	42%
Cycle	17%	7%	15%	17%	45%
Bus	12%	6%	16%	23%	43%
Taxi	4%	5%	27%	21%	43%
Rail	8%	14%	26%	8%	44%
Coach	-	1%	22%	30%	46%
Community transport	1%	-	3%	49%	46%

## Comments Log

Just less than 100 individuals and organisations replied with by email or letter to the public consultation with over 500 detailed responses. The responses received have provided an invaluable snapshot of views from those who chose to write or email. Their comments are the authors' own and are in the comments log overleaf.

Ref No	Individual/Councillor/Organisation	Name	Scheme/ section referred to in LTP	Comment
C1	Individual		General	Strategy sets long term aims but not clear direction about how to get there
C1	Individual		General	There is lots of reference to the 'City' but MK is not a city
C1	Individual		HTo23 - Olney Bypass	Strongly support scheme and feel let down by lack of action thus far. Council should immediately start work on scheme and ID preferred route and take to public inquiry. There is a strong case for the bypass
C1	Individual		Rail	More should be made of MK station and also of feeder stations - the Council should lead lobbying (inc. encouraging others to do so) for integrated services on WCML
C1	Individual		Rail	It is surprising that Network Rail is building at MK station given its poor rail connections
C2	Individual		General	The document does not set out the impact of the potential interventions - i.e. which will contribute a little or a lot?
C2	Individual		General	There needs to be a focus for the strategy - at the moment it appears to be missing. The aspirational nature of the document will not be helpful for inwards investment...
C3	Individual		General	Olney - suffers from too much HGV traffic which causes congestion, pollution & damages commercial vitality
C3	Individual		General	Olney - parking on High Street largely taken by frontage residents who don't have off-street parking
C3	Individual		General	Olney - deliveries to High Street retailers cause traffic. Loading and unloading areas would resolve
C3	Individual		HTo23 - Olney Bypass	Support scheme - route should be on East side of river
C3	Individual		General	Olney - Lay-by outside Emberton Park should be opened as a coaches-only parking facility, which would offer a low cost intervention. Should not be used by HGVs
C3	Individual		Bus	Bus times are much slower than car, so unattractive mode of travel.
C3	Individual		Parking	Pay on exit parking would be better than paying upfront - variable charges, time periods and a MSCP would be inviting
C3	Individual		Public transport	Needs to focus on passenger needs rather than commercial profit.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C3	Individual		Public transport	Left luggage facilities in CMK might encourage longer shopping visits
C4	Individual		Ro10	Ro10 - Direct rail services to London Luton Airport, London Heathrow Airport, ports, and the Channel Tunnel Take out direct train services to/through Channel Tunnel and Luton Airport as unrealistic
C4	Individual		Ro10	Ro10 - Direct rail services to London Luton Airport, London Heathrow Airport, ports, and the Channel Tunnel Direct access to Heathrow would be good but better achieved via East West Rail and HS2 than via WCML
C4	Individual		Rail	Add additional rail intervention - promotion & development of the Marston Vale (Bedford - Bletchley) train service through the Marston Vale Community Rail Partnership. This was included in LTP2 (para 3.83 and 3.84 and should be continued).
C4	Individual		Rail	Add additional intervention - to build on rail access to Birmingham Airport by securing earlier morning services and longer term, a second fast hourly service to Airport and Birmingham New Street
C4	Individual		Ro3	Ro3 Increased capacity on London Midland trains by lengthening trains Unrealistic as MKC does not have authority to do this. Wording should be changed to state MKC will lobby for this.
C5	Individual		Public transport	Request for a tram system in MK.
C6	Organisation	National Express (Mike Lambden)	Public transport	Disappointed by minimal reference to long distance coach services - seems strange given Council's pride in new Coachway. Nat. Express want to work with Council to expand offer and develop services quickly. Also need sustainable connections to coaches without reliance on car. Imagine Stagecoach feel same about X5 service
C7	Individual		Appendix A - Policy review and evidence base	Section on streetscape sounds like a move away from grid roads - will have public backlash.  City Street developments - such as in Broughton - have been design failures. City streets can compliment - not replace - grid roads
C8	Individual		IMi6	IMi6 Poor lighting on Redway network - is this correct? If it is there isn't anything under list of interventions to fix
C8	Individual		P71 - Lighting	States street lights will be replaced by LED technology but these aren't good for street lights.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C9	Organisation	The Parks Trust	Grid road landscape	The landscape function of the grid roads is not mentioned in the strategy but should be. (Grid road corridors are owned on a 999 year lease by The Parks Trust). The strategy should include text to acknowledge the landscape/amenity function of grid road corridors, state objective to conserve this function, require assessment on landscape resulting from all grid road corridor projects, and make proper provisions for mitigation. EG: B06, B017, CW09, CW010, CW011, HT021, IM05
C9	Organisation	The Parks Trust	Walking and cycling	No reference to MK's extensive linear park leisure route network which aids travel by walking and cycling - should be acknowledged
C9	Organisation	The Parks Trust	Link between land use planning & transport	More can be made of this - in particular, would like development encouraged at 'Points of Connection' in the grid system. E.g. - underpasses and PT access points. This would overcome feelings of isolation and help regenerate.
C10	Individual		DCo1	DCo1 Expansion of the grid road and Redway networks into Expansion Areas - essential
C10	Individual		Public transport	LPG buses or a tram system should travel along the grid roads with a flat fare. Buses are not suitable for estates
C10	Individual		Bo2	Bo2 Park and Ride on the edge of the city - support & suggest sites at the Bowl and near junction 14 of M1 and at Old Stratford
C10	Individual		Bus	Bus travel in MK takes too long - e.g. 80 mins from Lakes Estate to Stony Stratford
C10	Individual		General	See Prof David Locke's paper on local transport - this is world-class
C11	Individual		Development planning	Welcomes holistic nature of document but highlights importance of getting relationship right between transport and spatial planning. Document states Core Strategy has addressed this issue but this is not the case - Core Strategy is not sound in terms of how to best integrate transport and land use planning. Unless this is addressed LTP3 could fail to meet aspiration to reduce carbon emissions. An extra intervention is needed to address issue.
C11	Individual		DCo2	DCo2 Define and defend alignments for high capacity transit in new development.... This doesn't set out rationale for this and makes presumptions about a transport form before these are tested against land use patterns

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C11	Individual		Bus	Suggest an extra issue & intervention - Issue Bi27 - the need for a consistent long-term strategic transport plan and infrastructure proposal New intervention - a feasibility study to prepare a long term transport plan based on MK Star bus network
C11	Individual		Technology	Suggest an extra issue & intervention - Issue Ti11 - Poor info on future transport modes, trends and changes and the impacts of these on the local economy over a 20 year period New intervention - Detailed investigation into future transport modes, including electric vehicles, and their infrastructure requirements (to include BRT, PRT and DRT and energy requirements)
C11	Individual		Development planning	Suggest an extra issue & intervention - Issue DCi4 - Poor statistical and evidence base to inform development planning New intervention - preparation of multi-modal transport model to test land use scenarios
C11	Individual		Overall strategy	MK wants to become a major sporting venue so transport system must facilitate travel to/from events. The LTP strategy does not pay attention to this aspiration - this is embarrassing. Initial ideas for how transport would cope with major sporting events were developed as part of World Cup bid. Core Strategy includes policies that supports aspirations for sporting city but LTP does not address sporting issue - there is a need to investigate a mass transit system.
C11	Individual		Bus	Changes are needed to strategy and implementation plan to cover sporting aspirations - Make particular references to sporting aspirations (don't just include under leisure) - Bi9 - include reference here, Bi27 - need for a long-term strategic transport plan and infrastructure proposals, Bi28 - inability of PT network to handle high passenger numbers generated by sporting event - Bo1 - need feasibility study to prepare LT MK Star network plan - Bo2 - include new P&R as part of J13a improvement - Bo20 - review priority routes serving major sporting venues - H8/H9 and V7/V8
C11	Individual		Smarter Choices	Add new intervention - SCi6 - high mode share for journeys to sports and recreational facilities. New intervention - SCo15. Promotion of sports smarter travel package to encourage car sharing and greater use of cycling and walking.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C11	Individual		Highways	Traffic management needed to address high demand scenarios to satisfy both public and private users.... Need a new intervention - HTi18: Need for a car parking strategy and where appropriate use of advanced technology systems. Text changes to interventions - HTo25. Add allowing for park and ride., HTo31. Review of advanced car parking systems and consider their role in an integrated transport network., HTo32. Greater focus on intelligence and sophistication of common data base and ITS to manage programming and traffic intervention during major sporting and music events.
C11	Individual		Technology	New issue needed - Ti11. Poor information and intelligence on future transport modes, trends and changes and the impact of major sporting and music events on every day activities over a twenty-year period. New Interventions needed: - To18. Investigation into future transport modes and advancements in electric vehicles and their infrastructure requirements. and any benefits in handling high traffic flows created by major sporting events. - To19. Promotion of key routes and movement corridors serving major sporting venues as primers for the introduction of innovative, low carbon rapid transit schemes. - To20. Smart event signage and route indicators
C11	Individual		Development planning	Development planning - key issues include DCi4. Major centres of activity generating a short term, high demand pattern of use that paralyse the transport network New interventions needed: DCo8. Preparation of a multi modal model to test a number of transport and land use scenarios (including location of key traffic generators such as major sporting and music venues)
C12	Organisation	Oxon and Bucks Rail Action Committee	R07	R07 - East-West Rail and connections to major urban areas and national networks Strongly support and feel MK needs improved rail services
C12	Organisation	Oxon and Bucks Rail Action Committee	Rail	Support other interventions
C12	Organisation	Oxon and Bucks Rail Action Committee	Rail	Consider whether Crossrail could serve MK as recently reported in rail press.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C13	Organisation	Milton Keynes PCT	General	Just calling a strategy 'world class' doesn't make it so - we should not make overambitious statements
C13	Organisation	Milton Keynes PCT	General	Thinks a very simple strap line is needed in the strategy/overarching objective - "Our objective - MK journeys that are as quick, convenient, affordable, sustainable and safe as we can manage."
C13	Organisation	Milton Keynes PCT	General	Targets are needed
C13	Organisation	Milton Keynes PCT	General	Need to look at reducing the need to travel
C14	Individual		Public transport	Difficult to reach bus station/central Bletchley from rail station - a second entrance to the rail station on East side would help, with a footbridge to bus station
C14	Individual		Bus	Smaller buses through estates are needed with extra buses at peak times. Smart card ticketing would also be welcome.
C15	Organisation	Goodchilds Estate agent	General	Good public transport links are needed to new developments - the current policy of restricted parking does not work if the transport network doesn't support.
C15	Organisation	Goodchilds Estate agent	General	A tram network is needed
C16	Organisation	Castlethorpe Parish Council	Appendix A - Policy review and evidence base	The analysis of Castlethorpe is incorrect - while the parish does not suffer from social deprivation there are populations of older, less well-off residents. This wrongly skews the Travel Needs Index analysis
C16	Organisation	Castlethorpe Parish Council	Appendix A - Policy review and evidence base	The employment area analysis ignores rural business centres which can make parishes, such as Castlethorpe, employment neutral
C16	Organisation	Castlethorpe Parish Council	Appendix A - Policy review and evidence base	The new building summary is incorrect - Castlethorpe should be in the 20+ new dwellings category

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C16	Organisation	Castlethorpe Parish Council	Bus	RTPI is important in rural areas but given cost, parish request provision of a text and web base service for passengers to access up to date information
C16	Organisation	Castlethorpe Parish Council	Bus	Funds should be used to maintain existing 33 bus service with an evening extension and eventual provision of a Saturday service.
C16	Organisation	Castlethorpe Parish Council	Glossary	Dial-a-ride definition covers those who have difficulty using conventional PT, but this is later noted as options (Bo3 and Bo9) for bus services. Definition should be changed to include "services where population may not warrant a scheduled public transport service."
C16	Organisation	Castlethorpe Parish Council	Bus	Bo9 - Semi-flexible, 'dial-a-ride' style off-peak rural bus services. Doubtful this intervention will be a viable solution... A previous service existed - the Hanslope Harrier - but was cancelled on cost grounds.
C16	Organisation	Castlethorpe Parish Council	Cycling	CWo8 Expansion of Redway network into new developments, old towns and Central Milton Keynes - disappointment that planned extension of the Redways does not cover rural areas Parish Council would like to see the Sustrans cycle track resurfaced the entire length to Castlethorpe and re-routed up Fox Covert Lane and a cycle track to Hanslope created
C16	Organisation	Castlethorpe Parish Council	Technology	To2 Electric vehicle infrastructure (e.g. parking spaces with charging points) - welcome but limited charging points in village
C16	Organisation	Castlethorpe Parish Council	Rail	Strategy states support for re-opening of Castlethorpe station but this is not viable - several studies have concluded this. Should not be contained within strategy
C16	Organisation	Castlethorpe Parish Council	Freight	Would welcome increased lorry restrictions to those around Castlethorpe, Hanslope and Haversham - pleased with existing ones also
C16	Organisation	Castlethorpe Parish Council	Technology	To15 Improved broadband coverage across the borough for the increased provision of home working, video conferencing, telecommunications and e-shopping - council is concerned that this will be for urban areas but much needed in rural ones too.
C16	Organisation	Castlethorpe Parish Council	Infrastructure management	Castlethorpe would like to retain street lights in the village but these could be switched off at around 1am to save cost and carbon footprint
C17	Individual		Bus	The reason not many people use the bus is price - too expensive compared to other areas where the service is also frequent and a viable alternative to driving (not like in MK)

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C17	Individual		HTo20	HTo20 Reduced speeds on grid road network - strongly disagree with this as grid roads were designed to provide fast links. It would make more sense to dual the roads and this would also make it easier for buses to pull out.
C17	Individual		Overall strategy	Documents are long and fairly repetitive
C18	Organisation	Milton Keynes Community Transport	Community Transport	Welcome inclusion of accessible transport issues, including semi-flexible routes
C18	Organisation	Milton Keynes Community Transport	Community Transport	Focus on improved integration - this is important and the need for welcoming and accessible facilities for vulnerable users could be highlighted more strongly. This includes more than just physical issues - staffing, personal safety, information which is easy to understand.
C18	Organisation	Milton Keynes Community Transport	HTo20	Agree review of Grid Road speeds is needed - difficult for slower vehicles to turn onto grid without requiring other vehicles to reduce their speeds
C18	Organisation	Milton Keynes Community Transport	Overall strategy	CT providers are often better able to respond to transport demands than the larger commercial operators. CT providers engage well with users and this positive engagement could be exploited in MK.
C19	Individual		Public transport	Real time info is needed - some displays just say "refer to timetable". There is no point of having this - people want information about delays, next bus etc. Displays that state "refer to timetable" should be scrapped.
C20	Individual		Highways	Too much regional congestion - need a suitable orbital route around London
C20	Individual		Rail	Rail operators would like to re-open lines from Bletchley to Aylesbury and Oxford (with connections to Bristol etc). Why is this being politically blocked?
C20	Individual		Overall strategy	Strategy seems very generic - i.e. Strategic Plan for the Next Twenty Years (name to be inserted).
C20	Individual		Cycling	Redways are under-used because maintenance problems, only designed for 12mph travel (to slow for serious cyclists), there are too many corners and steep gradients, they are not city-wide, and do not reach Bletchley, Wolverton, Stony Stratford or Newport.

