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MILTON KEYNES  
COUNCIL  
*Milton Keynes LCWIP  
Scheme Appraisal  
Technical Note*

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Prepared by:

Chloe Bates

Senior Transport Consultant, City Science

Reviewed & Approved by:

Simon Lusby CTPP

Head of Transport Planning, City Science

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# 1 Introduction

This technical note sets out the methodology for the appraisal process as part of the Milton Keynes LCWIP. This process was developed in consultation with Milton Keynes Council and key external stakeholders. Section 2 details the appraisal criteria and methodology then Section 3 provides detail on the top performing schemes in each of Milton Keynes Town, Bletchley and other surrounding towns.

This appraisal is assessing the schemes developed during the Network Planning stage of the LCWIP process. The long list was developed using data collected through the evidence base, the site visit, and a desktop review of the network. Figure 1-1 below shows this process in more detail.

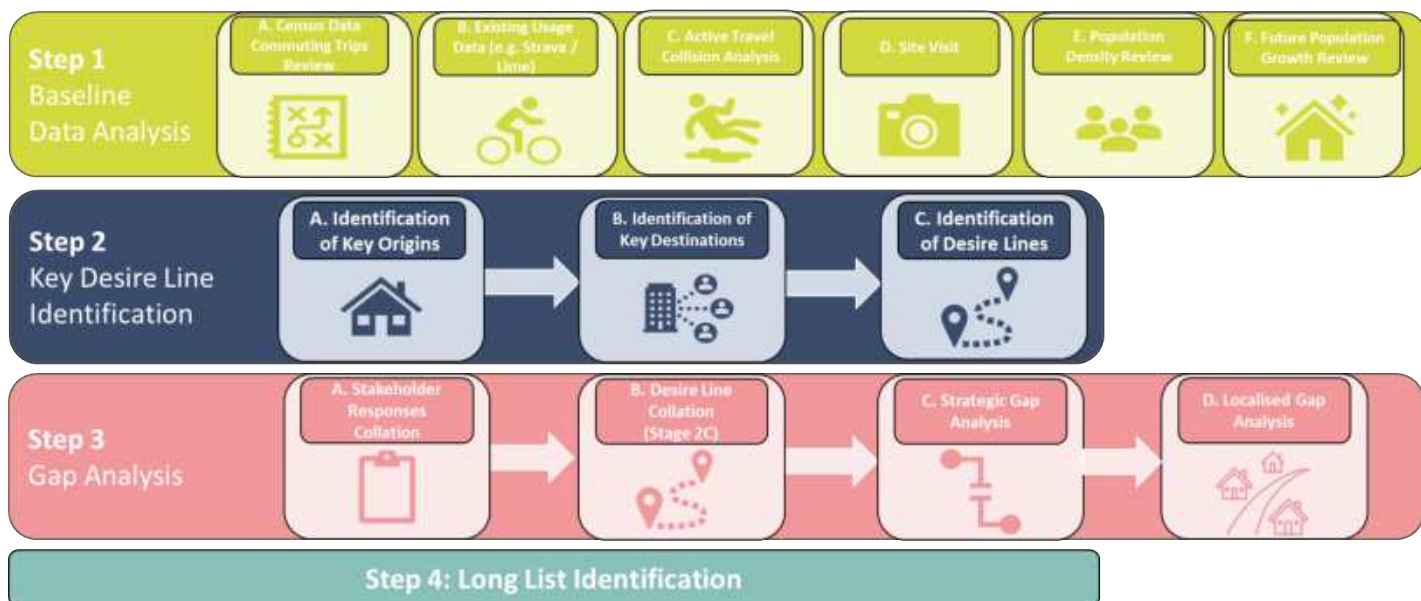


Figure 1-1: Long-list Development Process

## 2 Appraisal Framework

### 2.1 Appraisal Criteria & Weightings

The appraisal framework and its appraisal criteria were developed in consultation with the Milton Keynes Council and key external stakeholders (the Milton Keynes Cycle Forum). Feedback from discussions with these two groups were applied to the original proposed criteria to create the below framework. This appraisal framework is designed to be fair on both rural and urban routes, and the calculations of metrics aim to mitigate against scheme length being favoured (e.g. a longer scheme will inevitably encapsulate more traffic collisions and so collisions were calculated per km to make it a fairer comparison between schemes). Weightings were also developed and agreed with Milton Keynes Council.

| Category   | Metric  | Priority | Weighting |
|--|---|----------|-----------|
| Socio-Economic<br>(see Section 2.3)              | Deprivation Index (see Section 2.3.1)                               | Medium   | 6%        |
|  | Physical Activity Levels (see Section 2.3.2)                        | Medium   | 6%        |
|  | Access to Education (see Section 2.3.3)                             | Medium   | 6%        |
|  | Access to Health Services (see Section 2.3.4)                       | Low      | 4%        |
|  | Access to Employment (see Section 2.3.5)                            | Medium   | 6%        |
| Infrastructure<br>Standards<br>(see Section 2.4) | Standard of Infrastructure Compared to Guidance (see Section 2.4.1) | Medium   | 6%        |
|  | Density of Surrounding Infrastructure (see Section 2.4.2)           | High     | 8%        |
|  | Expansion of Existing Network (see Section 2.4.3)                   | Medium   | 6%        |
| Policy<br>(see Section 2.5)                      | Strategic Cycle Route (see Section 2.5.1)                           | Medium   | 6%        |
|  | Supporting of Future Development (see Section 2.5.2)                | High     | 8%        |
| Effectiveness<br>(see Section 2.6)               | Potential Population Benefitting from Scheme (see Section 2.6.1)    | High     | 8%        |
|  | Potential Improvement to Road Safety (see Section 2.6.2)            | Medium   | 6%        |
|  | Current Active Travel Demand (see Section 2.6.3)                    | Medium   | 6%        |
|  | Access to Public Transport Hubs (see Section 2.6.4)                 | High     | 8%        |
|  | Access to Bus Stops (see Section 2.6.5)                             | Low      | 4%        |
| Dependency<br>(see Section 2.7)                  | Dependency on Other Schemes (see Section 2.7.1)                     | Medium   | 6%        |

Table 2-1: Final Appraisal Criteria & Weightings

## 2.2 Appraisal

Throughout the appraisal process a 100m, 400m, and 800m buffer were applied to each of the schemes to ensure appropriate catchments of the scheme were captured. The 100m buffer was used to represent the 'Scheme Area', the area which is directly impacted by the scheme. The 400m and 800m buffers were used to represent a 5-and 10-minute walk from the scheme respectively. Therefore, these buffers cover areas which could be classed as 'nearby' to the scheme and would likely see benefits from the scheme. An example of these buffers in context is shown in Figure 2-1.

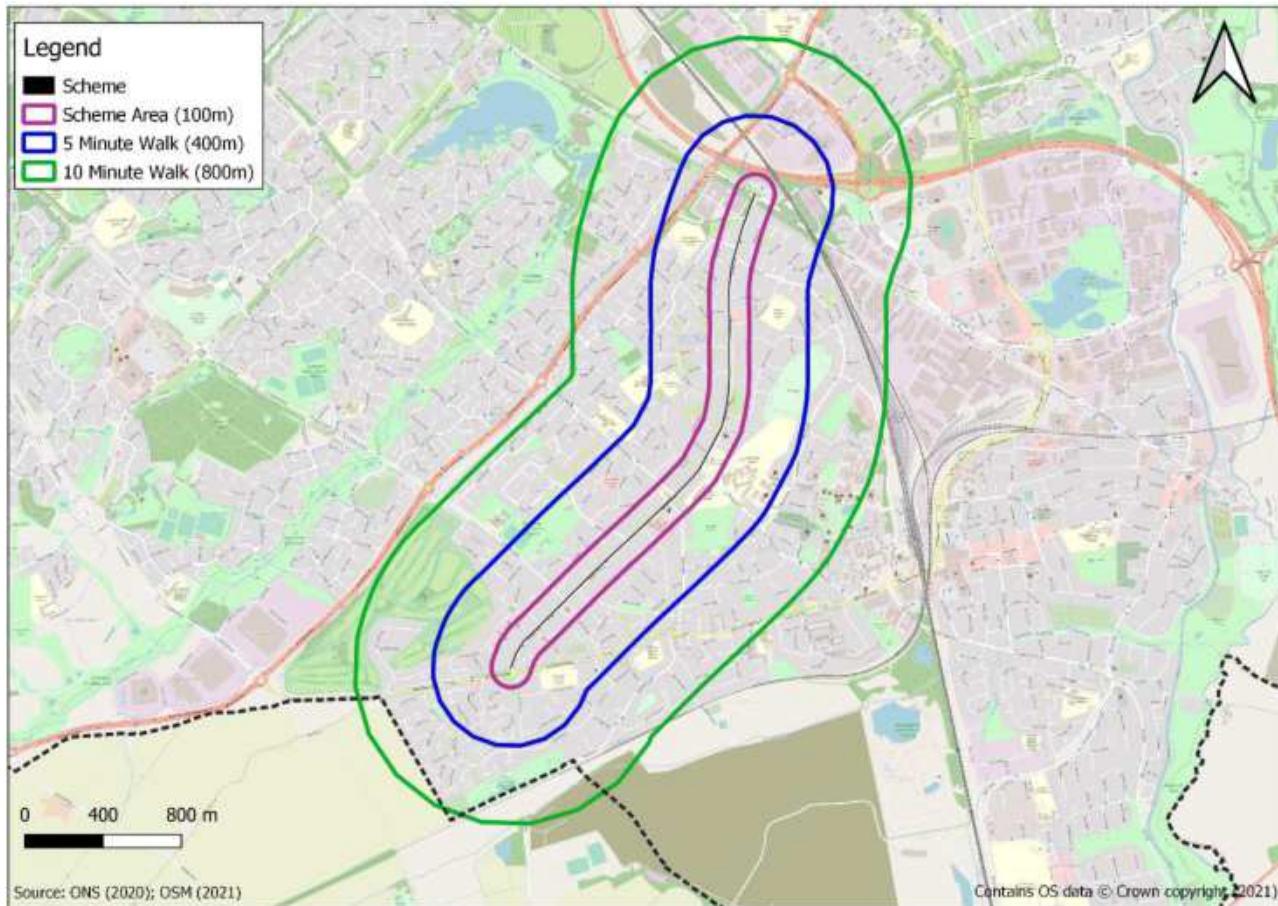


Figure 2-1: Example of the buffers used in the appraisal process



## 2.3 Socio-Economic Appraisal

### 2.3.1 Deprivation Index

Deprivation indices were taken from the 2019 English indices of deprivation provided by the Ministry of Housing, Communities and Local Government, and mapped over the whole borough (see Figure 2-2). Deprivation was considered as part of this appraisal process as it allows schemes in high deprivation areas to get priority, aiming to improve those areas through better connectivity.

Schemes were assessed based on the level of deprivation in the scheme area, if a scheme passed through multiple areas, a spatial average was taken of the deprivation indices, weighting them based on the proportion of the area that the scheme passed through.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-2.

| Threshold | Criteria  | Score |
|-----------|---|-------|
| Low       | Scheme in area of low deprivation, index between 8-10   | 59    |
| Medium    | Scheme in area of medium deprivation, index between 5-7 | 137   |
| High      | Scheme in area of high deprivation, index between 1-4   | 77    |

Table 2-2: Deprivation Index Appraisal Criteria

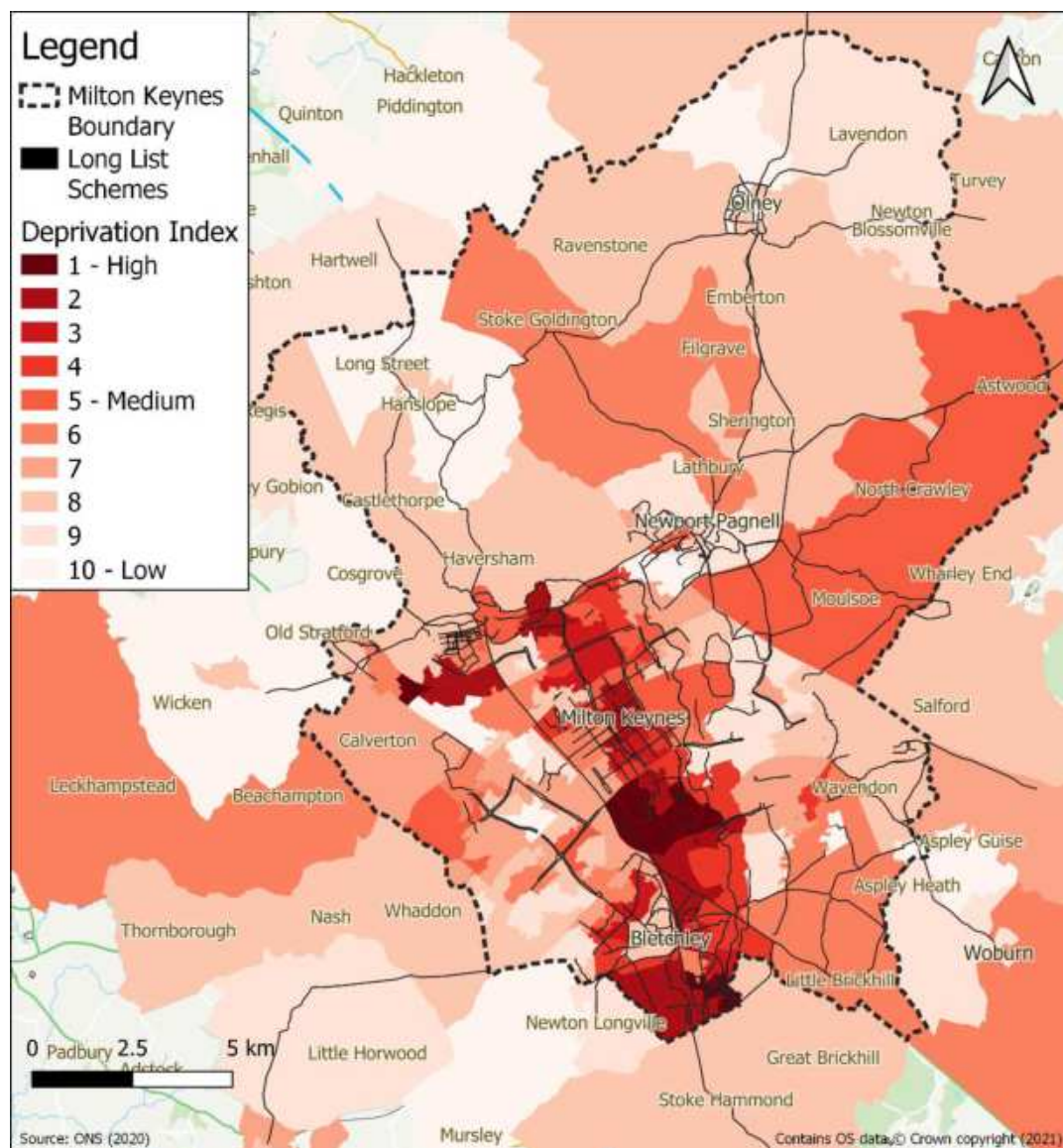


Figure 2-2: Deprivation Indices over the borough

### 2.3.2 Physical Inactivity Levels

Improving the walking and cycling infrastructure is likely to improve the activity levels of the surrounding population due to an improved access to a better environment for walking and cycling for all journey purposes. As such, focusing scheme development in areas with high physical inactivity would likely produce a higher benefit than in areas with a higher existing activity level. Physical inactivity levels were obtained from Sport England and are shown in Figure 2-3.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-3.