Ref No	Individual/Councillor/Organisation	Name	Scheme/ section referred to in LTP	Comment
C20	Individual		Dco3/ Parking	Not enough parking in Bletchley - the MS car park has been demolished and the car park by Princess Way has been sold for housing. This has been a mistake. An extension to the doctors surgery in Whaddon Way was refused because not enough parking - this means the surgery has moved from a central and accessible location to a mile away, without a bus service. Accessibility problems - and seems thoughtless of council
C20	Individual		Bus	Bus services are mixed - some good (no 4) and some poor (29)
C20	Individual		Misc.	Transport is not planned in integration with other services. EG - hospital's policy is to have a large out-patient department rather than local out-patient clients around borough. It's expensive and difficult to park at the hospital so GPs do not go there as often to see patients, which means they stay in for longer taking up beds which is expensive.
C20	Individual		Technology/public transport	Do not look for revolutionary new modes of transport. This includes guided buses which leave rubber on the road and the build up of this causes them to lose adhesion and skid.
C20	Individual		Public transport	Would welcome a tram or trolleybus system - but latter would require strict regulation. "Deregulation is death to fixed systems."
C21	Individual		Bus	Better bus services are needed - poor services from Walnut Tree area/MK Railway Station to Bleak Hall. Also buses from Walnut Tree to the hospital zone have been cut
C22	Individual		Overall strategy	The vision is not a real vision, just a series of "motherhood and apple pie" statements that could be applied anywhere. There is no strategic direction to the strategy and the recommended interventions is just a long shopping list - more work on the document is needed
C22	Individual		Glossary	A number of issues: <ul style="list-style-type: none"> <li>- Bus priority needs to clarify that this means priority over other vehicles, so benefitting bus passengers but hindering others</li> <li>- Development planning definition is incomplete and sounds reactive. This is development control. Planning should specify making decisions in advance.</li> <li>- Integrated transport is poorly defined. Should include a comprehensive network where different modes meet different needs, including journeys when more than one mode are used.</li> <li>- Mode share is poorly defined. Is this share of people journeys, vehicle journeys, journey miles etc?</li> <li>- PlusBus - there are two types of service so two terms (and separate definitions) are needed.</li> <li>- Redway network is incorrectly defined - it is a pedestrian and cycle network.</li> <li>- Travel Plans are unhelpfully defined as only noted for corporate and work-based plans - excluding personal travel planning</li> </ul>

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C22	Individual		Overall strategy	The statistics used in the document are unsubstantiated and unexplained - actual figures are also needed. The document should also explain assumptions - i.e. that a population increase will lead to a peak hour increase in peak hour car journeys of 57%
C22	Individual		Highways	Non-transparency about statistics also relates to text which states MK's minor accident rates are falling more slowly than national average. Are MK's rates higher or lower than national average? Lack of detail looks like a recurrence of the "officer anti-grid-road agenda"
C22	Individual		Evidence base	The report does not explain current travel patterns - where people and goods go to, how far, how travel, why etc. - how can MK develop a transport strategy when it does not know this?
C22	Individual		Evidence base	Further details needed about MK's high level of car ownership - what is National average? Why is MK's so high? Are MK residents travelling further than elsewhere? If so, report needs to consider & set out why (e.g. lower development density, people do not have family nearby as a new town etc)
C22	Individual		Evidence base	Bus demand is another area where there has been insufficient analysis - report states that bus use graphics show demand but no analysis has been done to show where people would like to travel IF services ran everywhere. Also lack of information about multiple mode journeys including bus, reasons why people use bus and different types of demand (shopping, leisure, work, education etc).
C22	Individual		Evidence base	Lack of data re public satisfaction with existing travel options. Baseline data is needed and we must monitor progress.
C22	Individual		Evidence base	Much is made of inward commuting figures but nothing about how far people are travelling to MK centre.
C22	Individual		Evidence base	Document does not refer to the recent Carriageway Condition Survey or report on condition of bridges under the grid-roads. This undermines the summary/audit of the current situation.
C22	Individual		Vision and objectives	The vision statement and objectives are generic to any town. The only non-generic elements relate to the "unique grid road and Redways network."
C22	Individual		Vision and objectives	Objectives are legitimate but unexciting. They don't achieve anything positive but avoid negative or damaging activities - need to state "the primary objective of the transport system is to get people and goods to everywhere we want." Having choice about how to travel - some sustainable choices - is a secondary objective. None of current set are SMART.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C22	Individual		Overall strategy	The document does not set out a preferred strategy nor the alternatives which were considered
C22	Individual		Overall strategy	The document implies that the strategy involves a carrot and stick approach to reducing car use, but the carrots are not sufficient.
C22	Individual		Overall strategy	No rationale for any of the interventions or prioritisation - this is needed along with broad sequencing.
C22	Individual		Overall strategy	Interventions need to include MKC's transport department developing a new set of skills - to perform activities to encourage Smarter Travel.
C22	Individual		HTo20	Disagrees with this - some people use their car because no feasible alternative. The grid and free-flow of vehicles is what makes MK a great place to live.
C22	Individual		Smarter Choices	The document does not convey any real commitment to these - this is needed if this is a priority strategy.
C22	Individual		Overall strategy	The consultants need to put forward an understanding of how MK works at the moment, develop a vision of what it will be like to travel around MK in 2031, set out prioritised SMART objectives, develop a preferred strategy - and say what alternatives were considered, and the justify, cluster and prioritise the interventions
C23	Individual		Rail	Wolverton only has one platform (out of four) which is accessible to mobility impaired users. This surely is open to challenge under the DDA requirements. Lifts apparently are expensive but what about long ramps? Would like a response re this.
C23	Individual		Cycling	Signage on the Redways needs improving - and 'you are here' maps would also be welcome. Better lighting also needed
C23	Individual		Development planning	Please continue to oppose the Tesco development plans for Wolverton - it is too big for the town. If development must go ahead please use McConnel Drive as access and exit - 10,000 cars a day is not within acceptable limits of Stratford Road (even if considered to be within acceptable physical limit).
C24	Individual		Overall strategy	The strategy is not "world class" - it relies upon existing networks rather than innovative transport such as trams. Many matters are beyond MKC's control - e.g. new M1 junction, rail improvements etc. There should be more innovation given long term duration of the strategy.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C25	Organisation	West Bletchley Council	Vision and objectives	WBC is in broad agreement with the vision and objectives
C25	Organisation	West Bletchley Council	Evidence base	Concern that some data may now be out of date - e.g. 2001 Census
C25	Organisation	West Bletchley Council	Overall strategy	There is some repetition in the document, which could be more concise and shorter.
C25	Organisation	West Bletchley Council	Walking and cycling	WBC supports proposals to increase walking and cycling but notes that current mode share in MK is low. Questions what evidence there is to show this will increase is cycle routes are extended? Also safety keeps occurring as an issue so this should be investigated further.
C25	Organisation	West Bletchley Council	HTo1	HTo1 Improve coordination of traffic signals - concern about the effectiveness and sustainability of this, especially wider negative impact on traffic movement.
C25	Organisation	West Bletchley Council	HTo24	HTo24 Southern Bypass - WBC has yet to adopt a formal position regarding this proposal. It's draft position is that "WBC acknowledges that there is a need for a Bletchley Southern Bypass but confirms that its support would be subject to consideration of the proposed routes and impacts." WBC has agreed to consult with the community on its draft position before adopting a formal position - to date 42% of local residents agree that there is a need for a bypass, but 44% do not or are opposed to the proposal.
C26	Organisation	Milton Keynes Economy and Learning Partnership (MKELP)	Vision and objectives	Not sufficiently visionary in terms of long term ambitions/aspirations - so not 'world class'. Also too wordy... written by committee? A solution might be to be clear that there are two timeframes in operation - one up to 2031 (visionary) and a shorter term one (up to 2015) which would take a more pragmatic approach with stepping stones to overall vision.
C26	Organisation	Milton Keynes Economy and Learning Partnership (MKELP)	Overall strategy	The approach seems to suggest more of the same rather than anticipating future changes, especially for technology. MK's plans (developed for 2018 World Cup bid) including rapid transit corridors seem to be ignored. Also MK has demonstrated to many partners that it has a future in taking forward new technologies including electronic vehicles. This pioneering work seems to have been underplayed.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C26	Organisation	Milton Keynes Economy and Learning Partnership (MKELP)	Overall strategy	There needs to be recognition of global changes and the fact that MK can learn from the experiences of other global cities.
C26	Organisation	Milton Keynes Economy and Learning Partnership (MKELP)	Overall strategy	The business community will be asked to make a significant contribution to help to deliver transport solutions but vision and strategy as currently written do not make a compelling case for involvement.
C26	Organisation	Milton Keynes Economy and Learning Partnership (MKELP)	Misc.	Engagement with the business community and voluntary and community sectors would have been beneficial before consultation draft document was produced
C26	Organisation	Milton Keynes Economy and Learning Partnership (MKELP)	Misc.	We need to understand the relationship between individual mobility and the different modes of transport - i.e. the need to create an appropriate balance between public and personal mobility. Also need to ensure that rural communities (Brick Hill, Olney etc) are integrate into the strategy
C26	Organisation	Milton Keynes Economy and Learning Partnership (MKELP)	Smarter Choices	Major institutions like MK College and schools can assist with behaviour change programmes
C26	Organisation	Milton Keynes Economy and Learning Partnership (MKELP)	Public transport	Is the issue of mass transit as a long term goal for MK sufficiently explored?

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C26	Organisation	Milton Keynes Economy and Learning Partnership (MKELP)	Overall strategy	The document appears to treat MK as an island... there needs clarity about the key external relationships and links - e.g. airports (inc Cranfield), rail, inter-urban bus
C27	Individual		Cycling/development planning	Would like the right to have secure and dry accommodation for cycles at dwellings - becoming hard for families to have this especially with move towards small gardens and no garages.
C28	Organisation	Emberton Parish Council	HTo23	HTo23 Olney Bypass - public consultation must be undertaken before any decision is made
C29	Individual		Highways	MK was designed on the grid road system. Does not want any other road system - this is not what the public wants/
C30	Individual		Highways	Does not want interference with grid road system - Cllr McPake (in a press article) has a statement stating general public are in favour of "interference with a good system of easy car flow." This is not the case - the Liberals and Labour should leave well alone! Obvious they hate the motorist!
C31	Organisation	Deaf Community	Bus	PASSES: - Proof is required to obtain a free bus pass but no clarity about what proof is needed. - User rules need to be clearer - I.e. plain English about travel times, areas where people can travel free of charge, other companies that offer reduced travel - If a person is disabled or a pensioner it would be useful for their pass to have a specific colour which makes people aware of their particular needs
C31	Organisation	Deaf Community	Bus	Real time info needed at all stops - with bus no, arrival time and expected wait time
C31	Organisation	Deaf Community	Bus	Need clear bus maps like London tube map (places in alphabetical order)
C31	Organisation	Deaf Community	Bus	Need more bus routes and more direct routes
C31	Organisation	Deaf Community	Bus	Drivers - need to provide number to contact if not driving with due care and attention. Also drivers shouldn't ask destination for those using a free pass (who may have communication difficulties)
C31	Organisation	Deaf Community	Walking and cycling	Pavements and Redways need to be kept clear

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C31	Organisation	Deaf Community	Walking and cycling	Street lighting needs to be maintained and introduced in areas where health and safety may be at risk - Redways, cul-de-sacs etc
C31	Organisation	Deaf Community	Walking and cycling	Pedestrian crossings should be introduced under carriageways to give pedestrians the option of walking under bridge/across roads when safety may be an issue
C31	Organisation	Deaf Community	Technology	Need text service to alert disabled/pensioners to any traffic or road problems which may affect travel
C31	Organisation	Deaf Community	Public transport	Council to encourage taxi providers to provide a text service for customers. (At the moment only Skyline does this)
C32	Individual		Overall strategy	Proposals seem confused and repetitive - it seems like MK is trying to do everything without a clear idea how or why.
C32	Individual		Overall strategy	Seems like the motorist is being attacked and plans to increase parking charges in CMK do not make sense - drivers will avoid using them and retailers will suffer
C32	Individual		Technology	Plans for alternative fuel is flawed as this is expensive and unreliable, wind turbine technology does not work
C32	Individual		Public transport	Service improvements are needed before people begin to use
C32	Individual		HTo20	HTo20 Reduced speeds on grid road network - this will increase carbon emissions which will increase carbon. The intervention will not be a success - failed in Portsmouth
C32	Individual		Overall strategy	Document is flawed and made with false assumptions
C33	Individual		Vision and objectives	Page 29 & 33 The ambition for “the most sustainable transport system in the country” & new forms of public transport is unrealistic and not deliverable by the planned interventions. Either the vision or interventions should be changed so that they are compatible. There is a fundamental conflict between the sought after “most sustainable transport system” and keeping the “unique grid road and Redway networks”. Keeping and extending the existing urban form of MK will prevent truly sustainable transport being achieved.
C33	Individual		Vision and objectives	30 & 33 Terms such as “innovative, can-do borough” & “radical transformation” are not justified by the modest interventions proposed.
C33	Individual		Vision and objectives	P31 - The term “sufficient levels of car parking” is too vague but implies a level that will not discourage car use and therefore is incompatible with the vision of real transport choice.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C33	Individual		Vision and objectives	30 & 52 The term “world class” is too vague & not defined – what does it mean? This should not be applied to MK Redways, which have many serious problems. Other key issues not listed include: <ul style="list-style-type: none"> <li>• lack of grid road crossing points mean that grid roads are a major barrier to cycling and walking</li> <li>• the relative ease of car use in MK compared with cycling &amp; walking</li> <li>• lack of separation from pedestrians &amp; cyclists going in opposite directions</li> <li>• dangerous road junctions</li> <li>• obstacles e.g. yellow bollards and metal barriers.</li> </ul> The planned interventions do not properly resolve the key issues.
C33	Individual		Vision and objectives	Section under Economic Growth seeks excellent highway connectivity, junction improvements and other increases in road capacity. This will mainly benefit the car users & fundamentally conflicts with the transport choice vision. No explanation of how this is to be resolved.
C33	Individual		Vision and objectives	P 34 - Need to add reference to the MK Low Carbon Strategy and its target to cut CO2 by 40%, and & the MK Low Carbon Action Plan and its transport related proposals. Also refer to the MK Low Carbon Prospectus; see <a href="http://www.zerocarbonhub.org/resourcefiles/NHBCF_MK_Prospectus_NF27_web.pdf">http://www.zerocarbonhub.org/resourcefiles/NHBCF_MK_Prospectus_NF27_web.pdf</a>
C33	Individual		Vision and objectives	P 34 - The section on alternative fuels wrongly implies that major carbon savings will be achieved. This will only happen if the energy used is from renewable sources.
C33	Individual		Vision and objectives	P35 - “World class” is not an appropriate description for the proposed PT network, which is based mainly on improved bus services.
C33	Individual		Bo2	The proposed Park & Ride sites will do little to cut carbon emissions because they are aimed at longer distance car trips. They transfer people to bus mode for only a small part of their total trip length, while encouraging the rest of the trip to be by car.
C33	Individual		Smarter Choices	Interventions should include promotion of eco-driving.
C33	Individual		HTo20	HTo20 Reduced speeds on grid road network - supported as shown to reduce carbon emissions.
C33	Individual		Highways	Interventions should include more use of 20mph zones.

Ref No	Individual/Councillor/Organisation	Name	Scheme/ section referred to in LTP	Comment
C33	Individual		Highways	Need more emphasis on reducing car use; the implied 25% increase in road capacity is too much, in that it would allow traffic to grow unrestrained for few more years, delaying the time when traffic restraint has to be taken seriously. The strategy fails to address seriously the fundamental point about MK that while it remains relatively easy to travel by car, people will drive in preference to other modes and behaviour change measures will be ineffective. The proposed Olney (HTo23) & Southern bypasses (HTo24), M1 junction 13a (HTo25) and implied support for the dualling of A421 west of MK [in the MKP Local Investment Plan] will further encourage car travel.
C33	Individual		Infrastructure management	Section should include text re predicted climate change impacts to include summer periods of extreme heat and drought leading to issues such as melting asphalt and subsidence of highways. The drainage section should also mention an increased risk of flooding due to climate change.
C33	Individual		Infrastructure management	In line with the MKC Low Carbon Action Plan, the interventions should include a programme of switching off street lights.
C33	Individual		DCo3	DCo3 Appropriate parking standards and distribution for new developments and in regeneration areas - this is too vague. Car parking should be reduced in new developments and CMK.
C33	Individual		DCo1	DCo1 Expansion of the grid road and Redway networks into Expansion Areas - expansion of grid road network is not a sustainable solution (as explained by strategy evidence base - P131 and 138)
C33	Individual		Development planning	Excessive out of town development (retail and commercial) takes place in MK in locations only easily accessed by car. Interventions should address this.
C33	Individual		Overall strategy	MK is currently not sustainable in transport terms - transport carbon emissions are too high and forecast to increase [see p128]. Transport strategy needs to deliver major changes in order to fulfil MKC's low carbon strategy aims. At present, strategy is unlikely to achieve this and includes insufficient information to accurately assess the implications for climate change. Therefore it is not compatible with the council's Low Carbon Strategy.
C34	Individual		Bus	There are major problems with the bus network and subsidised routes may be withdrawn because of a lack of passengers. Why will Arriva not run routes? Service withdrawals will leave disabled, elderly and frail with no forms of transport. Before we look to future we need to address current problems
C34	Individual		Highways	We need to maintain the grid roads - part of what makes MK great

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C35	Individual		Overall strategy	The document is too long - will put most people off
C35	Individual		Overall strategy	MK is not a city but referred to as this throughout the document
C35	Individual		Overall strategy	MK's population is spread out which means PT, walking and cycling will not be first mode of choice. Car is the mode of choice and the strategy should work with this, not against it.
C35	Individual		Smarter Choices	Car sharing should be promoted - but car share passes are currently abused so better enforcement/monitoring is needed (revenue would also increase).
C35	Individual		Overall strategy	It is wrong and misleading to compare MK to other towns, other than a few of the late generation new towns.
C35	Individual		Highways	Grid roads should be maintained and at their current speed - pedestrians should not be crossing them but use bridges and underpasses.
C35	Individual		HTo25	HTo25 New M1 Motorway junction (i.e. Junction 13a) - better motorway access is needed
C35	Individual		Bo2	Bo2 Park and Ride on the edge of the city - should be considered
C35	Individual		Bo7	Bo7 More promotion of bus services, both directly and through travel planning - better promotion of Coachway is needed
C35	Individual		To2	To2 Electric vehicle infrastructure (e.g. parking spaces with charging points) - welcome this but charging points on-street may be dangerous if kids messing about. Should be safety notices etc
C35	Individual		Cycling and walking	Repairs on Redways take far to long. I use them myself but "I would not be happy for my wife and children to use them as they are so isolated and often dark - it's just asking for trouble."
C36	Individual		HTo20	HTo20 Reduced speeds on grid road network - strong objection to this as grid roads allow speeding & efficient movement around MK for freight, cars and PT. If high speeds cause risk then there are better ways to mitigate this - re-sit bus stops, ban right turns, provide more Redways etc
C37	Individual		HTo20	MK's grid road system is excellent and should be continued. Do not reduce speeds (HTo20)
C38	Individual		SCo4	SCo4 Integrating sustainable transport and road safety into teaching as part of the National Curriculum - this is infringing on people's rights - beyond the scope of such a strategy

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C38	Individual		Bus	Welcome proposals to improve but not clear how this will be achieved as not affordable - and bus operators have control due to deregulation
C38	Individual		Overall strategy	Much is made of future increases in peak traffic but this could be managed with respect to peak travel to CMK if no more development in CMK took place. Satellite centres should be developed to spread peak travel
C38	Individual		Highways	Junction 14 is a problem and will remain so even if new junction (13a) is introduced. Will increase as population grows - a solution is needed
C38	Individual		HTo9	HTo9 New Traffic Control Centre - not welcome as previous attempts to manage traffic (including through signals rather than roundabouts) have not worked. Increased regulation and maintenance costs not welcome.
C38	Individual		HTo15	HTo15 Reduced forward visibility at roundabouts to prevent collisions - this seems odd especially when comparing assertion that right turns across dual carriageways are bad because of restricted view.
C38	Individual		HTo20	Reduced speed on grid roads will make them second class - there are better ways to improve safety
C38	Individual		Overall strategy	The strategy is unachievable - not everyone is "a bike riding eco warrior with expense accounts for taxis."
C39	Individual		Overall strategy	The strategy rightly recognises that the grid road structure, low density development and dispersed employment undermine the viability of public transport, but does not recommend solutions.
C39	Individual		Evidence base	City Streets have been introduced in Eastern and Western Expansion areas to deal with above, but not mentioned within the evidence base
C39	Individual		Overall strategy	The strategy says there should be integration between transport planning and spatial / land use planning but does not specify how - should higher densities be encouraged along PT routes, Redways to follow streets rather than segregated etc? There should be discussion about whether the urban structure of MK needs to change in order to support a PT system.
C39	Individual		Overall strategy	Not enough text about the opportunities that development offers to help provide urban forms than can make PT more viable

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C39	Individual		Vision and objectives	In some places the strategy is overly visionary (e.g. having the most sustainable transport in the country) but not enough in others - more discussion needed re alternative future forms of PT
C39	Individual		Bo1	Bo1 Milton Keynes Star Bus Network - Detailed plans are needed, inc whether higher density development along routes are needed
C39	Individual		Parking	Little said about whether a key intervention to make PT attractive is to raise parking charges or decrease the number of spaces. This is a key issue in the Local Plan and CMK Development Framework SPG.
C39	Individual		Development planning	Needs to state that new developments must be designed to ensure that travel generators are located in most accessible locations.
C39	Individual		Evidence base	Local policies and strategies with transport impacts should include Residential Design Guide SPD, which ensures new developments are laid out to encourage walking/cycling and bus use. The implications of the Guide on smarter and more sustainable travel should be detailed.
C39	Individual		Vision and objectives	P 11 – Vision Statement: What does it actually mean to say that the grid road and Redway networks will be fully integrated into new developments and regeneration areas. Does this mean new development will be built next to grid roads to better integrate them into estates/neighbourhoods because at the moment grids roads are divisive barriers
C39	Individual		Vision and objectives	P 11, 7th objective - What does a Development Framework mean in this context – it normally has urban design/planning connotations
C39	Individual		Vision and objectives	P 13 - The strategy quite rightly highlights the issue of urban structure / low densities but needs to go into more detail / investigation on this fundamental issue and even more importantly needs to at least point to some possible solutions. It has been said that this is the role of the Core Strategy – if it is, the Strategy needs to make this connection to the Core Strategy. Nonetheless it is argued that the Core Strategy is also silent on this important issue.
C39	Individual		Vision and objectives	P 14 - The final strand – Development Planning: Integrated Planning and Frameworks. This is rather vague – what does it in fact mean?
C39	Individual		Vision and objectives	P14 – last para on PT - This para needs to include the fact that the urban form of MK (its low densities and structure i.e. grid roads separating neighbourhoods from each other) has helped in resulting in a poor PT service

Ref No	Individual/Councillor/Organisation	Name	Scheme/ section referred to in LTP	Comment
C39	Individual		Vision and objectives	P15 - Delivery of the 'MK Star' Bus Network – this seems an essential feature of a better PT service and hence choice, yet very little is written about how it will work. A drawing / plan illustrating the MK Star network is essential. What also needs to be made clear and investigated is whether urban form needs to change to help make this 'star' network viable – for example are higher densities along the star network needed to raise thresholds
C39	Individual		Vision and objectives	P17 - How can the strategy say MK has a world class cycling/Redway network when it is clearly acknowledged that it is poorly utilised. Surely if something is world class it is well utilised??
C39	Individual		Vision and objectives	What does world class mean – it is a term used a lot?
C39	Individual		Vision and objectives	P18 - There is a proposal to expand the Redway network into new developments. This a valid and important point, yet nowhere does the strategy say how this is to be done – is it for example to be putting Redways along streets so that they can be overlooked and hence feel safer and in turn be used more, or will be like in older estates where Redways went through isolated areas where there was no surveillance and hence felt less safe and therefore aren't/weren't well utilised
C39	Individual		Overall strategy	P31 - It is stated that the grid road network will be expanded into new developments in the city. This is surely not strictly true as the WEA and EEA already have outline consents and don't include grid roads. What new developments are being alluded to as the South East SDA has been thrown out. The only current proposed future development where grid roads could be extended is the Strategic Reserves. Will there be any others before 2031?
C39	Individual		Overall strategy	P37 - It is stated that the Core Strategy has 'expertly' helped integrate/incorporate transport planning with spatial planning – how has it done this??
C39	Individual		Overall strategy	P46 - Is a key issue not the cheap and abundant parking in CMK which makes car travel very attractive?
C39	Individual		Overall strategy	P46 - Another key issue regarding buses is the low densities, dispersed nature of employment uses and the segregating nature of grid roads
C39	Individual		Overall strategy	P47 - Surely a key intervention should be higher densities along the MK Star Bus Network to raise thresholds close to these PT corridors
C39	Individual		Overall strategy	P47 - Surely an intervention should be increasing parking charges and/or reducing the amount of surface level parking in CMK

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C39	Individual		Cycling and walking	It is acknowledged on pg 52 that a key issue around walking and cycling and Redways is the perceived safety and indirect nature of them. Surely therefore an intervention should be that all new Redways must, unless they pass through larges open spaces such as country parks, follow streets so that they are overlooked by adjacent houses and passing cars
C39	Individual		Cycling and walking	Is it really viable to widen the Redways?
C39	Individual		Smarter Choices	Surely a key issue to be addressed should be the cheap and abundant car parking in CMK which encourages car use
C39	Individual		Smarter Choices	Interventions – need to raise car parking prices and/ or reduce the amount of surface level car parking to make car travel a <u>less</u> attractive option
C39	Individual		Smarter Choices	School Drop off Parking – although a sensitive issue, nothing is mentioned in the Strategy about whether the extent of allocated drop off parking ought to be reduced to discourage kids being dropped off by car
C39	Individual		DCo1	DCo1 Expansion of the grid road and Redway networks into Expansion Areas - How will this be achieved when the EEA and WEA already have planning consents that don't have grid roads?
C39	Individual		Evidence base	P98 - There is a contradiction here – the 2nd para says MK is a compact city which is totally incorrect as pg 13 and 107 already say it is low density. Pg 98 2nd para also states walking trips are high – is this really correct - other parts of the Strategy say they are low
C39	Individual		Evidence base	Pg 108 - Growth - The 2nd para says that development must not go next to the 'urban grid road network' yet is this not where the MK Star Network is proposed. How is PT suppose to be viable if it can be built next to the PT route??
C39	Individual		Evidence base	P134 - It is acknowledged that segregation of Redways from streets is a safety issue – why then in terms of interventions on pg 53 is it not stated that new Redways should follow streets to make them feel safer
C39	Individual		Evidence base	138 – Streetscape Design - This a strange name for heading – streetscape implies detail of surface materials, detailed design etc.
C39	Individual		Evidence base	Again the strategy says that transport should be better integrated with streetscape and provide better connections between neighbourhoods. What exactly does this mean – the strategy is very silent on this?

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C39	Individual		Evidence base	P138 - Once again the strategy says that the existing grid road network does not lend itself to a more sustainable PT approach – yet crucially does not say how this can be dealt with to make it more sustainable to PT
C40	Organisation	Bedford and Milton Keynes Waterway Trust	Overall strategy	Absence of text about the possible use of canals for leisure or business waterway travel - only brief mention of use for freight. River Great Ouse is not navigable in MK but canal and river offer opportunities for cycleways and pathways - could encourage more walking & cycling & reduced car use
C40	Organisation	Bedford and Milton Keynes Waterway Trust	Overall strategy	A route is reserved for the proposed MK Waterways Park - part of the Bedford & MK Waterway (in Local Plan, Core Strategy and Eastern Expansion Area Dev Framework) and planning approval is in place - but not mentioned in LTP3. It should be included as a transport corridor
C40	Organisation	Bedford and Milton Keynes Waterway Trust	Overall strategy	LTP3 should promote the provision and implementation of the waterway in co-operation with Milton Keynes Partnerships, the Parks Trust, British Waterway and local authorities.
C41	Individual		Glossary	CT and PlusBus definitions are correct but also need to refer to PlusBus as being the name of MK CT
C41	Individual		Glossary	No reference to ITSO compliance in Smartcard definition. Oyster card is written "Oyster car". Also Oyster is not ITSO compliant.
C41	Individual		Vision and objectives	P14 - Mid Bedfordshire is not the current name of the district
C41	Individual		Overall strategy	Where does the 2008 bus strategy fit into this? Is it superseded by LTP3, need redrafting etc?
C41	Individual		Vision and objectives	Page 13 - second para and Page 107 - third para: why did bus patronage fall? There is no reference to the previous growth and the impact of the recession.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C41	Individual		Vision and objectives	<p>Page 14 - last para - this reflects very badly on the efforts of the bus company and council officers involved in passenger transport.</p> <ul style="list-style-type: none"> <li>- No attempt to relate "poor" PT to the low density of development</li> <li>- patronage on core routes has been growing since network changes in April 2010. The public do not understand that the low density of development, dispersed destinations etc means that the public transport provision will be "poor" unless there is a bottomless pit of funding.</li> <li>- Which are the "large areas" of borough without "direct access" (and direct access to/from where?)</li> <li>- Integration with rail - as buses stop outside the front of the station this presumably means that connections with specific trains are difficult from some areas, again are there examples?</li> </ul>
C41	Individual		Public transport	<p>PT interventions - cost details needed &amp; is there going to be any value for money assessment and prioritisation?</p> <ul style="list-style-type: none"> <li>- No indication re which ones MKC could deliver (some out of our control).</li> <li>- Are we intending to deliver these bus improvements within the 1985 Act powers? What about the Local Transport Act 2008?</li> </ul>
C41	Individual		Public transport	Some PT interventions are completely unrealistic (eg direct rail services to Luton Airport)
C41	Individual		Public transport/tech	References to smartcards should make it clear that an ITSO compliant scheme is intended.
C41	Individual		Public transport	Page 39: Patronage on the 300 bus is NOT rising by 3,500 per week. It may have risen TO 3,500 (actually risen to over 5,000)
C41	Individual		Development planning	Page 72 - The tariff needs more explanation as it only applies to certain areas of the borough.
C41	Individual		Development planning	Page 73 - what is SO106 (DC06/DC07) - I think it should be S106 (as DC05)
C41	Individual		Development planning	Page 73 - DC06 More detailed transport needs should be taken into account when allocating SO106 funding - what does this mean?
C41	Individual		Development planning	Page 73 - DC07 How does this fit with the local plan policy T7 - need to recognise that this might lead to greater density of bus stops and in fact more circuitous routes.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C41	Individual		Evidence base	<p>Page 75:                      “The purpose of the Local Transport Act 2008 is to address congestion issues and improve public transport with new governance and powers for local authorities. It sets stronger quality standards for more effective partnerships with bus operators through Quality Contracts, similar to the way bus services are run in London. It also introduced Integrated Transport Authorities to replace Passenger Transport Authorities, to give them wider responsibilities and powers to act for the social, economic and environmental well being of their area.”                      Second sentence is incorrect - while the powers exist it is up to the local authority to make use of them and the “similar to the way bus services are run in London” is intended as a last resort (and requires funding to match as well) - if it was as simple as the paragraph suggests why is it only West &amp; South Yorkshire that are pursuing it?</p>
C41	Individual		Evidence base	<p>Page 79 refers to figure A2 with a yellow border and grey shading - these are not shown on the map (although this method is used on Figure A5).</p>
C41	Individual		Evidence base	<p>Page 92 and page 108 (identical paragraphs) re National Accessibility Indicators.... This paragraph appears to contradict itself “good levels of accessibility” in the first sentence but “the existing bus network is not providing the quality of access required” in the last sentence.</p>
C41	Individual		Evidence base	<p>Page 96 - footnote 57 - does the requirement to change at Bletchley count as a “direct rail service”. In fact X5 provides a faster journey to Bedford from Milton Keynes Central station.</p>
C41	Individual		Evidence base	<p>Page 97 and 98 Transport Needs of Children and Young People makes no reference to the Junior Travel Concessions scheme</p>
C41	Individual		Evidence base	<p>Page 107 - Fourth para: Which are the “significant parts of the urban area have a daytime service that is hourly or worse”? Has there been any attempt to show bus frequencies against the sort of data in Figures A8 and A9?</p>
C41	Individual		Evidence base	<p>Page 111 - Housing Growth - Impact of Salden Chase (although a passing reference on p113 third paragraph).</p>
C41	Individual		Evidence base	<p>Page 116, footnotes 100 and 101 - should be “see reference 99”</p>
C41	Individual		Evidence base	<p>Page 125 - Second paragraph - additional text would make this clearer: “Milton Keynes Council will introduce changes to parking charges in Central Milton Keynes at the end of January 2011” A map would also help, the paragraph on p126 might be better if it was on page 125.</p>
C41	Individual		Evidence base	<p>Page 129 - is Bradwell Abbey telephone exchange really in Fishermead?</p>