| Threshold | Criteria  | Score |
|-----------|---|-------|
| Low       | Scheme in area of low physical inactivity (< 20%)             | 86    |
| Medium    | Scheme in area of medium physical inactivity (between 20-30%) | 131   |
| High      | Scheme in area of high physical inactivity (>30%)             | 56    |

Table 2-3: Physical Inactivity Appraisal Criteria

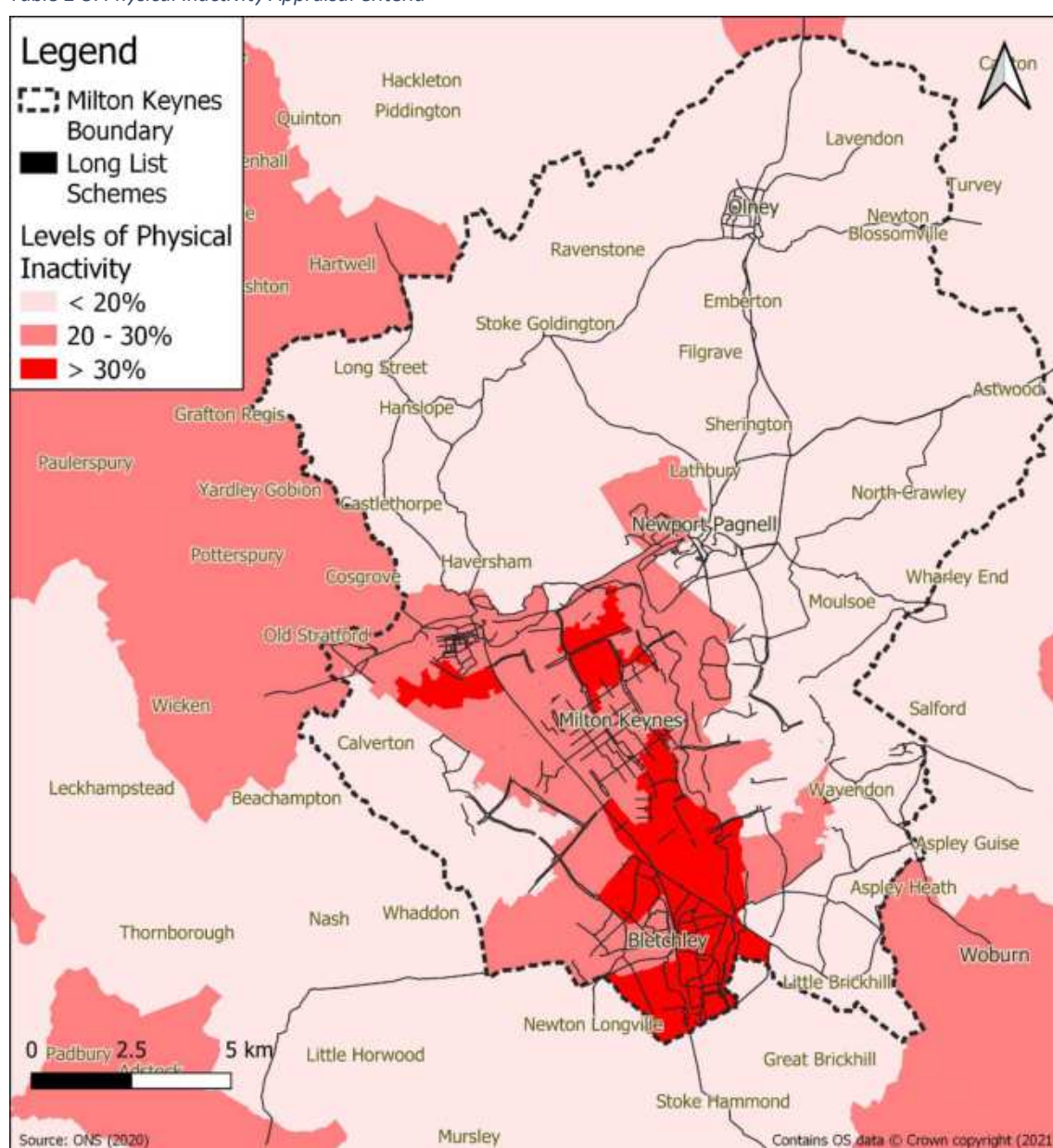


Figure 2-3: Physical Inactivity levels within the borough



### 2.3.3 Access to Education

Improving the number of students walking and cycling to education is key to creating a more active generation, providing independence for the students and reducing the carbon impact of educational facilities. Providing high quality walking and cycling infrastructure accessing education is a key way to improve these numbers. This metric assesses the connectivity between a scheme and an educational facility, with schemes providing access to schools and other educational establishments prioritised over those which don't. Locations of the educational facilities used in this methodology are shown in Figure 2-4.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-4.

| Threshold | Criteria  | Score |
|-----------|---|-------|
| Low       | Scheme further than 5-minute walk from educational facility | 38    |
| Medium    | Scheme within 5-minute walk from educational facility       | 91    |
| High      | Scheme within 100m of an educational facility               | 144   |

Table 2-4: Access to Education Appraisal Criteria

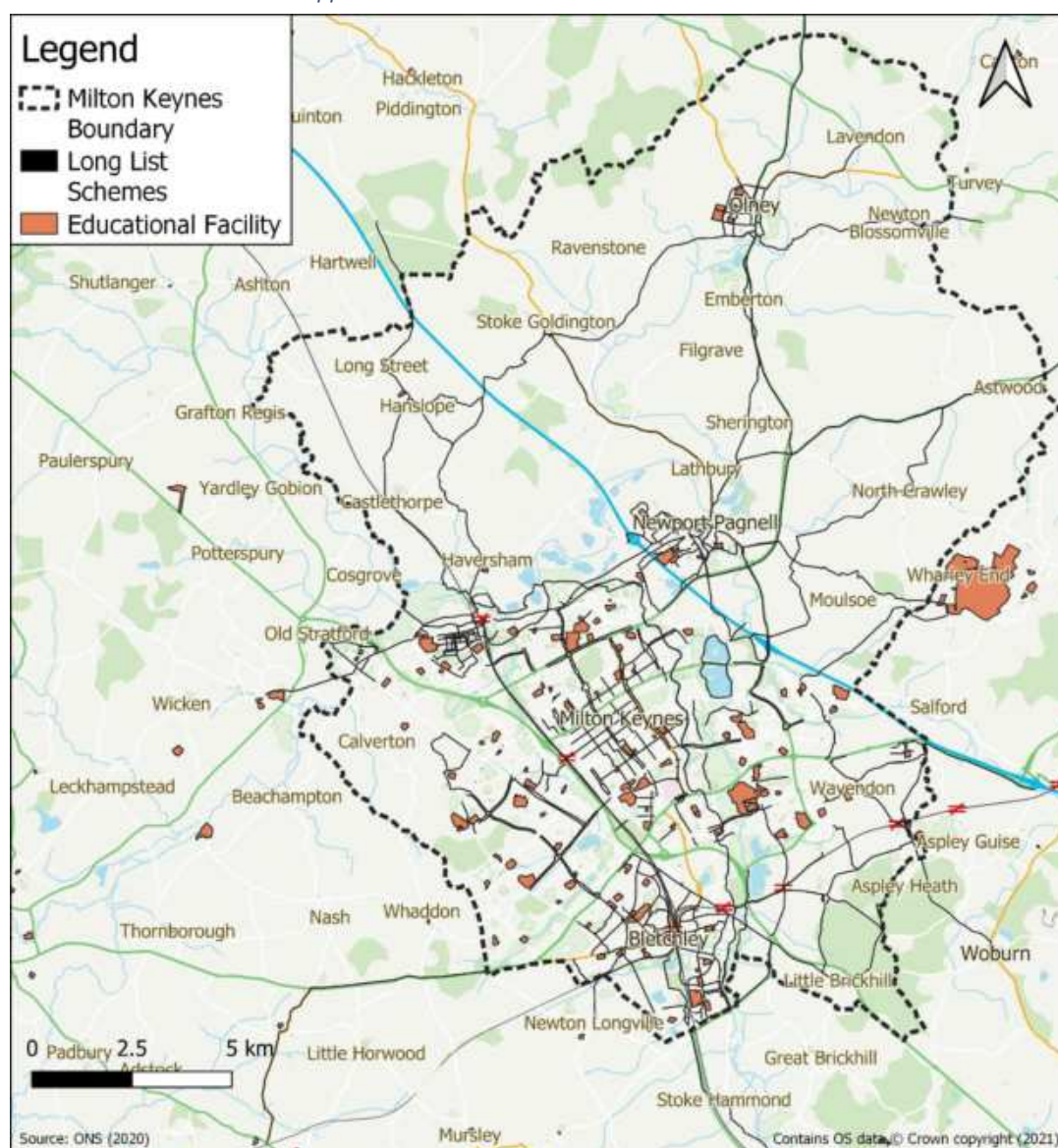


Figure 2-4: Location of Educational Facilities within the borough

### 2.3.4 Access to Health Services

Providing good access to health care is important to cover the members of society not typically using active travel infrastructure. This metric is more relevant to the walking usage of the infrastructure than the cycling as those accessing health care are more likely able to walk than cycle, except the employees of such facilities. This metric looked at the location of such facilities as GP surgeries and the hospital, the locations of which are shown in Figure 2-5.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-5Table 2-4.

| Threshold | Criteria   | Score |
|-----------|--|-------|
| Low       | Scheme further than 10-minute walk from health care facility | 72    |
| Medium    | Scheme within 10-minute walk from health care facility       | 76    |
| High      | Scheme within 5-minute walk from health care facility        | 125   |

Table 2-5: Access to Health Care Appraisal Criteria

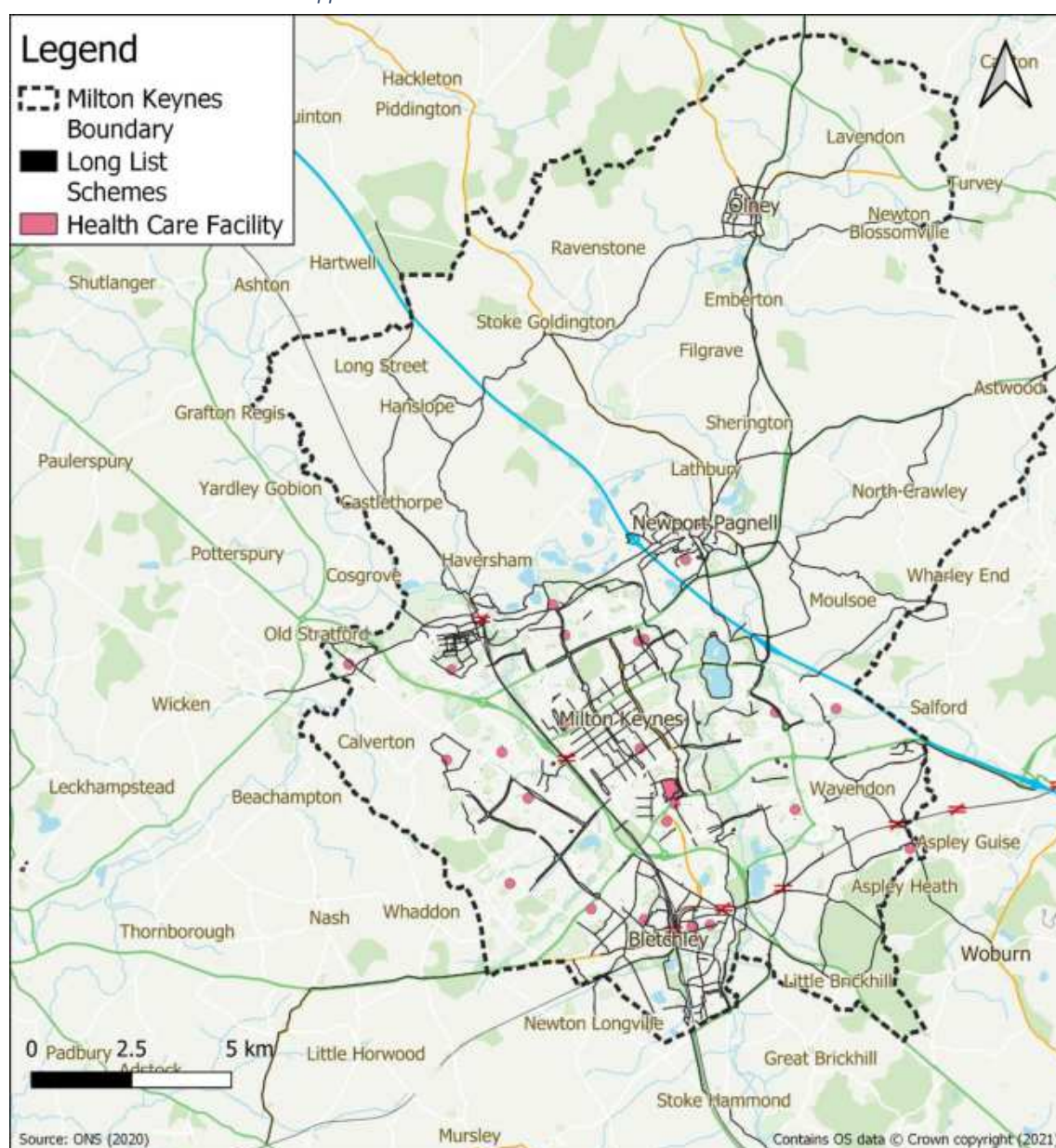


Figure 2-5: Location of health care facilities in the borough



### 2.3.5 Access to Employment

This metric assesses how close to existing employment zones a scheme is, with the desire to prioritise schemes providing access to existing employment. Locations of such zones are shown in Figure 2-6, and were provided by Milton Keynes Council and sourced from Open Street Maps.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-6.

| Threshold | Criteria   | Score |
|-----------|--|-------|
| Low       | Scheme further than 5-minute walk from employment zone | 48    |
| Medium    | Scheme within 5-minute walk from employment zone       | 86    |
| High      | Scheme within 100m of an employment zone               | 139   |