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C41	Individual		Evidence base	Page 131 - "Milton Keynes hospital, because of the limited bus routes in the urban area, is especially difficult to get to by public transport" Is this true?
C41	Individual		Evidence base	Page 138 - "Door to door journeys should also be possible by public transport, lessening the need for interchange. This is key for sustainable access to key services, employment areas and leisure facilities. Currently public transport trips can involve a number of interchanges and this can make travelling by bus unattractive." Public transport trips can involve a number of interchanges in most urban areas - where is the evidence that this is a particular problem in Milton Keynes?
C41	Individual		Evidence base	Page 138 - fourth paragraph - With six exceptions ALL Arriva buses at Milton Keynes depot are equipped. The system has been altered to show scheduled times for the current four routes.
C41	Individual		Evidence base	Page 138 - fifth paragraph - Why not refer to the funding issue?
C41	Individual		Evidence base	Page 139 - what about National Rail enquiries?
C41	Individual		Evidence base	Page 139 - second paragraph: "There is also no clear way to access bus real time information via the web or by mobile phone, which many other cities of a similar size to Milton Keynes have." - because of lack of funds.
C41	Individual		Evidence base	Page 141 - last sentence of fourth paragraph should be "weak" not "week"
C41	Individual		Evidence base	Page 142 - what is the "Preferred Scenario"?
C42	Organisation	After8 Group	Overall strategy	No emphasis on night time travel - currently no late buses, only taxis. Night time economy is important in MK and has grown
C42	Organisation	After8 Group	Public transport	Location & signposting of taxi ranks is of vital importance - improved and illuminated signage should be included within TPo2
C42	Organisation	After8 Group	Public transport	Taxi marshal at rank by Xscape provides vital service - similar should be considered for any other high traffic night time rank. Service helps reduce public order issues and helps reduce costs for other agencies (police, NHS, MKC etc). Funding should be formalised and scalable - ideally paid for by end user so possibly added to taxi licence fee. Investigation should be added to interventions
C42	Organisation	After8 Group	Public transport	Needs to be provisions to accommodate private hire - i.e. late night venues should have ways to book & this should be explored by MKC

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C42	Organisation	After8 Group	Public transport	Taxi ranks and marshals should be considered when new developments are being considered - the Hub and Sainsbury's/Vision suffered due to lack of forward vision.
C42	Organisation	After8 Group	Public transport	Taxi rank/drop off points needed at MK Theatre - should be considered
C42	Organisation	After8 Group	Public transport	Night buses should be reviewed to ensure adequate - would a weekend late night bus be feasible? Also better promotion
C42	Organisation	After8 Group	Walking and cycling	Good lighting and signposting needed for those walking around centre at night
C43	Individual		Overall strategy	MK is not a city but referred to as this throughout the document
C43	Individual		Overall strategy	Transport policy does not help me nor will it reduce carbon footprint. Buses don't run early enough for me to travel to work. In town, poor fuel consumption because roundabouts have very sharp exits and traffic lights are badly timed. Also a number of junction road markings are wrong.
C44	Organisation	Woburn Sands and District Society	HTo25	Broadly supportive of strategy but strongly oppose new junction (13a). No agreement with HA for such a junction and previously advised it would be unsafe. No agreement or consultation with CBC and communities affected. No inclusion within strategy for dualing of A421 between 13a and Kingston roundabout.
C44	Organisation	Woburn Sands and District Society	HTo24	Southern Bypass - concerns about this & want to see full traffic flow assessment as we think it'll increase rat running traffic impacting on rail crossing before & on Bow Brickhill, Woburn Sands and Aspley Guise.
C45	Individual		Overall strategy	Concerned that the strategy is just making it harder to travel around MK by car, when grid roads work perfectly. Best solution would be to provide tempting alternatives such as a bus system that costs half that of car travel. This would be attractive (so bus priority would not be needed). Also make sure no free parking.
C46	Individual		Summary leaflet	Strategy is not World Class - statement is made without quantification
C46	Individual		Summary leaflet	Summary leaflet contains statements which few could disagree with but does set out real problems and how have been assessed. It fails to say how objectives will be achieved. MK's problems can be attributed to Council's failure to manage and poor political leadership.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C46	Individual		Summary leaflet	The strategies are almost independent of each other - littler interaction between them or acknowledgement of what public want. MKC seem intent on grinding roads to a halt and insisting buses are the answer when they're not. Modal shift plans are unrealistic and Redways will remain unused unless serious money is spent on them - is this possible? The original Plan for MK sets out how MK should have grown and remains relevant - should be reviewed.
C47	Individual		Technology	Traffic management (e.g. signals at roundabouts) only makes things worse. What happens to technology solutions when there is a power failure? Do not introduce - stop interfering! People in MK would rather than well maintained roads and no potholes than becoming "the benchmark ITS in the UK if not the world" (P68)
C47	Individual		Highways	Restore all roads to 60pmh - if safety is a concern educate pedestrians so they know to use facilities and not cross unsuitable roads. Ban right turns on grids if needed
C47	Individual		Highways	Restore Watling Street to trunk road status to act as a viable alternative when A5 is closed
C47	Individual		Public transport	Why such focus on the bus - do MKC staff use the bus and if so, why does it have such a large car park? Bus lanes will only increase congestion and will not increase update - buses are not an eco friendly alternative and very few use. Taxis would be a better solution to subsidised buses
C47	Individual		Overall strategy	<ul style="list-style-type: none"> <li>- Where is the high speed three lane East West bypass crossing of MK ? (They use tunnels in Norway to overcome obstacles such as cities)</li> <li>- Where is the plan to upgrade the A5 to three lanes to cater for additional through traffic? (or separate alternative e.g. A5 2)</li> <li>- Where is the plan to upgrade the A5 to dual or three-lane to join the A43 at Towcester?</li> <li>- Where is the plan to upgrade to dual carriageways existing roads with the capability due to the foresight of the MKDC?</li> <li>- Where is the vision? MKDC were considering a monorail, why not introduce one to operate from Park and Ride on the outskirts of MK to the centre? It would not impact on any current transport system as it would be overhead and would compliment capacity. And let's have them powered by gas turbine/hydrogen in each "train" so the whole system doesn't go down if there is a power failure.</li> </ul>
C48	Individual		Highways	MK was advertised as the city of the car and the grid roads work well and keep MK moving. Do not minimise or dispose of the grids

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C49	Individual		HTo20	Grid road speeds - I live on Bancroft Park estate and speed limit on H2 Millers Way (60 mph) is far too high, given number of turn -off roads. It's very difficult to pull out into a 60mph road (and lots of cars travel faster about 70 or 80 mph). V7 Saxon Street was reduced to 40 mph, why can't H2 be? (And all single carriage roads). Lots of accidents on H2 because of high speed limit - should be lowered on safety grounds and green issues. "Shortly after I moved to MK a letter was printed in the local paper from an American lady who loved the town but made the observation that the high speed limits on the grid roads gave a somewhat aggressive feel to the community. At the time I didn't agree with her but I do now."
C49	Individual		HTo20	Don't understand what all fuss is about re grid roads - Keep the A5 at 70mph, make all grid roads 40 mph and all other roads 30mph. Increase in journey times would be minimal.
C50	Organisation	MK Forum	Overall strategy	<ul style="list-style-type: none"> <li>- LTP3 needs to also inform and not simply just respond to the council's emerging Core Strategy, to secure better land use planning through greater integration of planning and transport</li> <li>- There are considerable challenges to be met now if MK is to have even an adequate public transport system</li> <li>- The document almost completely fails to set out what needs be done to change and improve public transport in MK</li> <li>- Time is running out to create a strong and effective transport strategy for MK that provides for both car-driver and non-driver</li> <li>- A specific plan is needed to indicate how bus services should develop in MK</li> <li>- If MK Star has added value, it needs to be presented in a comprehensive form including actual routes and proposed frequencies</li> <li>- There needs to be clarity about the major bus services, how these will be enhanced (frequency, shorter journey times, more direct routes, etc.)</li> <li>- The strategy should present a concept of how and when main bus services could be replaced by APT and at what level of passenger numbers this will need be done</li> <li>- The document should explain how levels of walking and cycling will be increased and the set of actions needed on the ground to do this</li> <li>- LTP3 needs to set out specific proposals for more innovative transport interventions and how feasibility of these will be evaluated</li> </ul>
C52	Organisation	Cycle MK Forum	Overall strategy	Concern re lack of consideration given to cycling and lack of support
C52	Organisation	Cycle MK Forum	Overall strategy	There is no integration between transport modes

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C52	Organisation	Cycle MK Forum	Walking and cycling	There is no support, help or facility to help those who live outside Milton Keynes to cycle or walk to work
C52	Organisation	Cycle MK Forum	Overall strategy	The information used to justify each statement is completely out of date
C52	Organisation	Cycle MK Forum	Development planning	Redways need to be part of the primary construction within a new development
C52	Organisation	Cycle MK Forum	Walking and cycling	Visual clues need to be improved
C52	Organisation	Cycle MK Forum	Walking and cycling	Levels of maintenance of the Redways need more funding
C52	Organisation	Cycle MK Forum	Smarter Choices	Greater emphasis on behavioural change is required throughout the document
C52	Organisation	Cycle MK Forum	Walking and cycling	Increased security measures for cyclists and pedestrians
C52	Organisation	Cycle MK Forum	Walking and cycling	Cycle hire for leisure purposes should be introduced
C52	Organisation	Cycle MK Forum	Walking and cycling	Cycle training and initiatives aimed at younger people
C52	Organisation	Cycle MK Forum	Smarter Choices	Nothing about encouraging modal shift
C52	Organisation	Cycle MK Forum	Overall strategy	Ideas within LTP 3 will not be implemented as they are not supported by members
C52	Organisation	Cycle MK Forum	Smarter Choices	Serious consideration needs to be given to give incentives to encourage modal shift
C52	Organisation	Cycle MK Forum	Overall strategy	Nothing new seems to be included/ Nothing out of this world is included in the document
C53	Individual		Overall strategy	Disappointed in strategy - doesn't mean DfT's overall goals and strong bias towards PT, when cycling, walking and Smarter Choices are unfairly treated. Seems like decision to focus on PT was made right at the start of the process without proper examination - table on p42 is biased (how can PT be marked higher than cycling and walking to combat climate change?) Cycling also scores badly in table for economy but: - If the current levels of cycling to school were doubled, it would save £1.92m a year; - If the current levels of cycling to work were doubled, it would save £11.26m a year

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C53	Individual		Overall strategy	This strategy and the preferred design of station square is showing to the rest of the UK & Europe that Milton Keynes is ignoring every directive/white paper in terms of transport and I really think that the term 'world-class' should be dropped from the description.
C53	Individual		Overall strategy	There is nothing in the strategy to encourage behavioural change.
C53	Individual		Overall strategy	There is nothing in the strategy that will directly encourage modal shift.
C53	Individual		Overall strategy	I think the strategy needs to have a more balanced view on the sustainable transport modes and acknowledge cycling, walking and smarter choices. Every egg seems to be being put in the public transport basket.
C54	Organisation	Open University workshop	Overall strategy	Key Qs: Have the long term goals been clearly defined (including business needs)? - Are there clear performance criteria that will measure progress towards the goals? - How does the Vision relate to the LCLP and the next round of the Core Strategy? - How to implement this strategy in an age of austerity? - Is the preferred 'scenario' resilient and adaptable enough to accommodate emerging advanced transport systems? - Does the Vision lay the foundation to achieve a zero-carbon transport system in the longer term (to 2050)?
C54	Organisation	Open University workshop	Overall strategy	Strategy must be open and flexible in order to respond to transport innovation opportunities, including alternative forms of transport, alternative fuels etc. Transitional/stepping stone measures are needed.
C54	Organisation	Open University workshop	Overall strategy	A snappy vision statement would be useful.
C54	Organisation	Open University workshop	Overall strategy	Need to include walkable neighbourhoods in the solutions. Personalised Rapid Transport (PRT) should be explored.
C54	Organisation	Open University workshop	Overall strategy	Concern about whether there is the political drive to move things forward, where money should be prioritised and whether take up of electric vehicles is happening as quickly as desired - should MK be ashamed of being a car-dependant city?
C54	Organisation	Open University workshop	Overall strategy	Need to provide for those with no car - car sharing, car clubs, broadband etc. Also need to ensure measures support business community.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C54	Organisation	Open University workshop	Overall strategy	An effective public engagement strategy must be included within the vision (MK residents enjoy car use and are reluctant to face up to the long-term realities).
C55	Individual		Overall strategy	Document is too generic and shows no appreciation of unique character of MK. Should be detailed analysis of the road network (grids and non grids) and the balance of modes on the different road types. MK is not a wheel and spoke town and not all journeys need to touch central MK.
C55	Individual		Overall strategy	Goals should be derived from Community Plan and LDF.
C55	Individual		Overall strategy	Strategy should include assessment of how to create a transport planning authority like TfL and a municipal transport business like LT. Should also include a wider range of solutions including trams, guided buses, segways for buses etc
C55	Individual		Overall strategy	Not enough attention paid to taxis - should be possible to hail on street and from all bus stops.
C55	Individual		Overall strategy	Strategy should consider giving local taxpayers the chance of paying more tax for public transport (providing money is ring fenced).
C56	Individual		Overall strategy	MKC already has a sustainable transport strategy - SITS (Sustainable Integrated Transport Strategy, 1999). Why is a new one needed, what has happened to SITS? Stick to SITS and update it - it is more likely to achieve sustainable change. If not, explain why and refer to SITS in LTP.
C56	Individual		Overall strategy	LTP scenarios are meaningless and vision & strategy does not contain policies. Just vague words.... LTP represents a carry on driving policy, which is wrong. Focuses on congestion but not the environmentally harmful impacts of car travel.
C56	Individual		Public transport strategy	LTP3 doesn't quantify what sustainable travel patterns would look like. Suggestion to explain in terms of modal split figures, what 'something environmentally and socially better' might look like.
C56	Individual		Highways and Traffic Management	LTP3 shows no concern about car growth-induced environmental pollution. Its focus seems to be only on congestion. P.99 says 'current levels of car use are not sustainable...' but no proposals to shift mode to improve matters
C56	Individual		Overall strategy	The car-centred focus of MK means low accessibility for the majority of MK's citizens who are too young, too poor, or too old to drive. LTP3 makes no contribution to MK's socio-economic 'quality of life' and indeed has a negative impact on this.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C56	Individual		Three Scenarios	All three scenarios are dismissed. Walking and Cycling scenario could never represent serious commuting contribution to low-density city like MK
C56	Individual		Preferred Scenario	The preferred scenario is just a 'business as usual' approach. Disputes the LTP3 modal split figures of 77% car to 8% bus from fig. A.11. Refers to journey-to-work mode split of 93% car and 3% bus (ref. Para. 2.11 of "The New Plan for MK"- Draft Transport Directions Paper: MK Partnership/MK Council: Aug. 2005). Also Aug. 2005 data is not reconciled with LTP3 figures.
C56	Individual		Overall strategy	Lack of clarity in LTP3 on mode shift targets compared to SITS. SITS had indicated targets of 55% car and 25% public transport for 2011. Council should stick with SITS, update and implement it, instead of 'unsustainable' LTP3.
C56	Individual		Public Transport	LTP3 makes no reference to modal split and refuses to quantify it. Phrases such as 'seeking better public transport' are meaningless. No reference to SITS which is odd since it is current Council policy. 'World Class' seems inappropriate
C56	Individual		Overall strategy	MK Council should explain why it no longer believes in SITS. If it is afraid to be seen as anti-car it should say so and initiate an honest debate.
C56	Individual		Overall strategy	A review of SITS by MK Council is urgently needed.
C57	Individual		Highways and Traffic Management	No real recognition of the facts relating to village life on the peripheries of MK such as in Bow Brickhill. Issue of freight traffic through (unsuitable) village streets. Sat-navs direct lorry drivers to inappropriate streets and this impacts negatively on quality of life in villages. Changes need to be made to sat-nav technology to reroute freight traffic.
C57	Individual		Highways and Traffic Management	Grid road system was designed to get traffic to avoid the urban housing developments- why not also the residents of rural houses on the feeder roads? The number of vehicles along the main (unrated) road of Bow Brickhill increases daily.
C57	Individual		Vision and objectives	In Bow Brickhill, there is no case for further growth of jobs and traffic until there is a strategy to deal with resulting traffic problems. 2.16 and 2.17 of the Vision will do nothing to solve this problem.
C57	Individual		Highways and Traffic Management	Maintaining the grid roads is not the same as maintaining the grid road system. The grid road system is excellent, allowing you to travel from one side of the city to the other in 20 mins. But it is a trade off between the destruction by traffic on quality of life vs. the convenience of MK.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C58	Organisation	Energy Saving Trust	Evidence base	Concern that some data may now be out of date - e.g. 2001 Census. Suggests 2011 census could be used to review findings.
C58	Organisation	Energy Saving Trust	Public Transport	improving public transport is a good solution, especially if improvements are made for outlying areas and elderly people with disabilities. Improved frequency, operating hours and new routes offering a real option for the car user will send positive messages to the community and encourage uptake.
C58	Organisation	Energy Saving Trust	Walking and cycling/development planning	New developments should have the Redway system implemented at the same time as roads.
C58	Organisation	Energy Saving Trust	Development planning	New developments should have sufficient levels of parking, to avoid parking on pedestrian walkways etc. Lay-by or alternative parking could perhaps be implemented on estates that do not have adequate parking.
C58	Organisation	Energy Saving Trust	Smarter Choices	CarShareMK has proved successful for commuters in CMK vicinity. Solutions for other areas will need to be monitored.
C58	Organisation	Energy Saving Trust	Walking and Cycling	Continuing support, funding and improvement to Redways is essential. Perhaps sponsored solutions could support this, similar to the sponsored roundabout initiatives.
C58	Organisation	Energy Saving Trust	Walking and Cycling	In addition to Redways, provision must also be made for cyclists who prefer to use the road.
C58	Organisation	Energy Saving Trust	Walking and Cycling	No mention of future promotion of bike schemes organised through employers. Promotion of benefits of walking and cycling encouraging links with NHS and other orgs to improve health and wellbeing and signposting could be expanded in a coordinated way.
C58	Organisation	Energy Saving Trust	Walking and Cycling	MK Cycle challenge initiative and others like it also highlight other options available. Redways provide access to key services for motorised disability scooters. Need to make benefits of walking and cycling more visual and obvious as real alternative to the car.
C58	Organisation	Energy Saving Trust	Walking and Cycling	no mention of security and personal safety whilst using Redway network and how this could be improved. Some underpasses seen as unsafe place to travel through in the evening. Good to see more detail of existing plans to address this. Cycle shelters with CCTV in areas identified as being prone to theft or vandalism would be helpful.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C58	Organisation	Energy Saving Trust	Walking and Cycling	Bikeability has proved popular and effective to encourage the next generation of safe cyclists.
C58	Organisation	Energy Saving Trust	Public Transport	Rail improvements will hopefully be an economic bonus and alleviate car travel into the city. Although east-west links are still weak
C58	Organisation	Energy Saving Trust	Public Transport	would like to see another intervention that details how the Council would seek to minimise any consumer-side price increases that will come about due to the need to pay for these higher levels of investment. Also, there could be something to protect businesses that are involved in providing services to consumers at the stations, e.g. cafes, newsagents, from expensive lease increases.
C58	Organisation	Energy Saving Trust	Public Transport	No investment at Bletchley and Wolverton rail stations to complement train line links to these stations.
C59	Individual		Overall strategy	MK needs solutions which meet MK requirements and this means a range of strategies which recognises the challenges of the distinct areas (Urban low density, suburban high density rural low density). The first challenge is to be unshackled from Central Government dictat and make use of the Big Society opportunity that politically presents itself right now
C59	Individual		Highways and Traffic Management	LTP3 should champion and cherish roundabouts and stop culling them.
C59	Individual		Highways and Traffic Management	Use traffic lights sparingly. There should be a presumption against traffic lights. Minimise road signs and traffic islands.
C59	Individual		Highways and Traffic Management	Champion underpasses and uncompromised grid road vernacular in central and expansion areas.
C59	Individual		Walking and Cycling	Maintain segregation of pedestrians from high speed roads save for points of connect like bus stops
C59	Individual		Public Transport	remove distinction between black cabs and minicabs. Promote standard per 100 metre rate of carriage anywhere within the Borough
C59	Individual		Public Transport	Don't assume buses are the only PSV- introduce the 'dolmus' MPV that is like a taxi but takes and picks up multiple fares on defined routes particularly in central areas

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C59	Individual		Public Transport	Promote the motorised rickshaw as a PSV
C59	Individual		Walking and Cycling	Promote, extend and maintain Redways to become recognised routes for speed governed electric vehicles and powered cycles, as well as pedestrians and pedal cyclists.
C59	Individual		Public Transport	Promote public transport hubs to provide interface between urban services and hinterland services
C59	Individual		Public Transport	In addition to Platinum 300, highlights the role of CMK station and Coachway by improving accessibility to core services like Virgin Route (CMK – Coach way) and re-route Stagecoach thru' Coachway and south to J 13 to Bedford and Cambridge instead of Newport Pagnell by pass (A422). This anticipates the introduction of a fixed track solution with driverless pods between the CMK Station City Centre and Coachway.
C59	Individual		Public Transport	In Central area use bus stop laybys on all Grid Roads for buses, dolmuses & motorised rickshaws, improve and maintain access and lighting
C59	Individual		Highways and Traffic Management	Emphasises the need for dual carriageway with segregated interchanges between MI (J 13) and A43 for M40 i.e. A 421 serious upgrade including southern bypass.
C59	Individual		Overall strategy	LTP3 should recognise the value of enhancing landscape in giving sense of place, identity and pride everywhere on the road and fixed track networks.
C60	Organisation	Woughton Community Council	Highways and Traffic Management	Review of road speeds on grid roads is most welcome
C60	Organisation	Woughton Community Council	Public Transport	Proposal for bus interchange outside Hospital also welcome, Woughton Community Council has lobbied for this in the past
C60	Organisation	Woughton Community Council	Highways and Traffic Management	Proposal to extend bus lay-bys to enable buses to slow down on approach to its next stop should also apply to single carriageway grid roads

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C60	Organisation	Woughton Community Council	Highways and Traffic Management	Proposed Dial A Bus scheme for city estates should be linked together to form transport hubs as, apart from Coffee Hall and a section of Eaglestone, there are no bus services going through the estates in the Woughton Parish area. The preferred route would be in a figure of eight formation taking in the proposed Hospital interchange. The Dial A Bus service was first piloted in the 70's in the Woughton area
C60	Organisation	Woughton Community Council	Highways and Traffic Management	If MK Council switch off lights on estates and grid roads it may deter residents from walking to bus stops and using any crossing that was installed on the V7 Saxon Street
C60	Organisation	Woughton Community Council	Public Transport	Concern about lack of bus stops and lay by locations on the grid roads in the Woughton Parish area. Also, a bus struggles to navigate the college campus due to narrow roads, which has implications especially for night time use by students
C61	Individual		Highways and Traffic Management	At present traffic from the west of MK -i.e. M40 Junction 9,10,11 & A34 from Oxford as well as Buckingham and rest of North Bucks - because of the shortcomings of the A421 and H8 - is also using a variety of other routes to reach MK itself and beyond to Bedford etc.
C61	Individual		Highways and Traffic Management	p. 97 refers to improvements to east-west road links including linking A1-M1-MK-M40. There is a necessity already and even more so with MK's ongoing expansion, for a planned upgrade of the entire A421 through MK to grade separated junction standard as part of this link requirement. The number of junctions if this was to follow the line of the H8 could be reduced down to five with a possible flyover at the V8 double roundabout.
C61	Individual		Highways and Traffic Management	Consider if grade separated junction H9 east of A5D linked to a grade separated junction H8 west of A5D.
C62	Organisation	Barnardo's	Overall strategy	Barnardo's consultation group worked with young people with learning and other disabilities, are non verbal, aged between 13 and 17, students at Redway School. The young people do not access transport unaccompanied and most go to school on minibus or other school transport. During their school day they will use school minibuses to travel to activities and access the community.
C63	Individual		Public Transport	In Tattenhoe there is nothing in either direction after 6pm on any day of the week. Issues with topping up bus ticket especially child tickets, and being refused on buses not authorised to sell tickets only to receive them (so can't access concession fare).

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C63	Individual		Highways and Traffic Management	Parking issues on the estate in Tattenhoe, where there is no provision, and cars all over the pavement blocking off corners and junctions. No space to park a car.
C63	Individual		Public transport	We would use the buses if we trusted them, this requires a constant commitment on both sides that will only build up over time. Would like to see a tram system along the grid roads
C64	Individual		Walking and Cycling	Redways are not 'off-road cycleways' or 'a unique cycle network', as p. 8 and 18 suggest. They are a unique network of paths for both pedestrians and cyclists. This misleading description could mean policies will neglect current main users who are pedestrians.
C64	Individual		Walking and Cycling	in some new areas of the city, what have been developed as Redways fail to meet the standard set in the 1991 Redway Design Manual. They pass numerous front doors of people's homes and are not suitable for the 15.5 mph standard to which Redways are meant to be designed
C64	Individual		Walking and Cycling	There has been a failure to communicate the 'Redway Code'.
C64	Individual		Walking and Cycling	MK Council is contributing to the 'false exaggeration' that the Redways are unsafe.
C64	Individual		Walking and Cycling	There are some specific locations on Redways where visibility is less good. Rather than over generalising about perceived safety of Redways, focus should be on what can be done to identify and improve these locations. Strategy should initiate an analysis of specific locations which need improvement from which a programme of local schemes can be planned.
C64	Individual		Walking and Cycling	The section on p.134-5 provides misleading view of Redway safety. The evidence presented for statement of a 'high number of reported accidents on Redways' is highly misleading. 5 of the 6 fatalities occurred during collisions with cars, so probably at road crossings. However the figure does reflect that Redways tend to attract 'reckless Lycra-cyclists' with little respect for other users.
C64	Individual		Walking and Cycling	disagree that all new Redways should be 'visible and parallel to road network' there is an existing Redway network that does this, there are major north-south and east-west Redways parallel to every other grid-road. But one of the pleasures of the Redways is that they are away from the traffic and noise, providing local amenity and social spaces for users.
C64	Individual		Walking and Cycling	Council should set up its own scouting service to check lighting on Redways, concentrated on most crucial locations, such as underpasses, bridges and road crossings.

Ref No	Individual/Councillor/Organisation	Name	Scheme/ section referred to in LTP	Comment
C65	Individual		Overall strategy	No links between LTP1 and MK and South Midlands sub-regional strategy. Should include a list of what LTP2 targets/priorities have not been achieved
C65	Individual		Overall strategy	Reference 85 states that MK population in 2018 will be less than today - surely an error
C65	Individual		Overall strategy	Many interventions are pie in the sky
C65	Individual		Ro3	Longer trains will not work - people won't want to walk far and stations will not be able to accommodate
C65	Individual		Ro5	Evening out intervals between train services will not be possible as scheduled to fit around express services
C65	Individual		Ro8	Reopening Castlethorpe - forget the idea as area is very poorly served by bus
C65	Individual		Ro10	Frequency doubling will not work as services already using the slower stopping lines Access from WCML to Heathrow Airport - has already been subject to investigation and Inquiry - will not work (see letter for more details) Access to Luton Airport - forget it unless two extra tracks can be provided from Airport - current timetable on single track is already tight.
C65	Individual		Ro9	Enhance WCML capacity by providing a link between Wembley Central and Old Oak Common and divert some outer suburban LM services to Crossrail
C65	Individual		Ro7	Previously noted as not being needed for 20 years - will only encourage mode shift if serious congestion
C65	Individual		Ro6	Improved interchange at Wolverton - lifts, ticket office, info etc is needed
C65	Individual		Ro11	Way to remove freight paths from London to Rugby section of WCML is to reconstruct route from Bury to Nuneaton - an idea previously dismissed by DfT. Detailed additional suggestions contained in letter, including making EWR a primarily freight route.
C65	Individual		Bus	Generally agree with bus strategy - more info re bus times are needed (press adverts etc) and better timetable info
C65	Individual		Bi6	Poor access to health services is not an issue
C65	Individual		Bo16	Speed limits on grids need better enforcement

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C65	Individual		Bo5	Some services do not run late enough into evening. Many commuters have no choice but to use car
C65	Individual		Bi22	Unsure how to achieve better bus and rail integration - bus interchange at stations with free hopper service would be an idea
C65	Individual		Bo8	Later services are needed but very frequent rural services connecting a number of villages will be difficult - people will say journey takes too long.
C65	Individual		CTo3/4	Not clear what is meant by 'semi-flexible dial a ride services'
C65	Individual		Taxi	Should be a rank by council office/library
C65	Individual		Overall strategy	School hours should be adjusted to allow school buses to run
C65	Individual		Freight	Amazed if canal freight is possible, given it has not run for such a long time
C66	Organisation	Milton Keynes PCT (Sue Frossell)	Vision and objectives	Pleased to see inclusion of active travel. Wording active travel should be included in vision with clear objective for it
C66	Organisation	Milton Keynes PCT (Sue Frossell)	Overall strategy	Limited reference to cycling and travel patterns. Limited links between cycling and Smarter Choices and Highways (cyclists use roads and there are safety issues)
C66	Organisation	Milton Keynes PCT (Sue Frossell)	Overall strategy	Amazing opportunities to encourage active travel/motivate to undertake physical activity through technology - should be explored in strategy
C66	Organisation	Milton Keynes PCT (Sue Frossell)	Overall strategy	Carbon reduction not strongly linked to active travel (table 4.1)
C67	Organisation	MK Business Leaders Partnership Ltd	Overall strategy	Strategy does not properly acknowledge need to integrate with other strategic priorities. Also it is not visionary/radical enough - better authority leadership is needed - a strategy based on 'better bus' is not aspirational
C67	Organisation	MK Business Leaders Partnership Ltd	Consultation	Consultation process has not been well promoted - businesses have not been given a chance to respond

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C67	Organisation	MK Business Leaders Partnership Ltd	Consultation	Requested direct consultation and disappointed MKC has not taken this up - seems like MKC has little interest in businesses
C67	Organisation	MK Business Leaders Partnership Ltd	Overall strategy	Significant of MK's international links by air is more or less ignored - we want to see ways connections can be enhanced to grow internet profile
C68	Individual		Bus	p. 49 Concerned that slip roads at bus lay-bys will result in in some bus drivers entering the grid road w/expectation that other road users will modify their speed and lane position to give way. Large sections of verge will be required for construction of the slip which will not meet geometrical design standards. Slip roads may also be abused by road users using them as general lay-bys
C68	Individual		Overall strategy	p. 59 not necessarily valid to compare MK casualty figures with other locations based purely on size, because very few towns and cities in the UK have the same extensive highway networks of a comparable layout or nature (high speed links and priority junctions).
C68	Individual		HTi6	p. 59 What is meant by 'right hand turns across traffic signs obscuring vision is a problem'? Statement is not quantified. Is this really a key issue? Road Safety Team or TM team would have highlighted this. Should an operational issue such as sign locations be part of a 'strategy' document?
C68	Individual		HTo21	what does 'widening arcs' on grid road network mean? Remedial works to reduce casualties at individual grid road junctions are currently considered where collision history meets MKC criteria for intervention and suitable measures can be identified.
C68	Individual		Road Safety	p. 62- the statement 'measures will be considered to improve road safety in MK' could be construed to imply this isn't currently the case. The document should highlight that the Road Safety Team has as its primary objective to reduce number and severity of PIC's through MK Casualty Reduction Measure schemes, and this needs to continue.
C68	Individual		Road Safety	Speed limit reduction on the grid road network has previously been identified as a possible collision reduction measure, either alone or in conjunction with other measures, by the Road Safety Team when considering individual sites with a collision history. However, it has not previously been possible to introduce speed limit reductions on the grid road network as we have been informed that it is contrary to current Milton Keynes Council policy. The Road Safety Team would support a change to Council policy that allowed speed limit reductions to be implemented on the grid road network as a casualty reduction measure where appropriate and justified.