Table 2-6: Access to Employment Appraisal Criteria

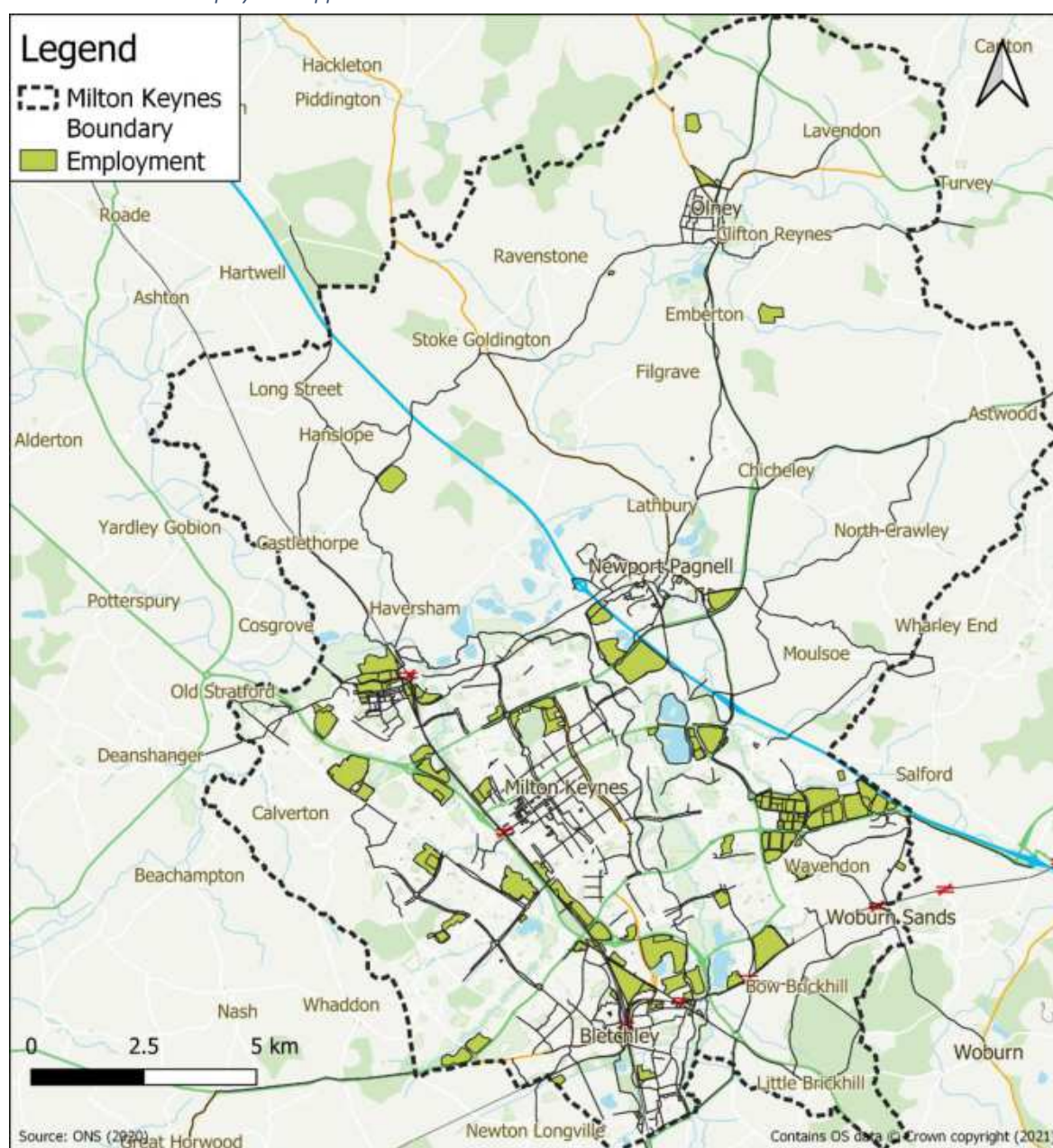


Figure 2-6: Location of key employment zones within the borough



## 2.4 Infrastructure Standards Appraisal

### 2.4.1 Standard of Infrastructure Compared to Guidance

This metric looks at the potential to provide a scheme which can satisfy design standards. The Redway design manual states that a Redway should be between 3-5m wide and segregated from the main flow of traffic on a road. The desire from the latest national guidance is to provide a segregated path (split between pedestrians and cyclists) as a first priority, especially on high-usage routes. As such this metric assessed the potential to provide a path which is wide enough to provide segregation (which would automatically make it wide enough for the Redway guidance) and that there is enough space to provide a degree of segregation from the highways. The purpose of this metric is to prioritise schemes which can be compliant with design standards. This did not look at feasibility of implementing the scheme only if there was physically space to provide the desired widths.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-7.

| Threshold | Criteria   | Score |
|-----------|--|-------|
| Low       | Potential scheme not wide enough for 3-5m or able to provide segregation from road | 41    |
| Medium    | Some of the proposed route has space for 3-5m and/or segregation from the road     | 63    |
| High      | Majority of the proposed route has space for 3-5m and/or segregation from the road | 169   |

Table 2-7: Standard of Infrastructure Appraisal Criteria

### 2.4.2 Density of Surrounding Infrastructure

This metric looks at the density of existing active travel infrastructure around the scheme (see Figure 2-7) to prioritise schemes in areas with little surrounding infrastructure. To calculate this metric, the length of existing Redways (the most comprehensive dataset available of existing infrastructure) was divided by the area of the scheme's 800m buffer, to provide a value of density.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-8.

| Threshold | Criteria            | Score |
|-----------|---------------------|-------|
| Low       | Density > 5         | 67    |
| Medium    | Density between 1-5 | 136   |
| High      | Density < 1         | 70    |

Table 2-8: Density of Surrounding Infrastructure Appraisal Criteria

### 2.4.3 Expansion of Existing Network

This metric looks at how well the scheme will complement the existing Redway Network (see Figure 2-7) and help achieve the wider Council objectives to expand the network within both Central Milton Keynes and reaching out to the surrounding market towns. This was calculated from how close the scheme would be to the existing network, with a high score being awarded to schemes that connect directly onto the Redways to create a linear expansion of the network.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-9.

| Threshold | Criteria  | Score |
|-----------|---|-------|
| Low       | Scheme does not connect to existing Redway Network  | 39    |
| Medium    | Scheme within 400m of existing Redway Network       | 40    |
| High      | Scheme directly connects to existing Redway Network | 194   |

Table 2-9: Expansion of Existing Network Appraisal Criteria

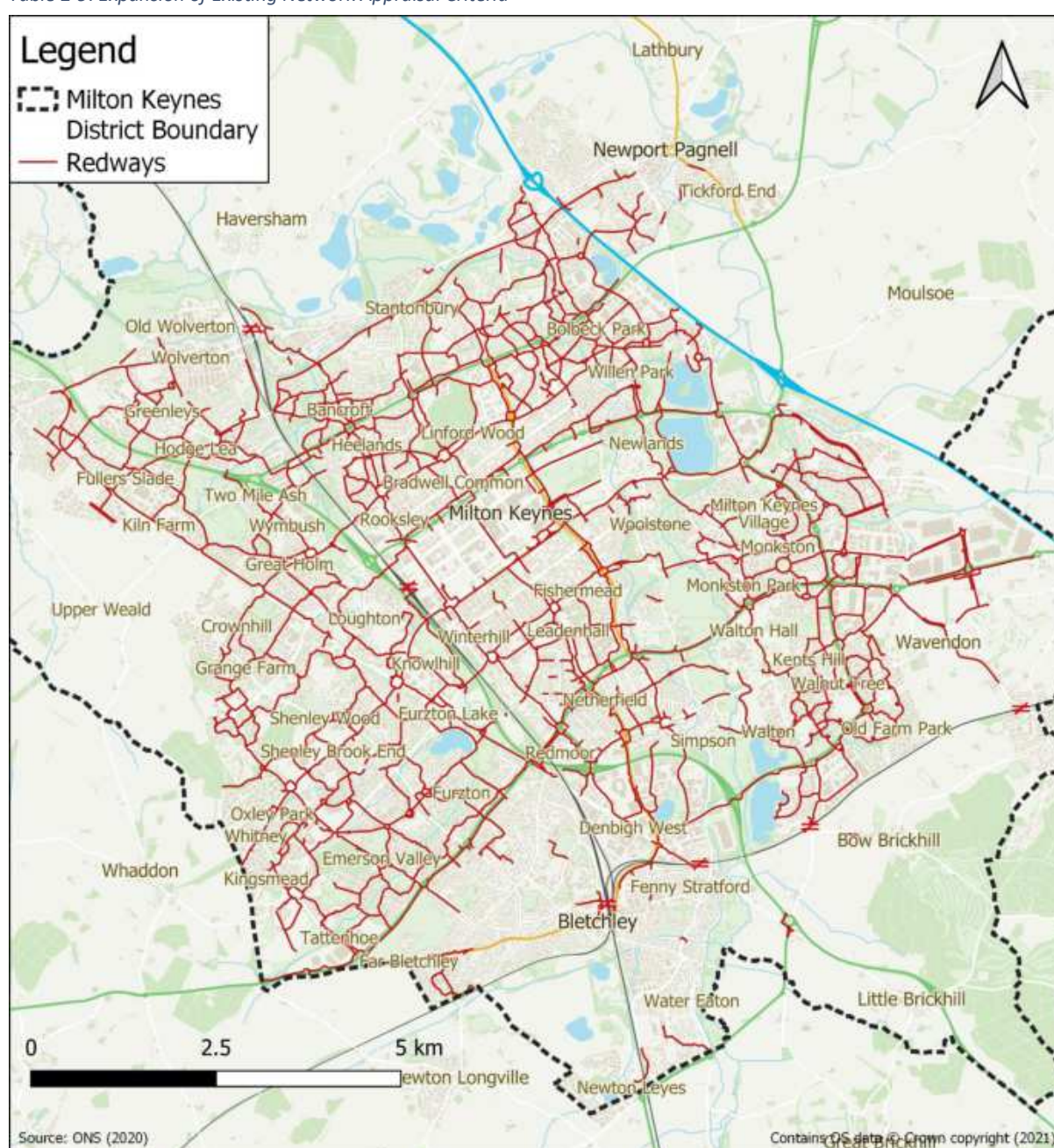


Figure 2-7: Existing Redway Network



### 2.5.1 Strategic Cycle Route

The thresholds and outcomes of the assessment for this metric are shown in Table 2-10.

| Threshold | Criteria                                    | Score |
|-----------|---|-------|
| Low       | Does not connect to a Strategic Cycle Route | 100   |
| Medium    | Joins to a Strategic Cycle Route            | 118   |
| High      | Lies along a Strategic Cycle Route          | 55    |

**Legend**

- Milton Keynes Boundary
- Long List Schemes
- Redway Super Routes
- National Cycle Network
  - Route 6
  - Route 51

0 2.5 5 km

Source: ONS (2020)

Contains OS data © Crown copyright (2021)

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## 2.5.2 Supporting of Future Development

This metric looks at links between the proposed schemes and proposed future developments. These future developments are those provided by Milton Keynes Council and are a combination of committed developments (see Figure 2-9), proposed development sites as part of policies (such as Plan:MK) and the development of East West Rail at Bletchley Railway Station.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-11.

| Threshold | Criteria                                    | Score |
|-----------|---|-------|
| Low       | No future development within 400m of scheme | 38    |
| Medium    | Future development within 400m of scheme    | 77    |
| High      | Future development within 100m of scheme    | 158   |

Table 2-11: Supporting of Future Development Appraisal Criteria

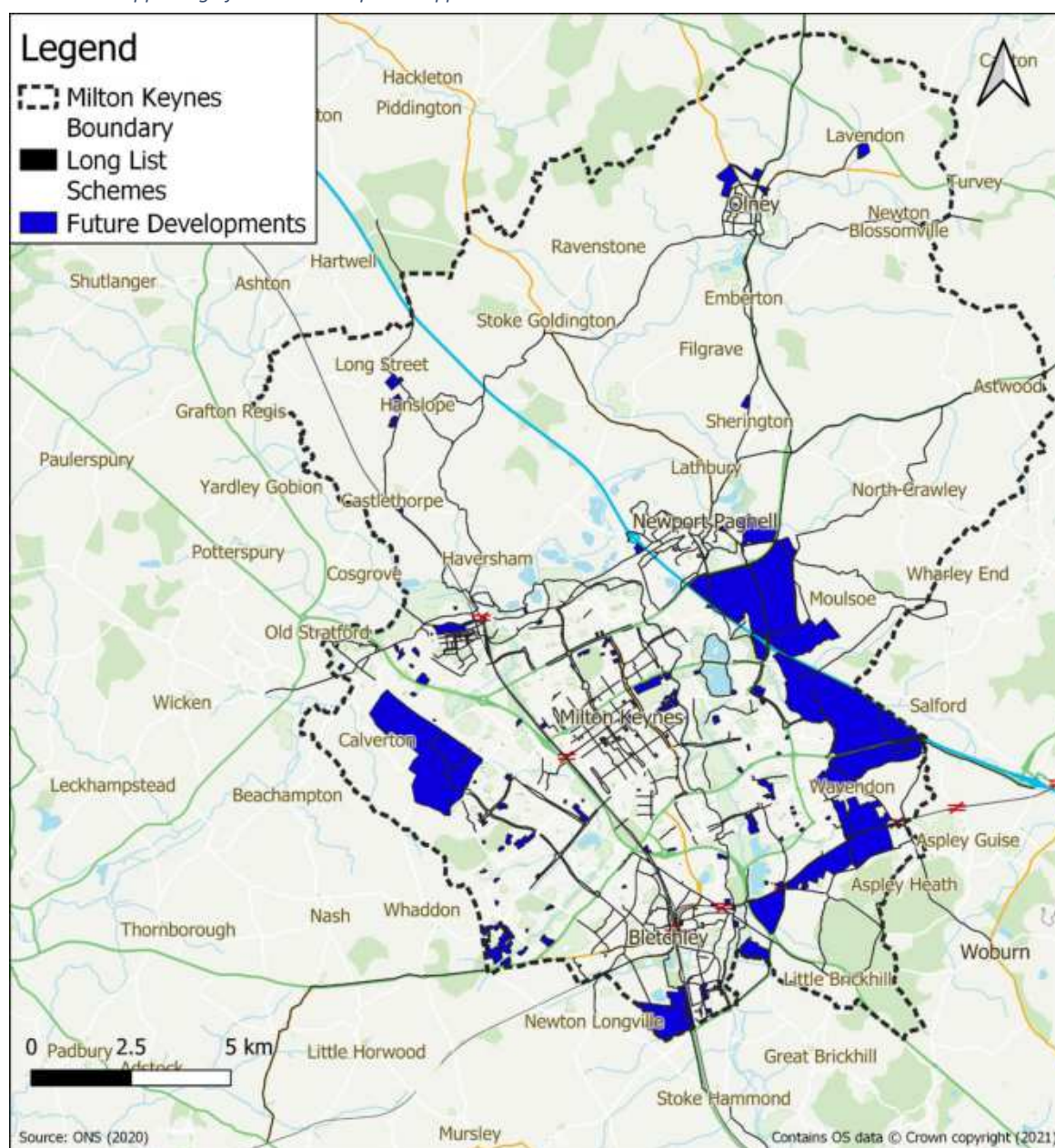


Figure 2-9: Location of proposed developments within the borough

## 2.6 Effectiveness Appraisal

### 2.6.1 Potential Population Benefitting from Scheme

As an indicator for the demand to use the scheme, the population surrounding the scheme (within a 5-minute walk) was taken. This was calculated assuming an even distribution of population over each area, then calculating the proportion of the scheme that passed through each area and summing the proportional populations to get an estimated population within a 5-minute walk of the scheme. The population data used for this metric was the 2019 mid-year population estimate by the Office for National Statistics (see Figure 2-10).