Ref No	Individual/Councillor/Organisation	Name	Scheme/ section referred to in LTP	Comment
C68	Individual		Highways and Traffic Management	no evidence provided to support claims that lowering speed limits would allow buses to operate in safer fashion and allow pedestrians to cross grid roads in safer fashion. Road Safety team has concerns about pedestrians crossing grid road network at grade. use of existing network of grade separated crossing points should continue. in new developments, grade separated crossing facilities should be explored.
C68	Individual		Highways and Traffic Management	the statement 'junctions will be improved to allow for safer right turns' is misleading and incorrect, and should be amended or removed. Junctions meeting the criteria for the implementation of casualty reduction remedial measures are identified and investigated by the Road Safety Team. Site visits are carried out to assess whether there are any physical aspects of the junction layout and geometry that may be a contributory factor to the collision history. In some cases it has been found that there are no physical improvements that can be made to remove the collision potential at individual sites and that the primary contributory factor to the collision history is a combination of high traffic volumes and excessive speed on the major road.
C68	Individual		Road Safety	Road Safety team welcome statement that 'road safety will be given greater consideration at preliminary design stage'. This can be achieved by involving the RS team to provide advice at an early stage and following the RS audit procedure. Dialogue between RS team leader, HCA, DC/Adoption and Urban Design team has already started. Adoption of new Road Safety Audit Policy will meet this objective.
C68	Individual		Highways and Traffic Management	giving consideration to passive safety measures at preliminary design stage is a misleading statement. Passive safety should also be considered during all stages of any new highway scheme and also during routine maintenance and as possible remedial measure. Adoption of new Road Safety Audit policy will meet this objective.
C68	Individual		Evidence base	Fig. A1 doesn't mention Road Traffic Act 1988, which stipulated that the Road Safety Team provides safety engineering and road safety educational measures to fulfil MKC's statutory duties in this legislative act.
C68	Individual		Walking and Cycling	Opportunity for bold policy review in relation to school travel has been missed. A number of broad statements are made without evidence or supporting material: 'security concerns on the Redway network will be addressed' Evidence? Or just Perception? How will it be addressed?
C68	Individual		School travel planning	lack of storage and shower facilities in schools...' what is the evidence for this?

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C68	Individual		Smarter Choices	Cycle trains for schools- we have not supported these in the past and do not intend to do so. They have significant organisational and safety concerns and aren't popular with schools. Where has this intervention come from?
C68	Individual		Smarter Choices	“Integrating sustainable transport and road safety into the National Curriculum” and “As part of the Council’s STP work, School Travel and Road Safety will be integrated into the National Curriculum and link with wider school agendas such as Every Child Matters.” We have absolutely no control over the National Curriculum, which is currently undergoing a major review. The Every Child Matters agenda will not necessarily continue to be supported by central government. Perhaps a more appropriate statement would be “We will continue to encourage schools to incorporate Sustainable Travel and Road Safety into their school curriculum and we will adapt to relevant national government policy and the direction of the curriculum.”
C68	Individual		Evidence base	High car mode share for journeys to school', statement needs to be qualified. January 2010 School Census Data shows MK has car use rate of 28.8% and national average is 25.4%
C68	Individual		Highways and Traffic Management	Peak spreading of traffic through spreading school and business working hours' -how would this be achieved, would schools support this or be able to make changes that would have significant impact?
C68	Individual		Overall strategy	The Road Safety Team are concerned that the wording of this document could infer that these issues 'should be addressed' when in fact the issues mentioned in this document are addressed through current processes and procedures. It is important that any decision making officers reading this document are aware of this.
C69	Organisation	Bus Users group	Overall strategy	Don't believe that the strategy document meets the requirements to satisfy the vision that 'by 2031 MK will have the most sustainable transport system in the country'
C69	Organisation	Bus Users group	Public transport	Scant regard to social problems lack of proper PT system causes.
C69	Organisation	Bus Users group	Public transport	There will always be routes that are not commercially viable but are socially necessary in any city. Should an aspiring city ignore that need? A poor bus service magnifies social problems and in the long term costs the council more money

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C69	Organisation	Bus Users group	Public Transport	The Bus Users group has learned from the Chamber of Commerce how many people who apply for jobs are turned down when a prospective employer finds out the candidate relies on public transport (number not given). Talking with employers, we have found they feel frustrated because many of the candidates have ideal experience and qualifications. A circular route to the main employment areas, at times for the employees to arrive and leave on time would be commercially viable. This would also relieve some road congestion.
C69	Organisation	Bus Users group	Public transport	Local organisations who depend on volunteers are having increasing difficulty in filling roles. Talking to volunteers, we find an increasing frustration by many who would like to offer their services but aren't prepared to wait for buses that are unreliable.
C69	Organisation	Bus Users group	Public transport	Pensioner Groups and Sheltered Housing complexes are angry at the way they are treated and the lack of direct public transport to their nearest doctor's surgery or hospital.
C69	Organisation	Bus Users group	Public transport	Youth groups are frustrated at struggle to get to further education. Cost and unreliability both seen as barriers to their studies and exams.
C69	Organisation	Bus Users group	Evidence base	Data used to determine the commercial viability of routes is in question. BUG has monitored some of the 'so-called' less viable routes and found often tickets aren't issued. With ticket machine failure, and pensioners waived on to bus after showing their pass. Also, buses missing stops and going out of service leave passengers waiting long periods without access to their journeys.
C69	Organisation	Bus Users group	Public transport	With CMK as focus of all bus routes, city wide delays occur because of pinch points throughout the centre. Buses have to wind their way around the Midsummer Building and through at least three sets of lights. Why isn't there a central bus station for all passengers to get on or off the bus? This seems a good location for this.
C69	Organisation	Bus Users group	Highways and Traffic Management	must improve traffic flows in city centre and current lack of bus priority measures.
C69	Organisation	Bus Users group	Highways and Traffic Management	Park & ride and other measures to make short term and shopping visits more reasonable should be given more emphasis.
C69	Organisation	Bus Users group	Public transport	a timeline for implementing dial-a-ride services should be indicated in the document.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C69 - additional letter	Organisation	Bus Users' Group	Bus	<p>Bus travel in MK is not world class - planners have missed opportunities to integrate... Bus problems include lateness, failure to arrive, early route termination, peak period overcrowding, poor vehicles, poor interaction between operators and travelling public and mechanical failures. People think bus travel in MK is "scarcely fit for the deprived and disadvantaged of the borough" - those that have a choice of how to travel often do not use buses or see it as "taking a risk."</p> <p>QUICK WINS - reduce maximum speed limits on urban road network to 50mph... Congestion will ease, capacity will be enhanced, pollution will be reduced, health will be improved and lives will be saved. Our community carbon footprint will become shallower. Stressed bus drivers will find it easier to join, re-enter and cross traffic flows, especially at peak times. Driver morale will improve and so, too, bus user experience.</p>
C70	Individual		Vision and objectives	Could have more emphasis on connectivity of communities (social inclusion) by affordable PT. Describing connectivity as 'first class' is difficult to define/measure in future
C70	Individual		Vision and objectives	Objectives make reference to DASTS, but may also be prudent to include consideration of new Localism approach and new SEMLEP w/ main objective of job creation
C70	Individual		Public transport	Some reference to the existing Bus Strategy needed, and indication of how Bus Strategy will be used as supporting document.
C70	Individual		Walking and Cycling	need to be more creative in our approach with cycle parking provision, cycle hire and maybe cycle carriage on some buses, to encourage opportunity for total journeys (end to end) to be completed by cycle and bus.
C70	Individual		Bus	Partnership working with operators will be important and must be effectively and regularly reviewed even with its voluntary nature to ensure performance and delivery from both sides. Subsidy support from MKC for some services to communities needs to be reflected in the strategy. Improvements must also see better access to bus services for all CMK at bus stops and low entry bus provision by operators.
C70	Individual		Bus	Along with journey reliability and journey time reliability, frequency and reduced journey times is also very important to consider and target to compete with car.
C70	Individual		Smarter Choices	travel planning approach would benefit from linking in with the work of the Highways Agency
C70	Individual		Smarter Choices	perhaps more referencing to Smart Grid sourcing for EV charging points

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C70	Individual		Highways and Traffic Management	More reference needed to Strategic Car Parking Strategy for CMK.
C70	Individual		Evidence base	would like to see more reference to MKMMM, with reference to its use and forecasting.
C71	Organisation	Thames Valley Police	Overall strategy	Very limited emphasis on night time travel. With growth of MK's night time economy in recent years, this should be fairly represented.
C71	Organisation	Thames Valley Police	Public Transport	private hire and Hackney carriages are a large part of the transport network in MK and again there is very little emphasis on this form of travel.
C71	Organisation	Thames Valley Police	Public Transport	there is a current issues with new hackney ranks being put into CMK that only hold a small amount of vehicles, and often the ranks aren't in the ideal location for customer or driver
C71	Organisation	Thames Valley Police	Public Transport	this access issue is contributing to safety and access problems for emergency vehicles at night. Private hire are also contributing to this as they have no dedicated drop off or pick up in popular locations. There have been numerous occasions when emergency vehicles have been blocked in by taxis or unable to get to their desired location
C71	Organisation	Thames Valley Police	Public Transport	There is no mention of the taxi marshal's service that plays a vital role in controlling crowds at the key taxi rank by Xscape. Funding for this service should be formalised and a model in place should any future ranks require marshalling. New ways to fund this service should be investigated including ways to include this in the taxi licence fee as the people who get the most benefit.
C72	Individual		Highways and Traffic Management	Request not to change grid roads and to extend them into new estates in the eastern flank and any other new development.
C72	Individual		Highways and Traffic Management	lowered speed on the V7 is a nuisance and proposals to lower speed limits on grid roads will slow traffic and cause frustration
C73	Organisation	Cycle Touring Club	Overall strategy	support the strategy strands but health planning, to encourage cycling and walking to promote good health, should be included
C73	Organisation	Cycle Touring Club	Cycling and walking	lower speeds on grid roads and local roads are needed. The Redways have a design speed of 12mph and do not cater for faster cyclists. Land use planning is also an important intervention to reduce journey distances and encourage cycling and walking