The thresholds and outcomes of the assessment for this metric are shown in Table 2-12.

| Threshold | Criteria   | Score |
|-----------|--|-------|
| Low       | Estimated population of less than 1500 within 5-minute walk from scheme    | 46    |
| Medium    | Estimated population of between 1500-2500 within 5-minute walk from scheme | 170   |
| High      | Estimated population of more than 2500 within 5-minute walk from scheme    | 57    |

Table 2-12: Potential Population Benefitting from Scheme Appraisal Criteria

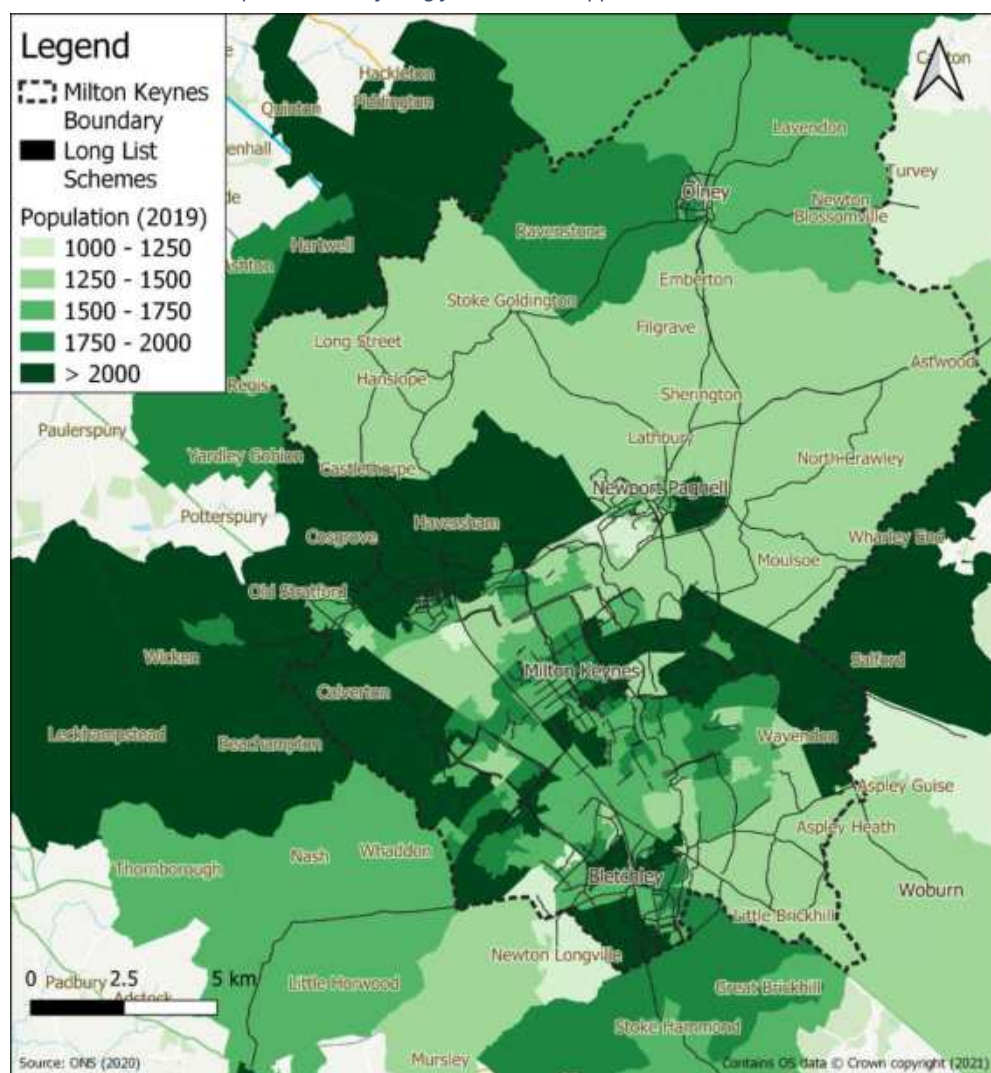


Figure 2-10: 2019 Population Estimates within the borough, ONS



## 2.6.2 Potential Improvement to Road Safety

This metric looks at the potential to improve road safety by implementing the scheme, looking to prioritise schemes in areas with high collision numbers with the assumption that these areas would benefit most from providing safer active travel infrastructure (see Figure 2-11 and Figure 2-12). So as not to skew the results of this metric in favour of longer schemes, the number of collisions per km of scheme was calculated.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-13.

| Threshold | Criteria   | Score |
|-----------|--|-------|
| Low       | Less than 4 collisions per km within 400m of scheme      | 92    |
| Medium    | Between 4 and 10 collisions per km within 400m of scheme | 68    |
| High      | More than 10 collisions per km within 400m of scheme     | 113   |

Table 2-13: Potential Improvement to Road Safety Appraisal Criteria

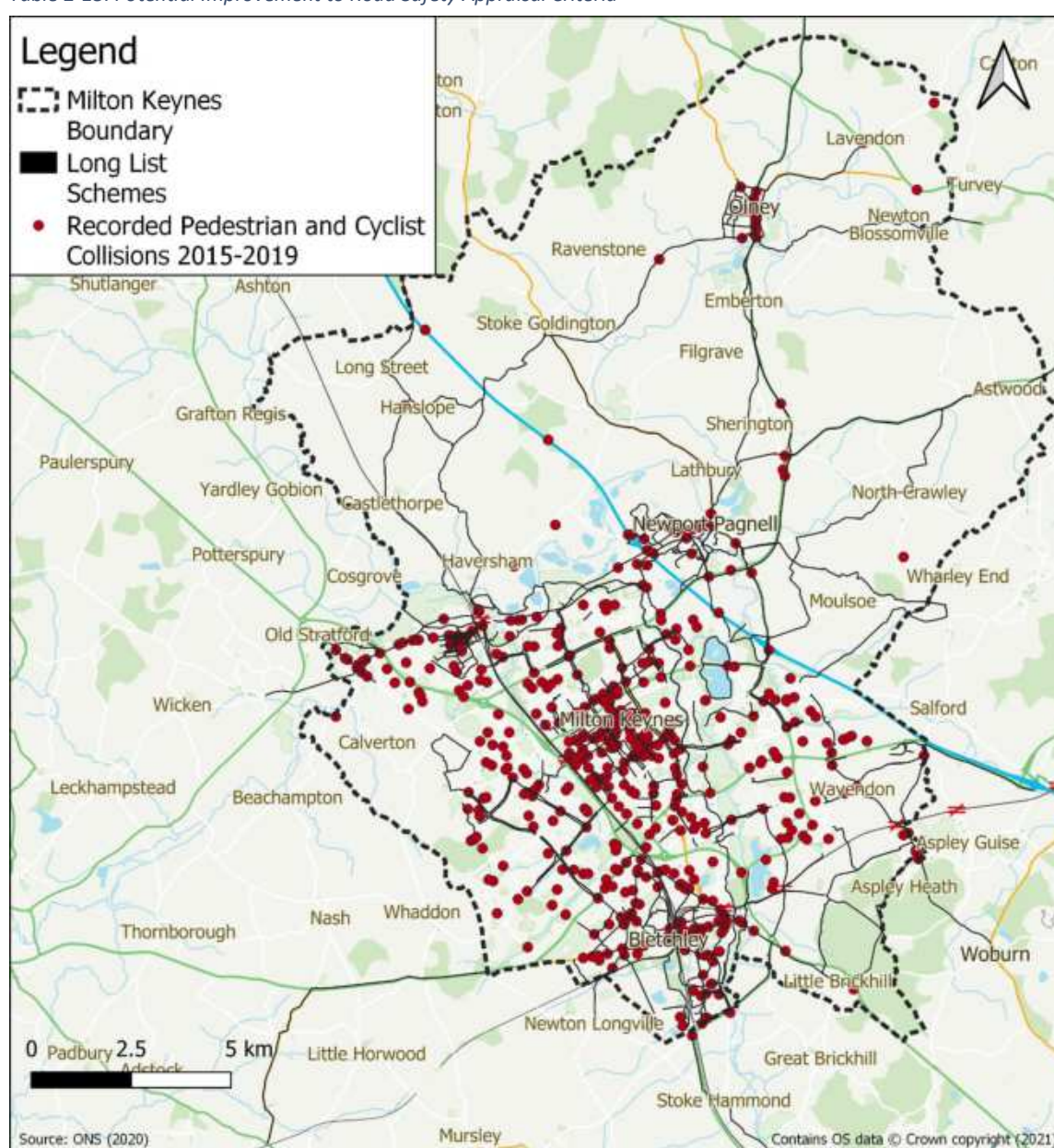


Figure 2-11: Collisions involving a pedestrian or cyclist within the borough, 2015-2019



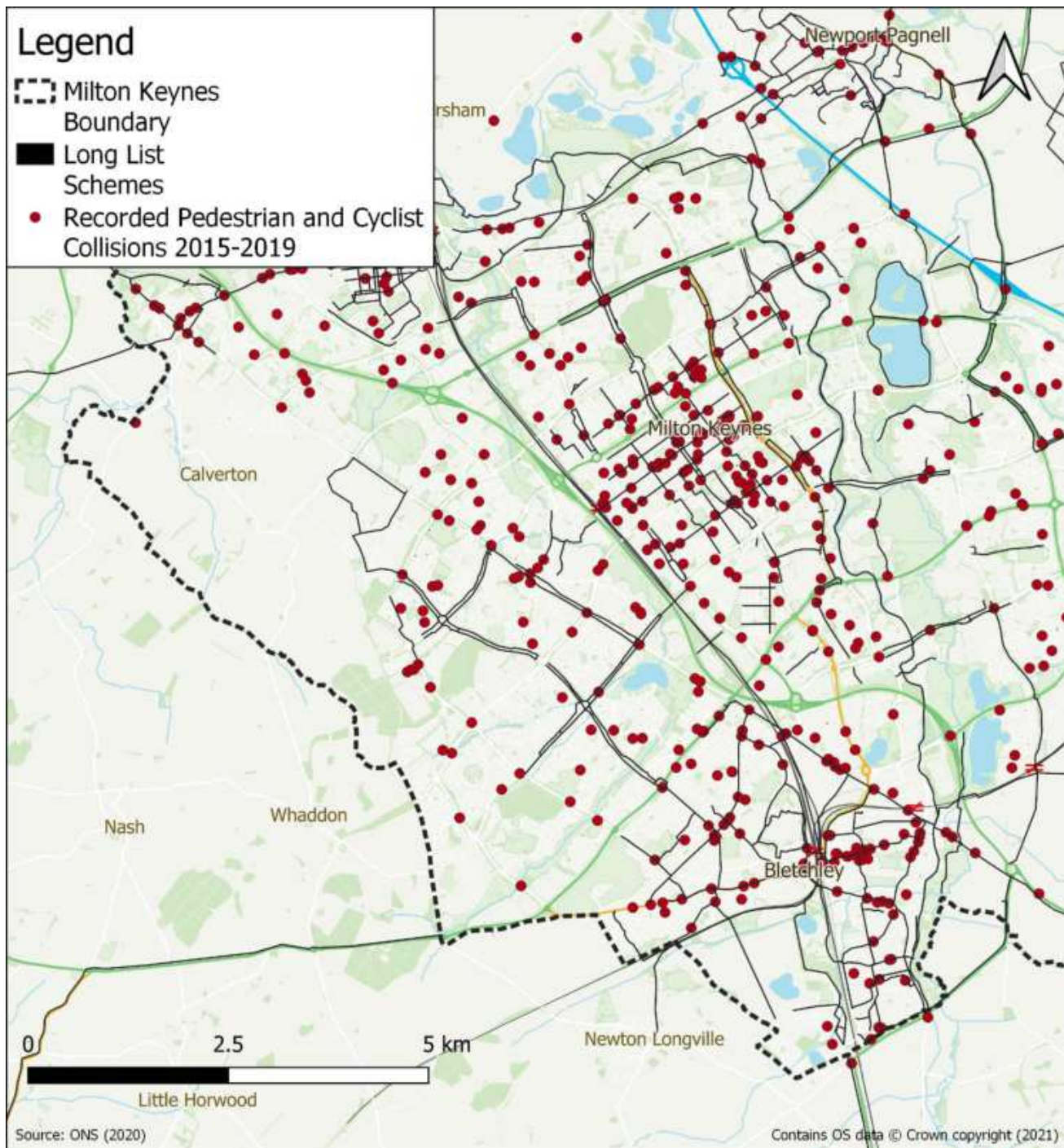


Figure 2-12: Collisions involving a pedestrian or cyclist around Milton Keynes, 2015-2019

### 2.6.3 Current Active Travel Demand

The purpose of this metric is to assess schemes based on the current active travel demand along a scheme's route. The data used for this metric was a combination of the Route Network outputs from the Propensity to Cycle Tool (PCT, see Figure 2-13 and Figure 2-14) and demand data from two e-scooter providers (Lime and Spin) between March 2020-June 2021 (see Figure 2-15 and Figure 2-16). The outputs of these two sources were combined to give an overall picture of the current demand for each scheme route.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-14.

| Threshold | Criteria  | Score |
|-----------|---|-------|
| Low       | On a PCT route with low demand (< 15) <b>AND</b> not on an E-Scooter route                          | 61    |
| Medium    | On a PCT route with medium demand (15-30) <b>OR</b> on an E-Scooter route with below average demand | 118   |
| High      | On a PCT route with high demand (> 30) <b>OR</b> on an E-Scooter route with above average demand    | 94    |

Table 2-14: Potential Demand Appraisal Criteria

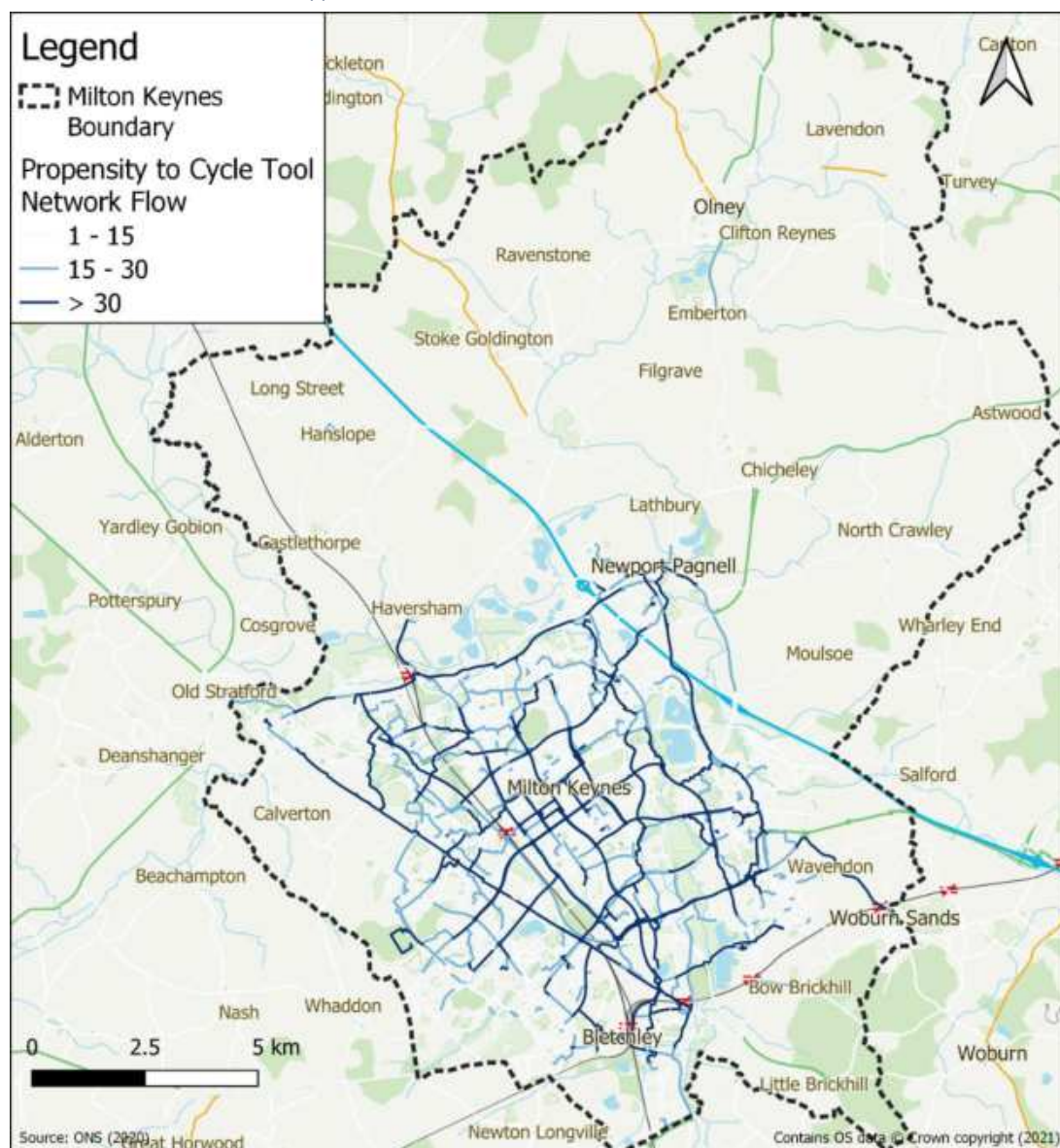


Figure 2-13: Propensity to Cycle Tool Route Network over the borough



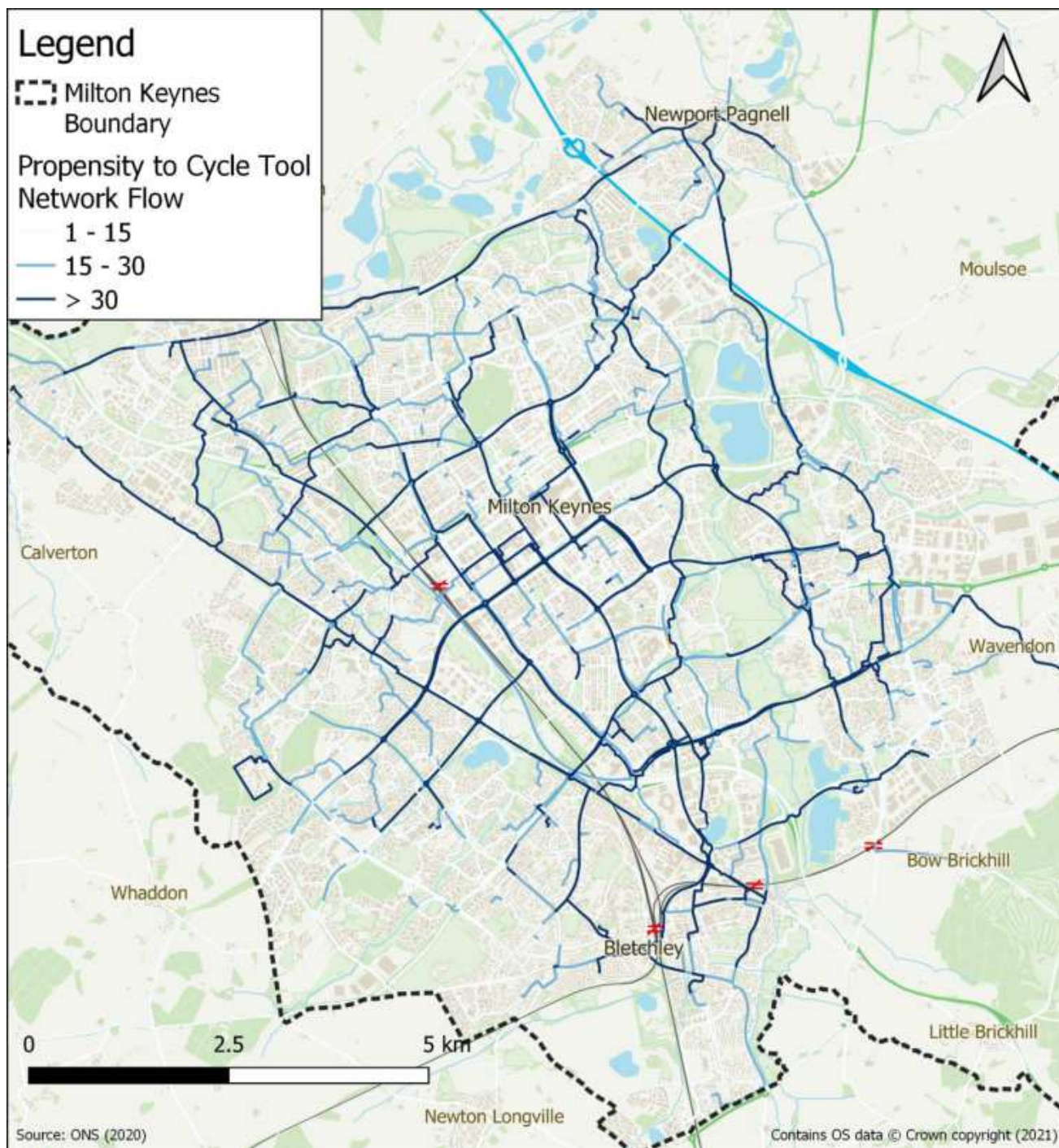


Figure 2-14: Propensity to Cycle Tool Route Network around Milton Keynes



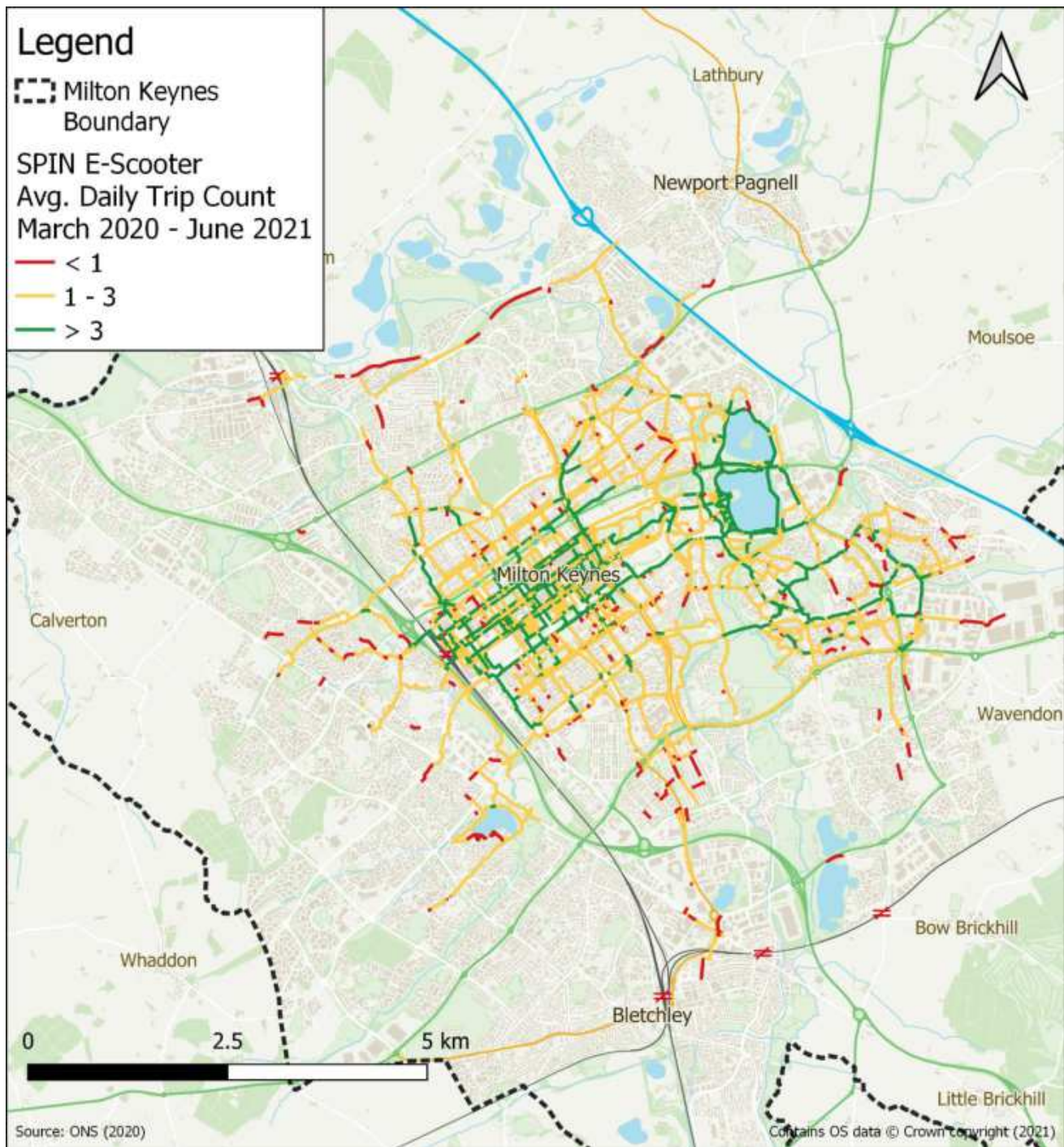


Figure 2-15: Spin E-Scooter hire routes between March 2020 – June 2021



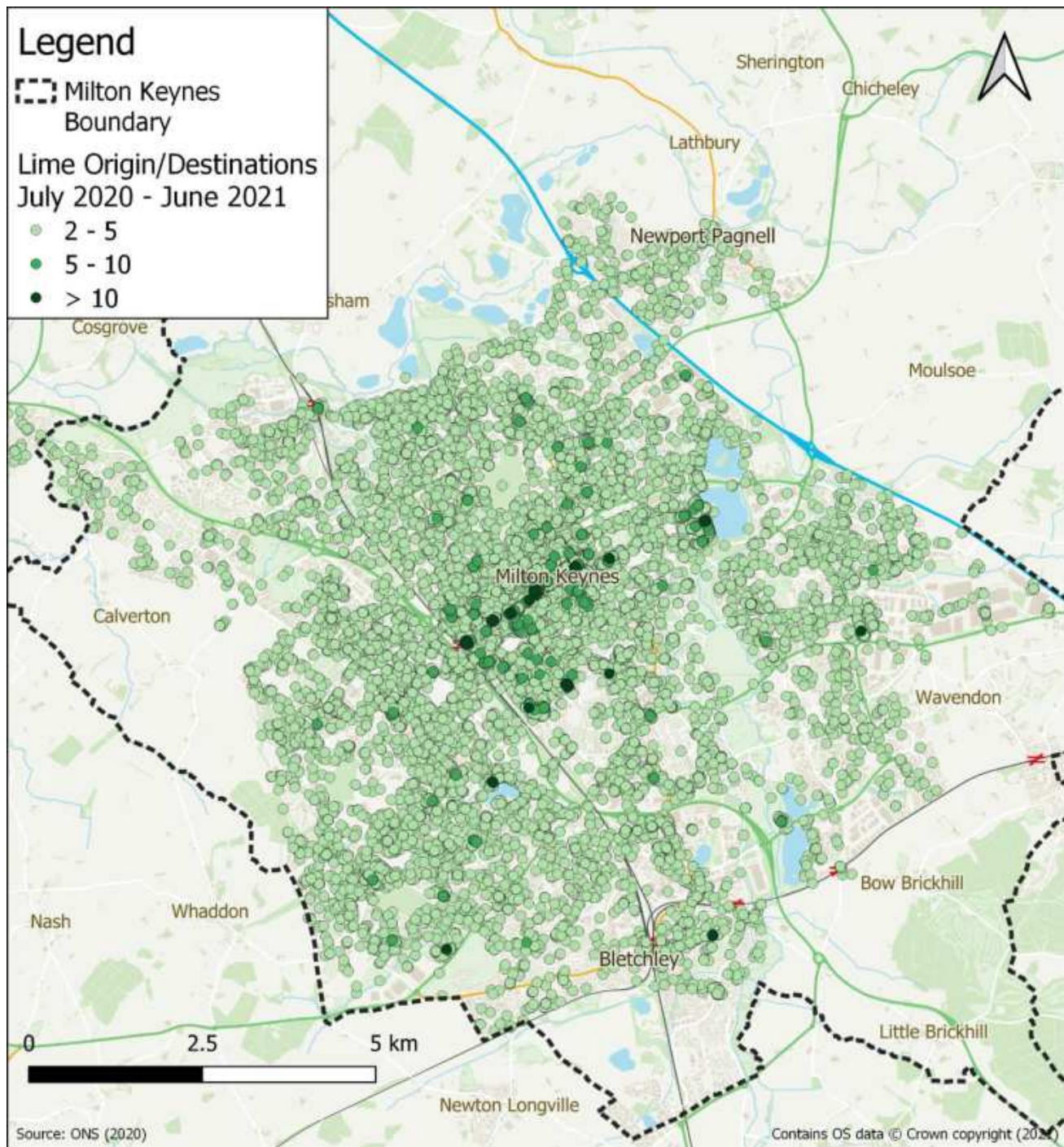


Figure 2-16: Lime E-Scooter Origin/Destination points for trips between July 2020 - June 2021



## 2.6.4 Access to Public Transport Hubs

This metric looks at the connectivity between the schemes and public transport hubs. These hubs are defined as train and bus stations (see Figure 2-17).

The thresholds and outcomes of the assessment for this metric are shown in Table 2-15.

| Threshold | Criteria                                       | Score |
|-----------|--|-------|
| Low       | No Public Transport Hubs within 800m of scheme | 184   |
| Medium    | Public Transport Hub within 800m of scheme     | 34    |
| High      | Public Transport Hub within 400m of scheme     | 55    |

Table 2-15: Access to Public Transport Hubs Appraisal Criteria

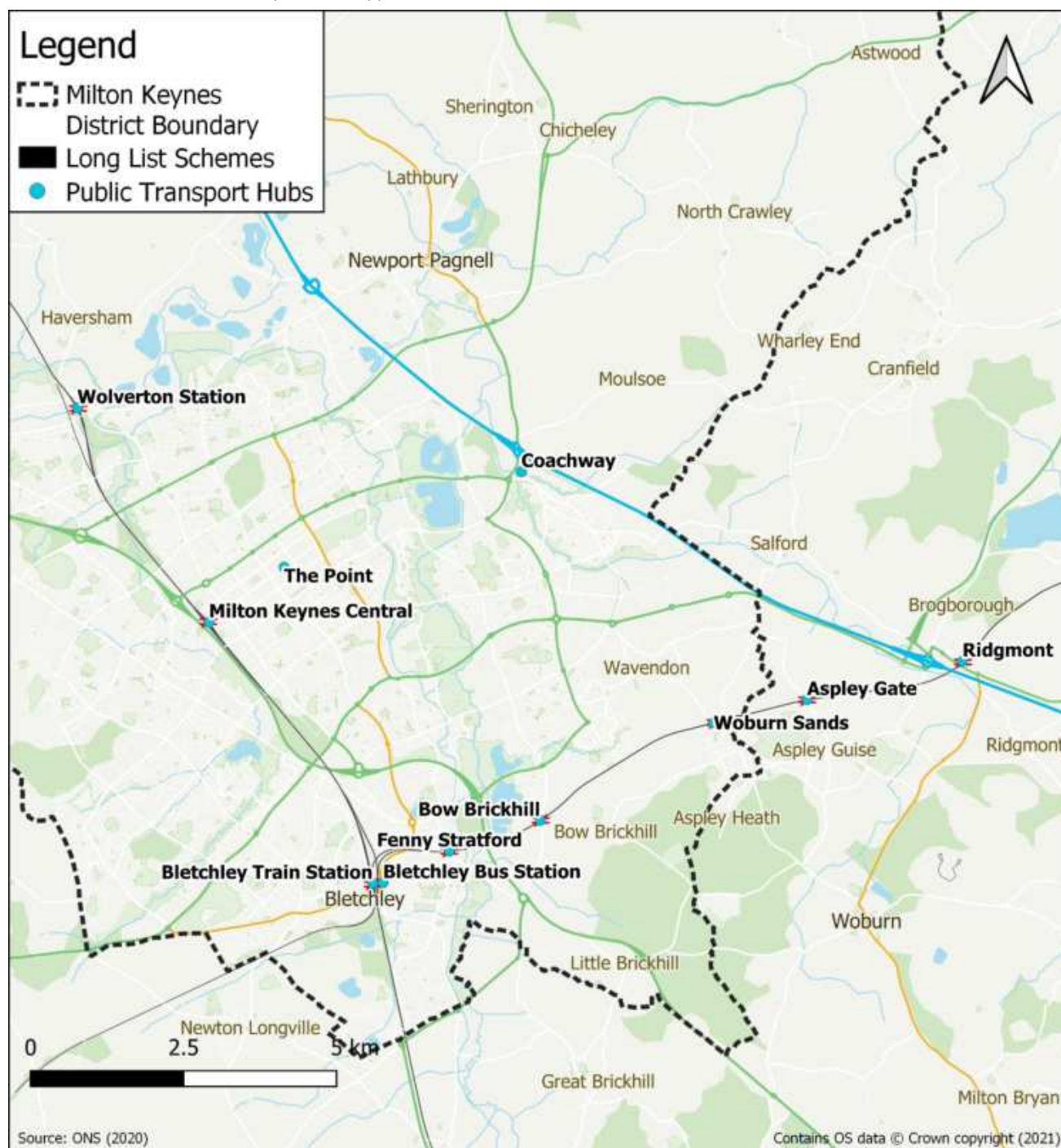


Figure 2-17: Public Transport Hubs within the borough

## 2.6.5 Access to Bus Stops

This metric looks at access to “quality” bus stops, where quality is defined by the frequency of service at a stop (see Figure 2-18). The purpose of this metric is to prioritise schemes which complement the existing bus network, with priority being given to high frequency routes.