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C73	Organisation	Cycle Touring Club	Cycling and walking	Would like to see (1) Redway priority at all at grade road junctions (2) white centre lines (3) white give way lines at all three and four way Redway junctions- giving priority to one route over the other (4) Dogs on leads (5) Cyclists to keep left and walkers right
C73	Organisation	Cycle Touring Club	Overall strategy	Would like to see and comment on Implementation Plan, including a cycling action plan and Rights of Way improvement plan, before they are formally submitted to the DfT.
C74	Organisation	Green Party	Overall strategy	The transport strategy should have policies to reduce CO2 emissions from the transport sector by 50%. The strategy as it is now will increase CO2 emissions in absolute terms, and even on a per capita basis the reduction is only likely to be about 10%.
C74	Organisation	Green Party	Overall strategy	the transport strategy fails to address the impact the expansion of MK will have on transport within MK.
C74	Organisation	Green Party	Vision and objectives	The objectives 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.
C74	Organisation	Green Party	Vision and objectives	1. Table 4.1 should be revised. Cycling & Walking has a strong relationship (i.e. 2 ticks) with the Climate Change and with Access for All objectives. Smarter Choices has a strong relationship with the Access for All and Quality of Life objectives. Infrastructure Management has a strong relationship with the Quality of Life objective.
C74	Organisation	Green Party	Public transport	1. MKC should campaign for the Leighton Buzzard – Luton railway to be re-opened to provide a fast reliable PT link between MK and Luton for access to Luton town and Luton Airport. Part of this former rail line is currently being ripped up for conversion to a Guided Busway. This is likely to be just as unsuccessful and as big a waste of money as the ill-fated Cambridge Guided Busway. The Guided Busway should be abandoned and the rail line re-instated.
C74	Organisation	Green Party	Public transport	1. There should be a Sunday service on the Bedford- Bletchley branch. Since the signalling and level crossings were upgraded and automated the branch can now be operated by one person rather than the dozen that it used to require. It is therefore economically feasible to operate trains on the branch on Sundays.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C74	Organisation	Green Party	Highways and Traffic Management	There should be a rail freight terminal in MK. The warehouses at Magna Park should be rail-connected and there should be an intermodal rail freight terminal nearby. This would allow more goods to be sent by rail and reduce the number of lorries on the M1
C74	Organisation	Green Party	Public Transport	There should be a MK Rail Loop. (see report in C74 folder)
C74	Organisation	Green Party	Public Transport	MKC should lobby government for bus services in MK to be re-regulated so that the council can ensure that the appropriate bus services are provided within MK.
C74	Organisation	Green Party	Public Transport	However re-regulation will take many years. In the meantime MKC should set up a Quality Contract with a bus service operator or operators to ensure that MK residents get a better service than that provided by the operators on a commercial basis. The council would then have some influence on crucial issues such as routes, frequency, fares, first/last buses and quality of buses.
C74	Organisation	Green Party	Public Transport	as bus passenger numbers rise different services can be introduced in the same corridor to satisfy these two different markets. So there could be core buses that mainly use the grid roads and local buses that meander through the estates. There is a trade-off between stopping closer to houses and journey time.
C74	Organisation	Green Party	Public Transport	1. Core services should be at least 4bph day time and at least 2bph evenings and weekends. Other local services should be at least 1bph at all times.
C74	Organisation	Green Party	Public Transport	An orbital bus services around the periphery of the city to allow some orbital journeys to be made without travelling into CMK and out again.
C74	Organisation	Green Party	Public Transport	Free bus travel within CMK. Even some US cities now offer free bus travel in downtown areas to discourage people from driving into and within the shopping/business districts
C74	Organisation	Green Party	Public Transport	All buses that run on MSB should be routed through Midsummer Place. They can be segregated vertically from pedestrians and emissions can be kept away from pedestrians by means of the buses running through a tube, either above or below ground level.
C74	Organisation	Green Party	Development planning/Public transport	All new housing should be within 400m walking distance of a bus stop, as recommended in DfT guidance. In MK the policy has been that new housing should be no more than 400m from a bus stop, but it has been interpreted as the crow flies. Walking distance and direct distance can be very different, with walking distance sometimes 2 or 3 times the direct distance. MKC policy should be brought into line with government guidance. In existing areas where housing is not within 400m of a bus stop extra footpaths and alleyways should be considered in order to get as close as possible to the 400m maximum walking distance rule.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C74	Organisation	Green Party	public transport	The MK Museum at Wolverton is not served by any buses despite being passed by the hourly 33 CMK-Northampton service. Bus stops should be provided near the Museum. If the Millers Way/McConnell Drive/White Alder junction is replaced by a roundabout, as has been suggested to improve road safety, then the bus stop could be on a loop off the NW corner of the roundabout. Otherwise would need to be on McConnell Drive.
C74	Organisation	Green Party	Walking and cycling	The Redway network should penetrate into and across CMK.
C74	Organisation	Green Party	Smarter Choices	Instead of providing more car parking in residential areas, ie accepting high car ownership, the council should be tackling car dependency. The council should advocate measures such as car clubs, travel planning. Each car club vehicle can take up to 10 privately owned cars off the road. Car club members drive fewer miles than car owners because for each journey they consider what mode is appropriate. Car owners tend to make all of their journeys by car without considering any alternatives.
C74	Organisation	Green Party	Smarter Choices	More staff will be required to implement the SC interventions. Currently all of the relevant staff are under redundancy notices. While not all of these may result in actual redundancies the council needs more not fewer staff in this area of its operations
C74	Organisation	Green Party	Smarter Choices	The Work Place Parking Levy should be introduced in MK to raise funds to improve public transport, cycling and walking and to provide a disincentive for people to drive to work.
C74	Organisation	Green Party	Highways and Traffic Management	HTo23 Don't build Olney or Southern bypasses.
C74	Organisation	Green Party	Highways and Traffic Management	Oppose new M1 junction 13a. It won't happen and is not necessary anyway because junction 13 has been upgraded.
C74	Organisation	Green Party	Highways and Traffic Management	Do not generally support park and ride- it will not decrease total parking stock and will encourage extra travel by car. It will undermine scheduled bus services and is not socially inclusive.
C74	Organisation	Green Party	Highways and Traffic Management	A major new industrial area, Magna Park, is being built on the east flank. It should have rail access to industrial units and a rail freight terminal.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C75	Organisation	Bletchley and Fenny Stratford Town Council	Development Planning	p. 23- expansion of the grid road and Redway networks into Expansion Areas should also include Historic Town Areas
C75	Organisation	Bletchley and Fenny Stratford Town Council	Highways and Traffic Management	More urgent attention should be given to the older areas in the borough that do not benefit from the grid road system (and the consequent economic well being)
C76	Individual		Highways and Traffic Management	Bo16 suggests speed limits should be reduced to allow buses to pull out easier. A more sensible suggestion would be to increase the length of bus stops to enable buses to gather speed more easily
C76	Individual		Highways and Traffic Management	Pedestrians should never have to cross a grid road, as true grid roads have underpasses and bridges.
C76	Individual		Cycling and walking	Redways should be completely separate from grid roads even if they share the same corridors. There should be a minimum of at-grade crossings and they should use underpasses and bridges to cross the grid roads. There should be no traffic light controlled crossings
C76	Individual		Evidence base	Rate of accident reduction statistics don't compare the actual number of accidents per 100km, only the rate of change. The fact that the rate of reduction is lower is because MK had lower numbers to start with.
C76	Individual		Smarter Choices	Implied contradiction about CO2 emissions. On p.103 CO2 used to justify reduced car travel measures. However most 'passive measures' e.g. Traffic lights, speed humps etc. will only cause more emissions as they force people to slow down and speed up again
C76	Individual		Three Scenarios	there are no details of these different scenarios defined.
C76	Individual		Public transport	p. 5- new proposed bus routes in the east of town have been targeted at the EEA at the expense of existing areas such as Walnut Tree, Wavendon Gate, Kents Hill, Old Farm Park
C76	Individual		Highways and Traffic Management	No definition of what passive safety measures are.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C76	Individual		Technology	p.129 BT has claimed 99.8% of all households in MK can get high-speed broadband. This is clearly nonsense as all residents on the Woburn Sands exchange can't get true 'high speed' broadband.
C76	Individual		Cycling and walking	p.131, no mention of cycle facilities in local centres. Most local centres have no bike racks at all.
C76	Individual		Highways and Traffic Management	p134- No evidence or proof given that 'despite speed limit reductions proving successful in reducing both vehicle speeds and casualties'
C77	Organisation	Burford Group and Merton College	Development planning	Future growth must not be compromised by ignoring potential for further development in grid areas. Grid road network should be future proofed to allow for wider development beyond current proposed boundaries.
C77	Organisation	Burford Group and Merton College	Highways and Traffic Management	support junction 13a.
C78	Individual		Smarter Choices	alternative fuel vehicle technology is expensive, unreliable and confined to short journeys.
C78	Individual		Highways and Traffic Management	against plan to increase parking charges in CMK. Increasing number of premium rate spaces and increasing costs will only mean drivers will avoid using them at all and retailers will suffer
C78	Individual		Public transport	need to improve service, cost and reliability to encourage people to use public transport.
C78	Individual		Highways and Traffic Management	reducing speed limits failed in Portsmouth despite 'bogus claims of success'. Even if you succeed in forcing motorists to slow down to 'artificially' low speeds, you will increase CO2 emissions
C79	Individual		Development planning	Appeal of MK is its low density- MKC's duty is to fit the transport system to the density, not the other way around. Need to move beyond 20th Century transport solutions.
C79	Individual		Vision and objectives	there is an anti-car tone to the vision. The car is being held up as the cause of many of the impending issues. The vision doesn't attempt to explore why car use is high and understand the root cause. Although support reducing car dependence, this will not work for everyone.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C79	Individual		Vision and objectives	Vision only promising to retain grid roads but not grid system. The Eastern Expansion Area will not be able to take advantage of any modern transport systems because the grid system has been destroyed in this development.
C79	Individual		Highway and Traffic Management	MKC should build a transport system that fits the grid system's speed of travel rather than destroying one of the city's great advantages. Also, pedestrians aren't meant to cross at-grade.
C79	Individual		Public transport	Rail interventions are a wish list. Would like to see more robust plan describing how each one will be promoted, supported, etc. Also with services such as HS2, there is risk of it becoming the MK bypass and need to make sure the WCML service is sustained or improved as HS2 comes online.
C79	Individual		Technology	Traveline already enables people to plan multimodal journeys.
C80	Organisation	Olney Councillors - Cllr Peter Geary & Cllr Debbie Brock	Fo5	Support aims to have freight diverted away from A509 through Olney High Street.
C80	Organisation	Olney Councillors - Cllr Peter Geary & Cllr Debbie Brock	HTo23	Strategy says that Milton Keynes Council supports the Olney Bypass. This is questionable - neither of us has been asked about support and no policy has been made on this. If this is continuation of a historic support for scheme it should be noted that scheme has not progressed since MKC became highways authority 14 years ago. (Level of support for scheme - if any - is questionable.)
C80	Organisation	Olney Councillors - Cllr Peter Geary & Cllr Debbie Brock	Cycling and walking	Support cycling and walking strategy - must be backed up by actions (lacking in recent years)
C81	Individual		Overall strategy	Grid roads discriminate against those who do not have a car - create a physical hurdle to the free flow of people. The off-road routes for cyclists and pedestrians have problems relating to gradient and junction. The two networks (grid and off-road) are not "World Class". An easy solution is to re-assert cyclists' rights to on-road use and reduce the maximum speed on grid roads to accommodate cyclists. Keeping cyclists "Out of sight" sets a poor example for new generations of all road users. And bus services will benefit, too.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C81	Individual		Vision and objectives	Vision - is not achievable... raises hopes. Also is not distinct to MK - It's universally applicable! What we need are answers to the questions: 1. Where are we now? 2. How did we get here? 3. Where do we want to be? 4. How will we get there? 5. How much can we afford to do it?
C82	Individual		Overall strategy	Strategy seems tactical rather than visionary. The starting point for the strategy is a response to current problems rather than looking to the future. Life-styles are changing, more home working, and different leisure patters e.g. the night-time economy, smaller households, changing technologies. There needs to be joined up thinking or else we will land up with piecemeal activities.... There needed to be a wider examination of key issues for the future including aging population, high fuel costs, home working, smaller households, new technologies, economic uncertainty, lifestyle changes etc
C83	Individual		HTo20	Do not change speed on grid roads! Grid roads, parks in MK and Redways are major assets which set MK apart from elsewhere.
C83	Individual		Overall strategy	Priorities - encouraging cycling and use of parks, improve buses and stop attacking motorists (who bring in money to MK)
C84	Individual		Overall strategy	The draft Communication strategy fits well with LTP Strategy but concerns about the detail of the Strategy, especially regarding travel choice. To achieve mode shift there needs to be an overarching strategy on information and promotion which covers all sustainable travel, rather than having separate strategies for each (as the LTP currently does). Also concerned that the detail of the Smarter Choices strategy is weak compared with the work of other authorities such as Suffolk, St Albans and SEEDA .
C84	Individual		Smarter Choices	Recommends large scale Smarter Choices programme similar to the Sustainable Travel Towns Initiative
C85	Individual		Overall strategy	Grid roads and Redways are fundamental to MK - concerned the strategy is not overwhelming in support for grids and their expansion. "City Streets" are not well supported by residents. Strategy seems to focus on bus improvements - not visionary.... Tram systems elsewhere have helped boost cities....
C86	Individual		Consultation	Consultation process was flawed - ridiculous to have an exhibition on Feb 3rd and expect people to return questionnaires by Feb 4th, questionnaire required people to read strategy in full but this was not included in exhibition material.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C86	Individual		Overall strategy	The strategy is not world class - seems to be anti-car but cars are much more eco-friendly than previously and strategy seems to ignore this. Urban Eden's response is sensible: <a href="http://www.urbaneden.org/index.html">http://www.urbaneden.org/index.html</a>
C87	Individual		Overall strategy	Unclear whether the document will be the LTP3. Section 4 (Transport Strategy) - will the 8 individual strategies be developed in more detail, including interventions, at a later stage? When and how will the interventions be implemented?
C87	Individual		Overall strategy	<p>Air quality: Improving air quality should be a major consideration in all of the 8 strategy strands. No specific mention of transport derived pollution and statutory air quality objectives, in particular oxides of nitrogen and particulate matter (the main pollutants contributing to health impacts). The document concentrates on reducing carbon emissions (an LTP 3 goal) however, air pollution impact and the meeting of statutory limits should be discussed.</p> <p>There are several references to Olney and air quality. Intervention HTo23 supports the Olney bypass to ease congestion (and improve air quality) subject to funding and consultation. Presumably a bypass for Olney is the preferred option in this strategy?</p> <p>Freight Strategy Fi5 states "Poor air quality in Olney". I think it is important to be more specific and refer to the area covered by the AQMA, which is relatively small, as most of Olney has very good air quality.</p>
C88	Individual		Consultation	Consultation - too much information which probably will deter most people.
C88	Individual		Overall strategy	Grid roads work well - do not change to systems as in other towns. Seems like conflicting parts of MKC - some saying roads are over stretched whilst others allowing more development, which will increase pressures. Why not distribute development, making more use of areas like Kingston and/or Westcroft.
C89	Organisation	Marston Vale Community Rail Partnership (MVCRP)	Overall strategy	Request the reference to 'Local Community Rail Partnerships' in the stage two list of consultees be amended to 'Marston Vale Community Rail Partnership' for the purposes of clarity; there is no other Community Rail Partnership covering the Milton Keynes area.
C89	Organisation	Marston Vale Community Rail Partnership (MVCRP)	Vision and objectives	<p>Welcomes vision and objectives, especially sustainable transport, transport choice and promoting access to services.</p> <p>- Reference to 'connectivity to .... international transport gateways and networks' should be expanded to include railway stations, in particular Milton Keynes Central as the major gateway to the city.</p>

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C89	Organisation	Marston Vale Community Rail Partnership (MVCRP)	Evidence base	Parish Plans and Community Led Plans are not referenced in Evidence Base. Also concerned about the lack of reference to the MVCRP, given Milton Keynes Council's active involvement since the Partnership's inception in 2006. (It was mentioned in LTP2 and lots of progress since then. More details in letter).
C89	Organisation	Marston Vale Community Rail Partnership (MVCRP)	Rail	Additional interventions should include: <ul style="list-style-type: none"> <li>• Promotion and development of the Marston Vale Line (Bedford – Bletchley) through the Marston Vale Community Rail Partnership in readiness for the introduction of East West Rail services in 2017.</li> <li>• Support for the extension of the Marston Vale Line to Milton Keynes Central in 2013.</li> <li>• Car parking facilities at Woburn Sands – to be financed by a Section 106 Agreement.</li> </ul>
C89	Organisation	Marston Vale Community Rail Partnership (MVCRP)	Rail	MVCRP fully supports the work of the work of the East West Rail Consortium for the reinstatement of rail services between Bedford, Oxford and Cambridge. However for this to happen Bedford must be served from the Central Section route and the need for this should be emphasized in the final document.
C90	Individual		Consultation	Consultation should have been more visible and easy for people to respond to.
C90	Individual		Highways and Traffic Management	Seems like transport policy is heavily biased against cars. What is the point of that? MK's selling point is few traffic jams. Do not change this. Poor planning and too much development causes congestion - example of poor planning is Saxon Street which should have been dualed right down to Bletchley. Traffic lights only needed in very few cases and must be properly timed, switched off at times of less traffic.
C90	Individual		Bus	Bus journeys in MK are problematic as distances are too great and the busses too infrequent. Youngsters should travel more cheaply, particularly teenagers, to stop them from risking their lives fetching lifts or being stuck in an unsafe environment.
C91	Individual		Overall strategy	Do not change the link roads – they are perfectly fine without lower speed restrictions and traffic lights as the traffic is moving quickly without them. All Milton Keynes needs is better public transport as the buses are at present slow and unreliable. I would love to see light rail projects, but given the cuts in public spending this would seem unfeasible.

Ref No	Individual/ Councillor/ Organisation	Name	Scheme/ section referred to in LTP	Comment
C92	Individual		Overall strategy	<p>Strategy is not visionary. My vision is more visionary and needs exploring...</p> <ul style="list-style-type: none"> <li>* Personalised Rapid Transport along Midsummer Boulevard - to be extended along the grid</li> <li>* Restricting CMK to small cars (electric and other fuels) only - would release parking space</li> <li>* Car parks on edge of the city (such as Coachway) where small (electric) cars could be picked up and left - similar to the bike hire system in Paris and London.</li> <li>* No new multi-storey car parks at gateways</li> <li>* Retain roundabouts</li> <li>* Reorganised grid roads with zones for rapid transport, small car carriageways, cycle ways and pedestrians.</li> </ul> <p>That, in a nutshell, is my vision - it needs expressing, exploring / researching, visualising, presenting.</p>

## Summary of Public Consultation Feedback and Meetings of the Transport Advisory Group

Feedback from the public consultation period has been analysed to gain an understanding of the priorities and concern of respondents. All comments from the additional emails and letters have been logged and reviewed and, in addition to the questionnaire feedback, and meetings of the Transport Advisory Group, have been used to amend the Transport Vision and Strategy accordingly. The following list is not a list of key interventions, rather key amendments, and it is not exhaustive or all amendments.