This metric was calculated using timetable data from Bus Open Data Service. The average number of buses an hour was calculated by totalling the number of buses during the active period (5am-midnight) then dividing the total per day by 18 to give the average number per hour.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-16.

| Threshold | Criteria   | Score |
|-----------|--|-------|
| Low       | No bus stops in scheme area <u>OR</u> bus stops in scheme area all have frequency < 1 bus per hour (bph) | 132   |
| Medium    | Bus stops within scheme area have a max frequency between 1-3 bph  | 61    |
| High      | Bus stops within scheme area have max frequency > 3 bph  | 80    |

Table 2-16: Access to Bus Stops Appraisal Criteria

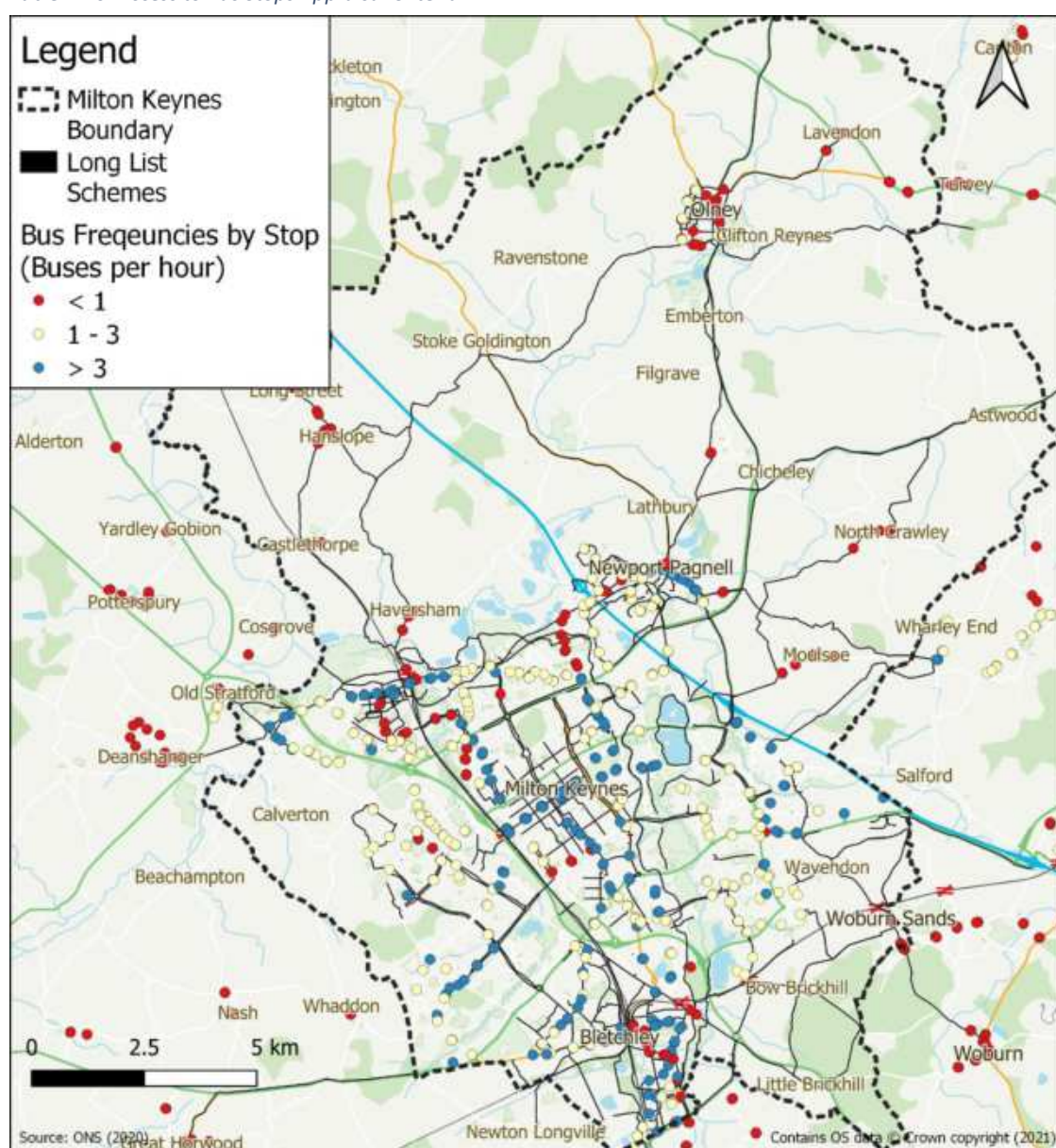


Figure 2-18: Bus frequencies by stop within the borough



## 2.7 Dependency Appraisal

### 2.7.1 Dependency on Other Schemes

This metric looks at the dependency of a scheme on the development of other schemes. This is so that priority is given to schemes which can provide maximum benefit without any other schemes being developed.

The thresholds and outcomes of the assessment for this metric are shown in Table 2-17.

| Threshold | Criteria  | Score |
|-----------|---|-------|
| Low       | Little to no benefit from scheme unless                 | 26    |
| Medium    | Maximum benefit delivered if connected to other schemes | 66    |
| High      | No dependency on other schemes                          | 181   |

Table 2-17: Dependency on Other Schemes Appraisal Criteria

### 3 Top Schemes

The following introduces the top 10 performing schemes for Milton Keynes Town, Bletchley and over the wider Milton Keynes Borough, including their score, overall rank, description and origin.

A full, ordered long-list is provided in Appendix A – Full Long List which details the scheme name, scheme location, weighted scores for each of the appraisal metrics and their total combined score.

#### 3.1 Top 10 Milton Keynes Town Schemes

| Score                          | Scheme  | Description  |
|--------------------------------|---|--|
| <b>83%</b><br>5 <sup>th</sup>  | Avebury Boulevard (see Figure 3-2)                    | Provision of enhancing the route through Central Milton Keynes along Avebury Boulevard, which currently traverses car parks. <b>(Gap Analysis, Site Visit)</b>   |
| <b>81%</b><br>7 <sup>th</sup>  | V7 Saxon Street (Oldbrook) (see Figure 3-3)           | Improvements to the Redway along Saxon Street between Oldbrook and Fishermead including joining up existing elements sections and providing more direct routes. <b>(Gap analysis, Route Selection Tool)</b>  |
| <b>80%</b><br>13 <sup>th</sup> | H9 Groveway (Ouzel Valley Park) (see Figure 3-4)      | Route along H9 Groveway near Ouzel Valley Park to join up existing stretches of Redway along the busy trunk road. <b>(Gap analysis, Route Selection Tool)</b>  |
| <b>77%</b><br>20 <sup>th</sup> | V7 Saxon Street (CMK) (see Figure 3-5)                | Providing a secondary route along V7 Saxon Street through Central Milton Keynes to allow for a route on both sides of the busy road. <b>(Gap analysis, Route Selection Tool)</b>   |
| <b>77%</b><br>21 <sup>st</sup> | Fishermead to CMK (see Figure 3-6)                    | Providing a new route connecting Fishermead to Central Milton Keynes. <b>(Gap Analysis)</b>  |
| <b>76%</b><br>22 <sup>nd</sup> | V7 Saxon Street (Conniburrow) (see Figure 3-7)        | New route along V7 Saxon Street between H4 and H5 as well as providing improvements between H4 and H3 including more directness around connecting Redway junctions. <b>(Stakeholder Engagement)</b>  |
| <b>75%</b><br>26 <sup>th</sup> | V4 Watling Street (Loughton) (see Figure 3-8)         | This scheme connects up sections of Redway along V4 Watling Street near Loughton. <b>(Gap analysis, Route Selection Tool, Stakeholder Engagement)</b>  |
| <b>75%</b><br>27 <sup>th</sup> | Milton Keynes Central Station to CMK (see Figure 3-9) | Scheme links the railway station to Central Milton Keynes. <b>(Gap analysis; Site Visit; Stakeholder Engagement - Green Party)</b>   |
| <b>74%</b><br>28 <sup>th</sup> | Pentewan Gate Crossing (see Figure 3-10)              | This scheme is to improve an unsafe road crossing on Pentewan Gate which lies off H6 Childs Way. This junction was identified during the site visit and deemed appropriate to fix from analysis of demand from multiple sources. <b>(Site Visit)</b> |
| <b>74%</b><br>29 <sup>th</sup> | H3 Monks Way (Stantonbury) (see Figure 3-11)          | This scheme joins up sections of Redway along H3 Monks Way nr Stantonbury. It would also look at providing more directness along the route around junctions with other Redways. <b>(Gap Analysis, Route Selection Tool)</b>                          |



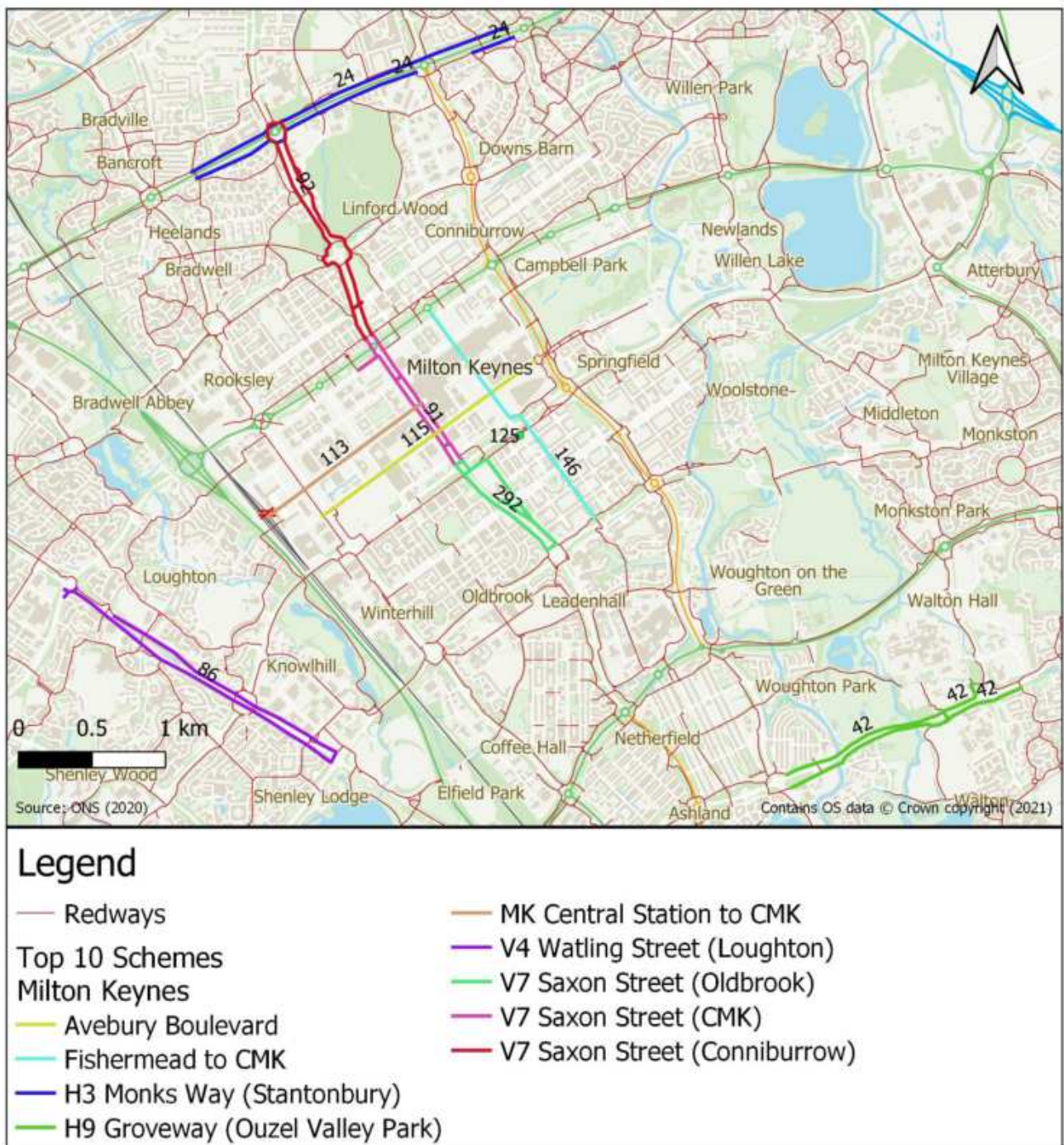


Figure 3-1: Top 10 performing schemes in Milton Keynes







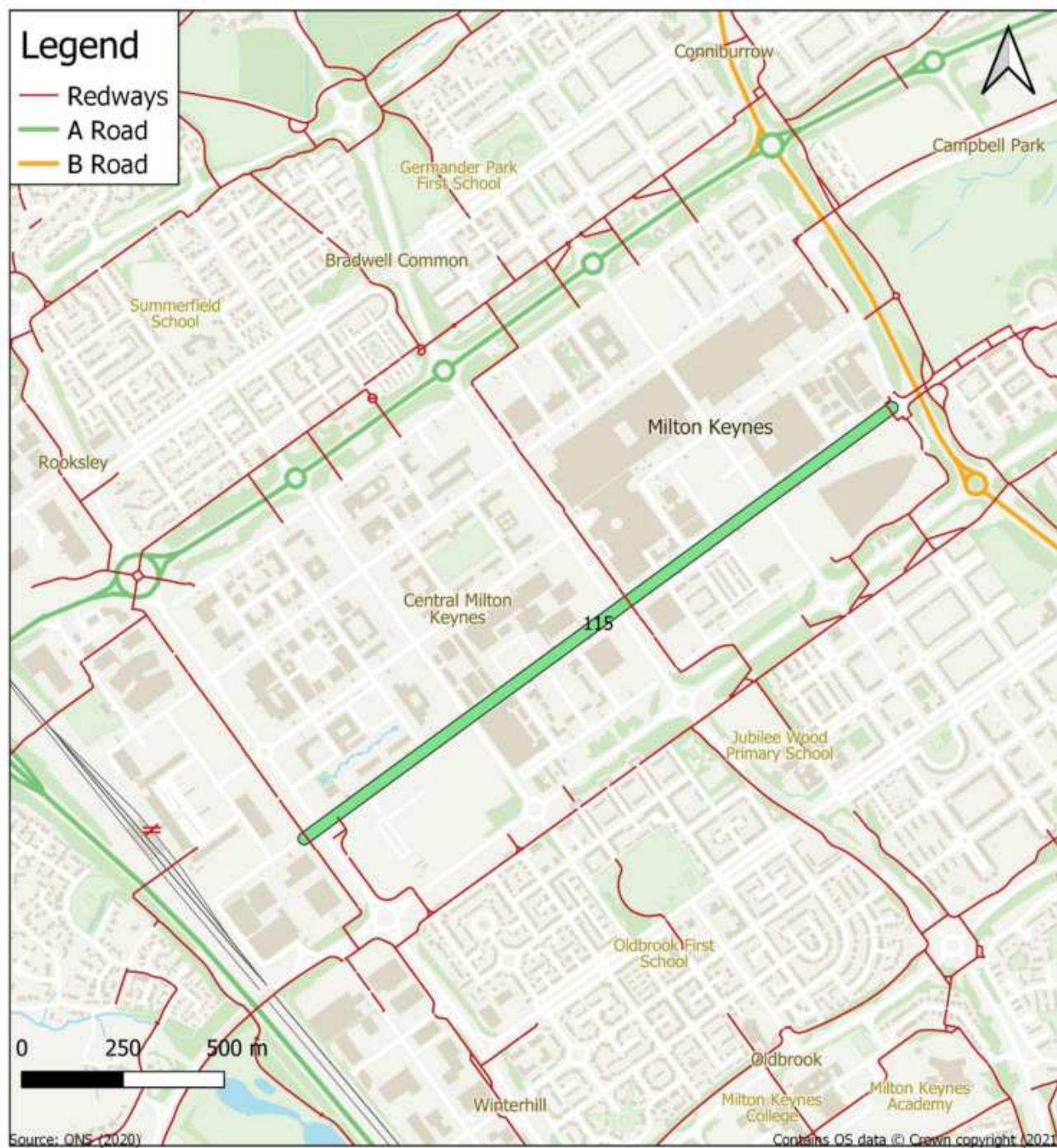


Figure 3-2: Scheme 115 – Avebury Boulevard





Figure 3-3: Scheme 292 - V7 Saxon Street through Oldbrook/Fishermead



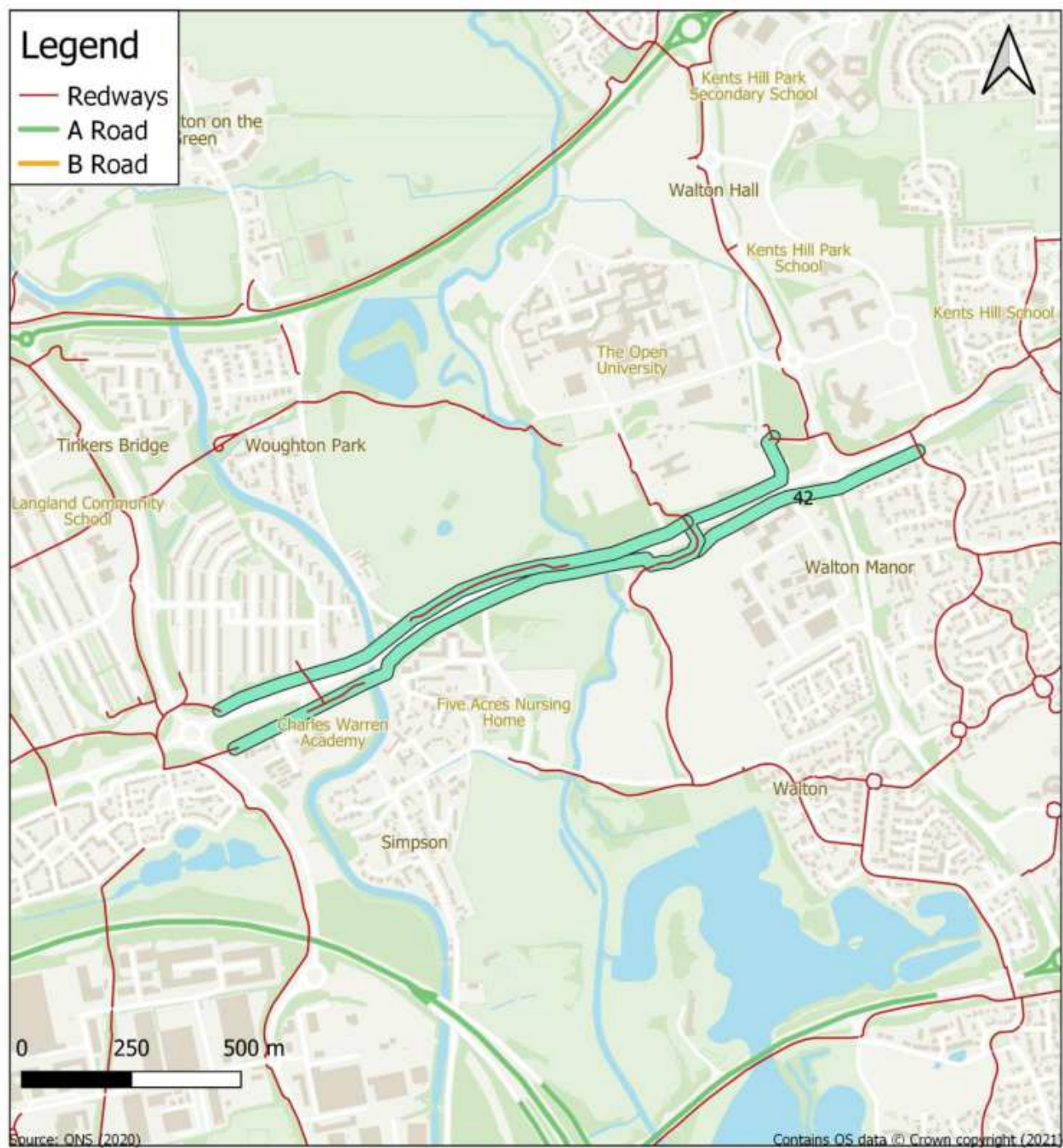


Figure 3-4: Scheme 42 - H9 Groveway nr Ouzel Valley Park

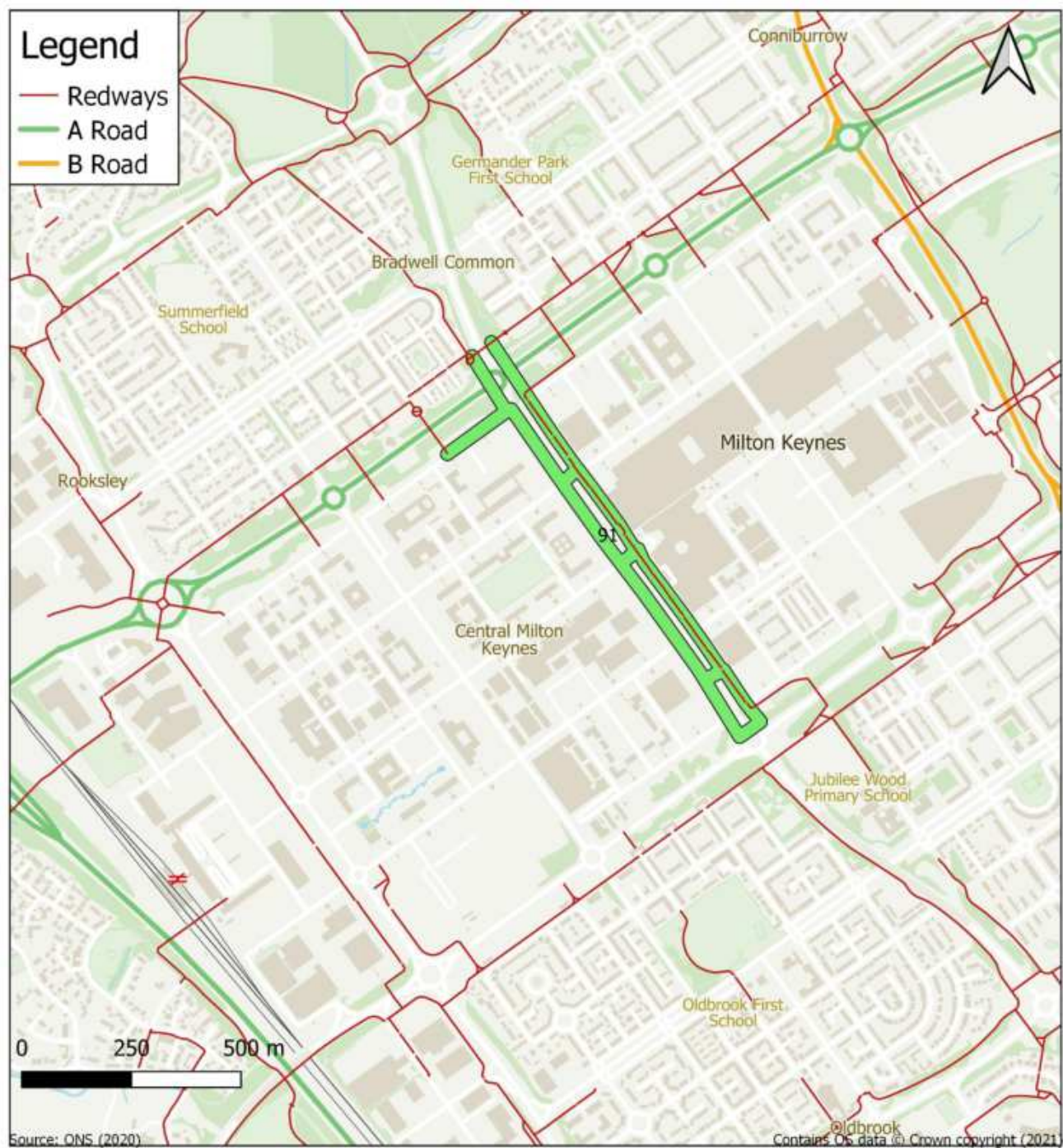


Figure 3-5: Scheme 91 - V7 Saxon Street through CMK



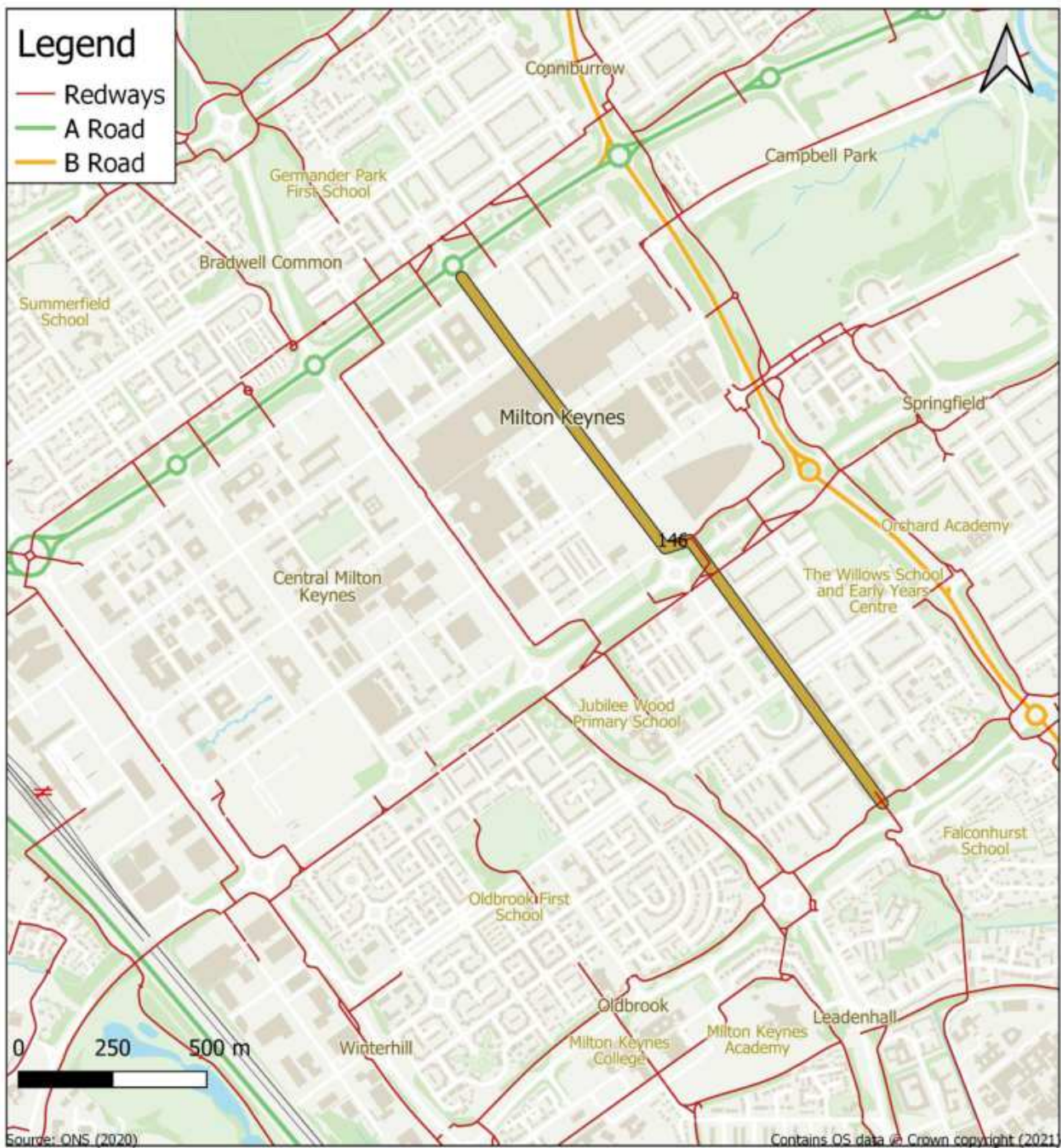


Figure 3-6: Scheme 146 - Fishermead to CMK



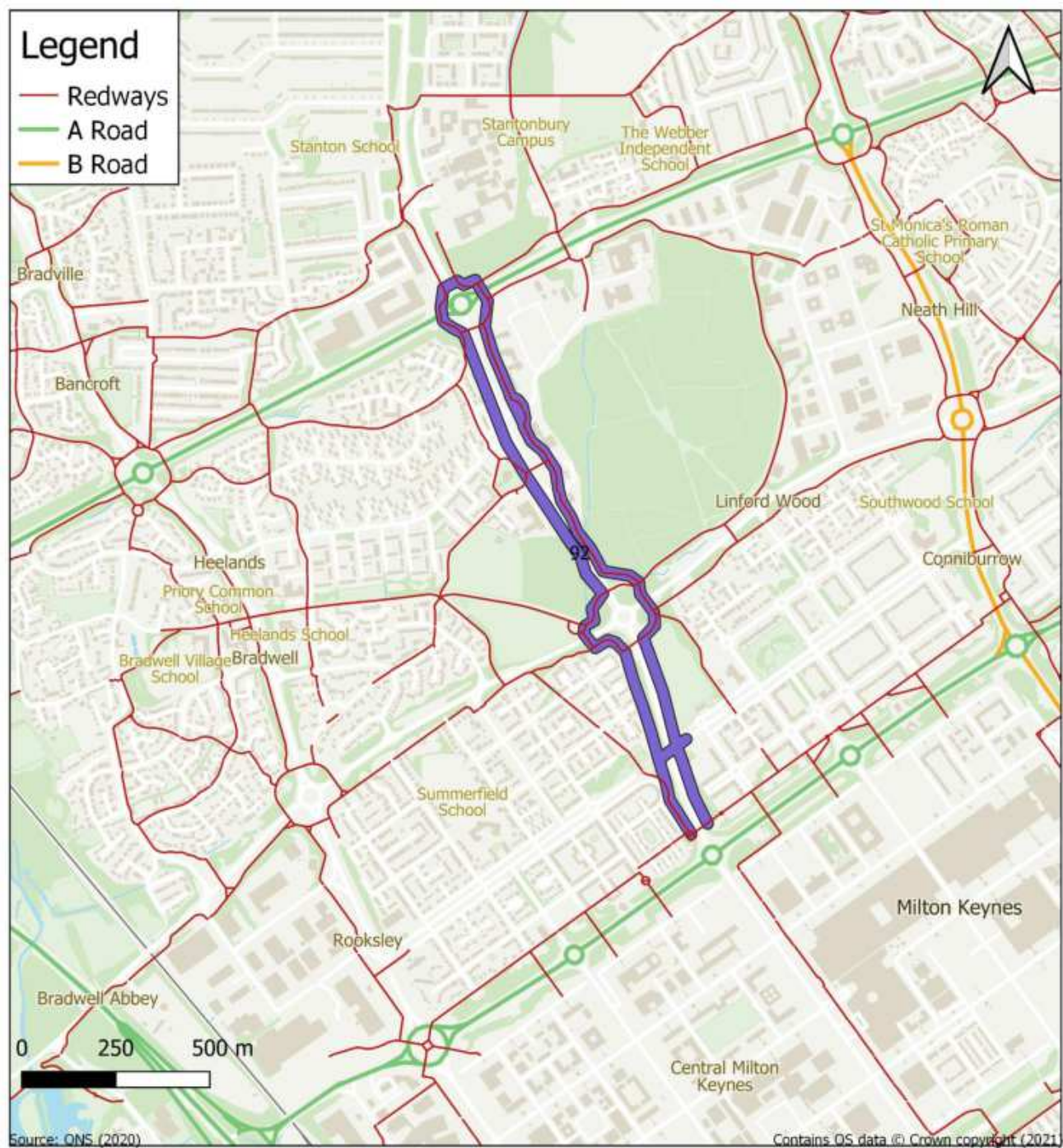


Figure 3-7: Scheme 92 - V7 Saxon Street through Conniburrow/Bradwell Common



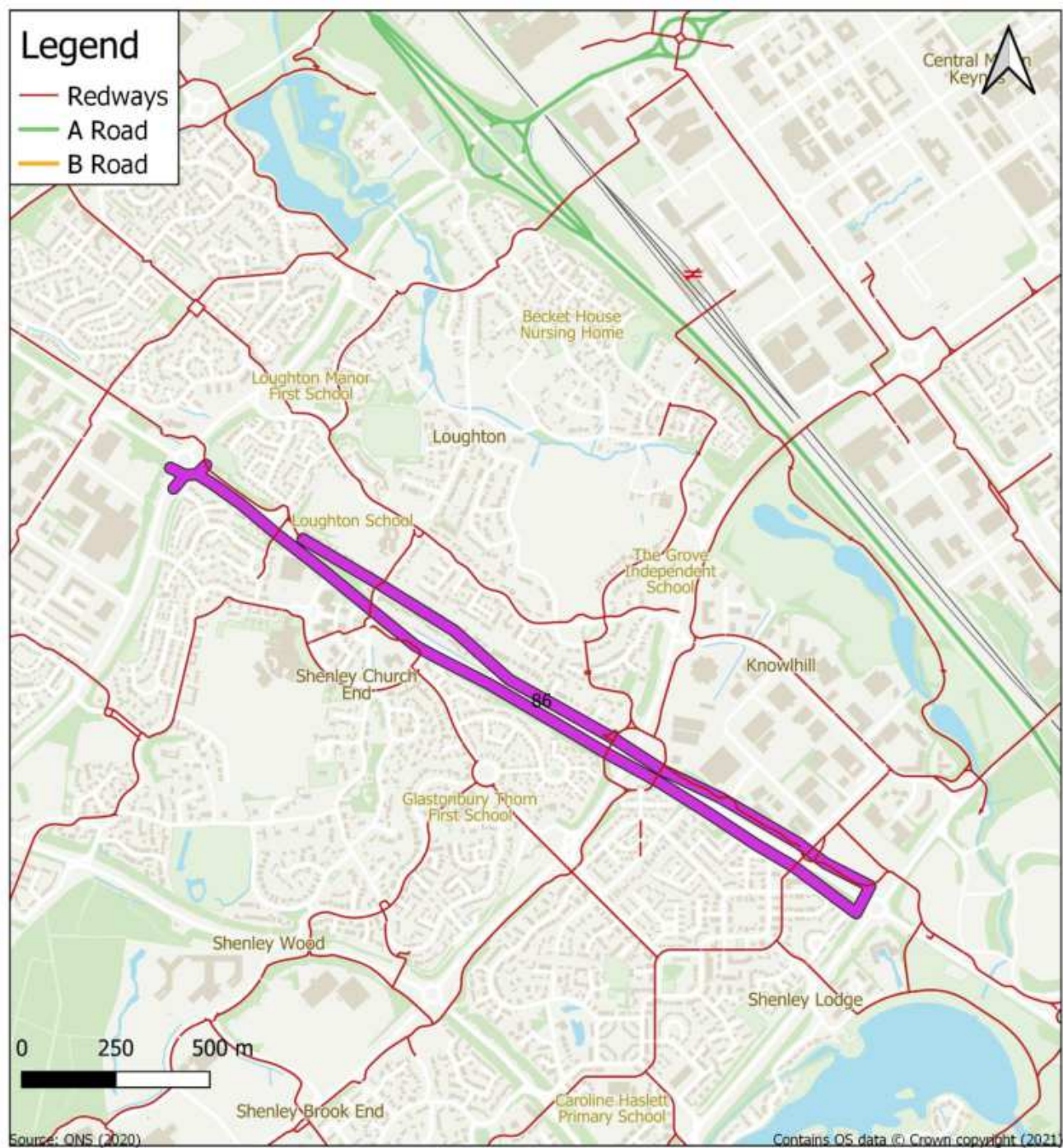


Figure 3-8: Scheme 86 - V4 Watling Street nr Loughton



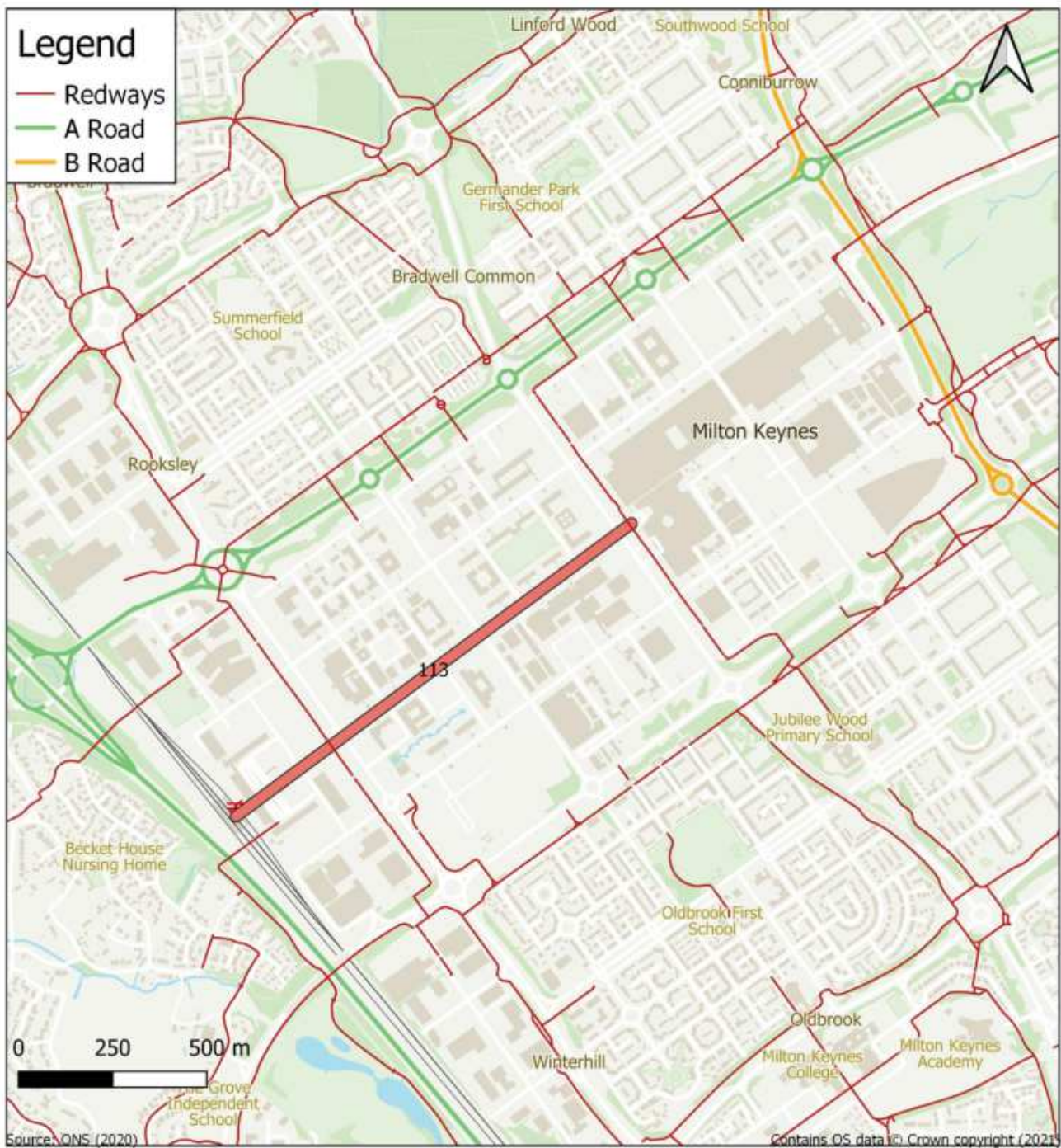


Figure 3-9: Scheme 113 - Milton Keynes Central to CMK





Figure 3-10: Scheme 125 - Pentewan Gate Crossing

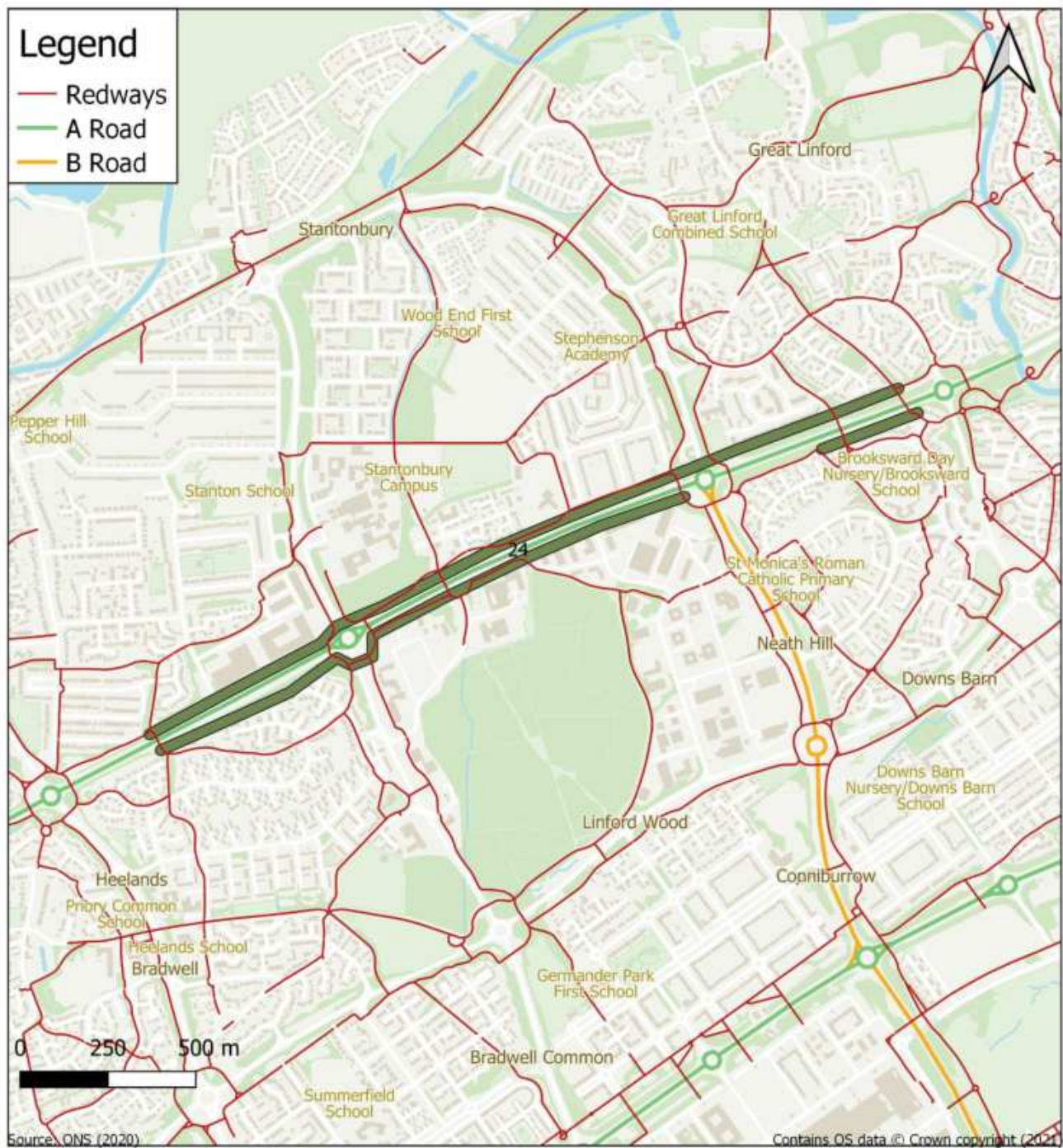


Figure 3-11: Scheme 24 - H3 Monks Way nr Stantonbury



## 3.2 Top 10 Bletchley Schemes

| Score                          | Scheme                               | Description   |
|--------------------------------|--------------------------------------|---|
| <b>89%</b><br>1 <sup>st</sup>  | V7 Bletchley North (see Figure 3-13) | This scheme is to improve and extend the Redway along V7 Saxon Street into Bletchley from the north. <b>(Gap Analysis, Stakeholder Engagement, Site Visit)</b>  |
| <b>88%</b><br>2 <sup>nd</sup>  | Manor Road (see Figure 3-14)         | This scheme connects Water Eaton to Fenny Stratford. It was developed through gap analysis and analysing the demand over that area. <b>(Stakeholder Engagement - Local Parish Council)</b>  |