### *Key Amendments*

#### **General Amendments / Amendments to the Structure**

- Greater focus to the strategy
- Stronger links between the interventions and objectives
- More detail relating to interventions and how they will be delivered
- Interventions grouped by short, medium and long-term, hence indicating a first round of prioritisation
- Removal of unpopular interventions
- Inclusion of Implementation Plan and Performance Management Plan to demonstrate how the strategy will be delivered
- Inclusion of Consultation Report and Comments Log
- Thorough review of evidence base and data analysis used throughout the documents

#### **Specific Amendments**

##### ***Preface:***

- Removal of the Preface

##### ***Glossary:***

- Addition of several terms and greater clarity on several others

##### ***Executive Summary:***

- More concise Executive Summary

##### ***Section 1: Introduction:***

- Explanation of data and modelling limitations in the appraisal of interventions

##### ***Section 2: Transport Vision:***

- No significant changes

**Section 3: Progress on the last Local Transport Plan:**

- More representative coverage of performance against all targets

**Section 4: Transport Strategy - Public Transport Strategy:**

- More detail of the MK Star Bus Network
- More support for promotion of long distance bus and coach routes
- More detail of Rapid Transit and the need to lay the 'stepping stones' to reach this outcome
- Identification of more desired outcomes of partnership working with taxi and private hire operators and related partners
- More support for partnership working
- Addition of maps of bus and rail interventions

**Section 4: Transport Strategy - Cycling and Walking Strategy:**

- Rebranding of 'Priority Route
- Greater priority for cyclists and pedestrians within city estates and more direct routes across estates
- Improved lighting on the Redway network
- Improved cycling and walking access to rural employment areas
- Development and promotion of cycling and walking links along the Bedford and Milton Keynes Canal (as well as development of the canal)

**Section 4: Transport Strategy – Smarter Choices Strategy:**

- No significant changes

**Section 4: Transport Strategy – Highways and Traffic Management Strategy:**

- Integration with Freight Strategy
- Refresh of the council's Lorry Management Strategy
- Improved routing of HGVs to avoid all rural communities and city estates where possible
- Refresh of the councils' Powered Two Wheeler Strategy
- Dualling of the A421 from Junction 13 to the Kingston Roundabout
- Removal of interventions for a review / reduction of speed limits or introduction of variable speed limits
- Removal of any confusion of 'city streets' and grid roads – the council supports the expansion of grid roads (and Redways) into all major new developments

**Section 4: Transport Strategy – Technology Strategy:**

- No significant changes

**Section 4: Transport Strategy – Infrastructure Management Strategy:**

- Management of poor signage and unnecessary street clutter as part of the Asset Management System
- Refresh of the council's Rights of Way Improvement Plan

**Section 4: Transport Strategy – Development Planning Strategy:**

- Recognition of the need for additional parking spaces in Central Milton Keynes as levels of employment and other land uses increase

**Section 5: Implementation Plan:**

- Addition of an Implementation Plan outlining how the strategy will be delivered and funded

**Section 6: Performance Management Plan:**

- Indicators and targets by which success in delivering the strategy and achievement of the objectives will be measured

**Appendix A: Policy Review and Evidence Base:**

- Table of links between the Core Strategy and Transport Vision and Strategy
- Section on global Issues including the global credit crisis, peak oil, CO2 emissions, and mitigating the impacts of climate change

**Appendix B: Option Generation and Appraisal**

- No significant changes

**Appendix C: Consultation on the Transport Vision and Strategy**

- Update to details of process based on the Public Consultation period

**Appendix D: Lists of Interventions and Appendix E: Milton Keynes Local Transport Plan 2006-07 – 2010-11 Performance**

- Appendices added

**Annex A: Consultation Report and Comments Log:**

- Annex added

## Appendix A: Consultation Response from the Open University Workshop

### Milton Keynes 2010 Transport Visions Workshop

8<sup>th</sup> December 2010 at the Open University

This workshop was hosted by the Open University as part of a public engagement and consultation exercise with transport professionals to respond to the recently published document 'A World Class Transport Vision and Strategy for Milton Keynes' Report by Milton Keynes Council November 2010<sup>1</sup>.

The 25 delegates included representation of the following:

- MK Officers
- Transport Advisory Group (TAG) members
- Milton Keynes partnership
- MK Transport Partnership
- Parks Trust
- Transport Consultants

#### 1. Structure of this submission

Sections 2 and 3 summarise the presentations on the *Milton Keynes Transport Vision and Strategy*. This is reported here for information and does not form part of the workshop response. Responses to the consultative vision and strategy were made in two subsequent presentations (included as appendices to this submission) and in the discussion points reported in Section 4. Key questions that emerged from the workshop are reported in Section 5. The participants feel that these should be addressed in a revision to the *Milton Keynes Transport Vision and Strategy*.

#### 2. The Milton Keynes Low Carbon Living (MK LCL) Vision

The MK LCL vision was presented by the Assistant Director of Regulatory Services at MK Council, Mr Phil Winsor. He presented the history of MK low carbon living initiatives and highlighted MK as a city with innovative, low carbon ideas of interest to other countries, such as Germany. The low carbon living prospectus illustrates such ideas and is now available. MK is uniquely positioned to lead as an innovative low carbon city on multi-levels, focusing on people, the city, the technology and providing direction for city development. MK Council focus on operations to Think, Act and Deliver a LCL vision.

Various LC programmes were presented. Plans are in place for implementing the *Plugged in Places* programme and there is the agreement with the Renault-Nissan Alliance for the supply of electric vehicles. The development of 1200 low carbon homes at Tattenhoe Park and 60 very low carbon demonstration homes is another LCL programme. Although the

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<sup>1</sup> Available at [www.milton-keynes.gov.uk/transport-strategy](http://www.milton-keynes.gov.uk/transport-strategy).

MKSMART2020 bid on the future of energy with SMART grids failed, a plan B is in place with Central Networks which should proceed with smaller funds. MK Council is working closely with the Home and Communities Agency and the MK stakeholder framework to deliver the LCL programme covering: public engagement; SMART2020 Plan B; Renewable Energy; the Integrated Built Environment and the Transport Delivery Team. Part of the vision is to be a national and international exemplar of a low carbon city.

### **3. Transport Vision and Strategy for MK 2010-2031**

The Transport Vision and Strategy for MK 2010-2031 was presented by Steven Bishop and Peter Twelftree of Steer Davis Gleave. This Transport Vision Strategy document<sup>2</sup> has been developed from an evidence base including reference to more than 40 key documents and professional judgement. Wide public engagement face-to-face and online activities have and will influence decisions about the adoption of the strategy and proposed interventions to develop and monitor MK's transport plans. The strategy needs to be part of an integrated policy and adapted to spatial planning. The strategy document has been reworked to be more ambitious and innovative 'putting more vision into the vision'. The vision statement and objectives may be read on P11 and the strategy strands on P14 and focus on offering greater personalisation of transport. Following public consultation the strategy will be amended. Implementation plans will be developed, monitored and adapted and when it is finalised TAG will sign it off. DfT are interested in a 2-3 year implementation plan plus a longer term vision.

### **4. Response to the consultation for MK Transport Visions**

The responses are presented under the following headings:

- The Transport Visions Strategy.
- Implementation of the Strategy.
- Addressing Requirements of Residents and Business & Importance of Public Engagement.

#### ***The Transport Visions Strategy***

Professor Stephen Potter's purposefully provocative presentation entitled '*Reinventing Transport Vision*' encouraged consideration of how MK will respond to longer-term transport innovation opportunities arising in the next 40 years that deliver sustainable, accessible travel. He emphasised the need to develop interim transition plans to incorporate innovation in areas of fuel technologies; fuel efficiency; new service designs (that 'reinvent' transport modes); travel substitution and travel behavioural change. He noted that we are entering an era of vehicle technologies opening up, including low carbon vehicles, autonomous vehicles and Personalised Rapid Transport (PRT) with potential to replace conventional vehicles. Divisions between public and private transportation could become blurred by new business models, such as leasing models and car clubs, developing in response to the availability of low carbon vehicles and drives towards sustainable travel. In addition, travel patterns are changing as a result of changed social and economic behaviour with shifts from peak to off-peak travel that need service models that suit this emerging configuration. Openness and flexibility in transport vision and strategy is important to enable Milton Keynes to respond to transport innovation

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<sup>2</sup> Available at [www.milton-keynes.gov.uk/transport/displayarticle.asp?id=72970](http://www.milton-keynes.gov.uk/transport/displayarticle.asp?id=72970)

opportunities; to demonstrate resilience; and to keep options open in developing sustainable travel models. The alternative solutions need to be robust and adaptable in the face of unknown futures and impacts. The accessibility provided by the road grid network system is both a strength and weakness of MK. This is widely perceived to lock people into a carbon intensive, socially divisive car city where people have no freedom *not* to drive. There is a challenge to face this 1960's legacy and address conventional transport criticisms of MK as a less than exemplar sustainable city, and develop innovative models of sustainable travel. (The Appendix contains the power point presentation)

### ***Comments and discussion: The Transport Visions Strategy***

*Snappy vision statement:* One view was that the Transport Visions Strategy was '*more mission than vision*', and would benefit from a snappy vision statement.

*Adherence and anticipation of transport legislation:* There was a question about what assumptions about transport legislation were made in the Transport strategy. The Transport Act in 1985 deregulated bus services which could make implementation of some interventions difficult.

Response: The strategy was developed with assumptions based on existing legislation. Some proposed interventions require feasibility testing but the view of SDG is that interventions associated with bus services, such as the STAR network and Dial-A-Ride are viable. It was however noted that changes in legislation could further support the delivery of the plan and these will be noted in the final strategy.

*Peak oil issues:* There was a question about whether the Transport Visions Strategy addresses the issue of peak oil effectively over the next 20 years. Mention of peak oil issues in the strategy document was acknowledged.

*Information on intervention measures appraisal procedures:* An important question raised was about the absence of much information in the report about the appraisal of Transport Visions ideas (See short appendix on p140). Why were intervention measures selected and which ideas were rejected? There are virtually no numbers for example, in terms of costs, benefits or carbon reductions associated with measures proposed. Transport professionals would welcome an opportunity to evaluate the appraisal process.

Response: Detailed appraisal tables were not included as they would be overly long (>32 pages) but they are available at Civic Offices. The MK Strategy Document and executive summary were aimed to be accessible to the public as the primary audience and minimal jargon terminology was used. The appraisal was based on the best available evidence, including reference to more than 40 key documents and professional judgement. There are various approaches to appraisal that can be adopted including rating intervention measures against the objectives of the strategy and deliverability criteria (which was the approach used); SWOT analysis (to evaluate Strengths, Weaknesses, Opportunities and Threats); using diagrams; and spatial modelling. Several scenarios were considered (See 'Transport Vision and Strategy for Milton Keynes' document) and some intervention measures will match several scenarios.

*Carbon reduction assessment:* A related question from the Council's Carbon Manager was about the carbon reduction impacts associated with proposed intervention measures. Response: This would be extremely useful and interesting to calculate, however budget and time constraints prevented this. It would also be complex to calculate requiring use of

the multi-modal model and assumptions would have to be made about future land use. Surrey Council has looked at carbon and transport gathering evidence from the evaluation of the carbon impacts and cost of different types of intervention.

*Integration of development with sustainability:* A question from a private sector representative was about the integration of plans for development with transport sustainability.

Response: It was noted that it was important to balance development with sustainability requirements, but that there are additional cost which need resolution. It is important to make the best of MK's assets in order to keep the city moving.

*Relationship between urban form, transport and residential densities:* The ability of the Milton Keynes urban form and existing densities to encourage an efficient and effective public transport system was an important focus. In the discussion there was no consensus on the solution to this issue and so it remains as an open question which needs to be kept under consideration in the implementation of the Strategy.

### **Implementation of the Strategy**

Stuart Turner's presentation entitled 'An Integrated Built Environment Vision' explored a number of ideas that could form the basis of a future transport vision for Milton Keynes. He highlighted how the challenge to adopt alternative fuels would transform our approach to transport and emphasised the need to match any new and innovative form of transport with MK's unique urban structure.

The focus was placed on the need to provide an attractive transport choice as an alternative to the car rather than to prolong the perception of a public/private transport divide, and to consider transport modes that match the grid system, a dispersed pattern of land uses and the pattern of centres. He considered that an effective implementation plan reflecting these principles must recognise that the capacity of the grid road network is limited and there is a need for the transport system to relate to walkable neighbourhoods. Three scenarios were presented (The appendix contains the power point presentation).

Scenario 1. 'Trams & Trolley Buses & Light Rail' would require a secondary tier to support public transport.

Scenario 2. 'Guided & Bus Rapid Transit' (BRT) may require a second and third supportive tier

Scenario 3. 'Personalised Rapid Transport' (PRT) would require only support in some areas, which could be addressed by Dial-a-Ride for example, as long as critical points at the edge of the city provide arterial transport route.

While in practice a transport plan could incorporate several modes of transport leading to a hybrid system, the presentation made a case for PRT because a more extensive passenger catchment area is achieved, and because the system works as a transport network that has the potential to match the existing infrastructure and land use patterns and be viable with suburban densities. The system would connect with the wider sub regional arterial transport routes through key interchange stations located at the edge of the city.

## **Other Comments and responses: Implementation of the Transport Vision and Strategy**

*Political and financial support:* In MK there are three political parties involved, creating an issue of no overall control in the development and implementation of the Core Strategy, 2010 (which is the basis for integrated spatial and transport planning). Information would be welcome on the nature and extent of support from political parties and the provision of budgets to fund implementation of the Transport Strategy. Is there a leadership surge to make it happen?

*Viability of MK Star:* There were questions about land use issues and the viability of the MK Star bus measure based on urban densities. The *Transport Strategy* needs to define the operation of PRT and how it links estates, densities and the grid road network. The MK Star is proposed to operate along corridors of high frequency, high capacity and high demand routes of high commercial value.

Response: The urban form requires detailed modelling studies. The next phase will develop an implementation plan.

*Priorities with intervention measures:* The Redways system has received little expenditure for maintenance over past 5 years. One participant made a strong representation for prioritisation to be given to Redways maintenance if funding for the *Transport Strategy* intervention measures is limited. Another question was on the priority given to supporting electric vehicles to meet carbon reduction targets. The delivery of the roll out on charging posts is not happening quickly, and there is some concern about the up-take of EVs. Should MK be ashamed of being a car-dependant city? Unlike London, 86% of visitors to MK come by car. It is important to identify the priorities that are affordable and engage public support.

*Transitional ideas towards long-term sustainable transport in MK:* The Transport Visions document addresses numerous intervention measures. Transitional measures and stages are needed that link towards long-term sustainable transport objectives. These are the stepping stones or transition paths to ensure openness to using new transport technologies. Interim measures should not 'lock-out' longer term measures.

*Deliverability:* Deliverability is a key challenge. A 25% increase in transport demand is anticipated due to population increase.. A key question is what is realistic. It is important to set clear deliverables and not fall short of aspirations.

### **Comments on whether the Transport Visions Strategy addresses the Requirements of Residents and Business**

*Demographic Trends and mobility issues for residents:* The report presents distinctive demographic characteristics of MK residents, identifying the comparative youth, greater ethnicity and higher employment participation compared with the general UK population. The comparative youth of MK residents will create mobility issues as the population ages which need to be addressed effectively.

*Mobility issues for residents/social inclusion:* A spokesperson for the YMCA questioned whether the Strategy addresses the needs of deprived people. Others mentioned the socially divisive nature of MK's car oriented design which does not address the mobility needs of the minority non-car owners/drivers. For example, the difficulties faced when

trying to buy a cooker by visiting dispersed MK shop locations without using taxis. In MK non-car drivers face significant costs when trying to achieve personal journey plans effectively. This was coined '*Vanessa's cooker conundrum*' and one recommendation was that this mobility issue should be the test by which a MK transport policy is judged. In other words, transport policy should facilitate mobility for all communities in MK, including poor, old and non-car owners and provide access to all amenities, using public as well as private transport.

*Services for trip substitution:* There was concern about transport services for the 20% of MK residents who are without cars if buses are not considered financially viable. Services for trip substitution could include provision of car sharing and car clubs, improved broadband to facilitate working from home and online shopping, along with broadband points to shops to create more accessible online shopping. Other ideas are to create local hub workplace alternatives to meet changing work practices.

*Business requirements:* The heritage of networked grid roads is of high value to retailers. If the *Transport Vision and Strategy* are to be sustainable they need to address future developments and the markets. The business community knows when to support MK Council initiatives that are in their self interest.

### ***Comments: Importance of Public Engagement***

*Public Engagement:* A key question is how to engage the public with the Transport Vision and strategy. MK residents enjoy using cars, and free parking and are reluctant to face up to the wider long-term realities that the Strategy addresses. An effective public engagement strategy needs to be part of the vision.

## **5. Key questions to address**

A panel was convened to address the following key questions which were considered to require further work to be fully addressed by the strategy:

- Have the long term goals been clearly defined (including business needs)?
- Are there clear performance criteria that will measure progress towards the goals?
- How does the *Vision* relate to the LCLP and the next round of the Core Strategy?
- How to implement this strategy in an age of austerity?
- Is the preferred 'scenario' resilient and adaptable enough to accommodate emerging advanced transport systems?
- Does the *Vision* lay the foundation to achieve a zero-carbon transport system in the longer term (to 2050)?

**Milton Keynes Council**

Transport Policy  
Civic Offices  
1 Saxon Gate East  
Central Milton Keynes  
MK9 3EJ

Tel: 01908 252510

Fax: 01908 254212

Email: [transport.strategy@milton-keynes.gov.uk](mailto:transport.strategy@milton-keynes.gov.uk)

Web: [www.milton-keynes.gov.uk/transport-strategy](http://www.milton-keynes.gov.uk/transport-strategy)