| <b>84%</b><br>3 <sup>rd</sup>  | Sherwood Drive (see Figure 3-15)     | New route along Sherwood Drive, providing a link from the north via Bletchley Station and Bletchley Park. <b>(Gap Analysis, Stakeholder Engagement - Local Parish Council &amp; the Green Party)</b>  |
| <b>83%</b><br>4 <sup>th</sup>  | Queensway (see Figure 3-16)          | This scheme along Queensway connects Saxon Street to Fenny Stratford. This is a high demand area and subject to other studies looking into the pedestrianisation of part of this scheme's route. It is backed by multiple evidence sources as an area of high demand and consultation responses from multiple suggesters. <b>(Stakeholder Engagement)</b> |
| <b>83%</b><br>6 <sup>th</sup>  | Blue Lagoon (see Figure 3-17)        | This scheme is part of the Highways Committed Schemes to support current and future developments. It forms part of the route to link Newton Leys to Central Bletchley. <b>(Stakeholder Engagement - Local Parish Council)</b>   |
| <b>81%</b><br>8 <sup>th</sup>  | Water Eaton Road (see Figure 3-18)   | This scheme is part of the Highways Committed Schemes to support current and future developments. It connects Water Eaton to Central Bletchley and is also supported by a consultation response from a local parish council. <b>(Stakeholder Engagement - Local Parish Council)</b>   |
| <b>81%</b><br>9 <sup>th</sup>  | North Street (see Figure 3-19)       | A new route connecting the end of the current Redway network along Denbigh Way to Princes Way. <b>(Stakeholder Engagement - Local Parish Council)</b>   |
| <b>81%</b><br>10 <sup>th</sup> | Watling Street (see Figure 3-20)     | This scheme links up sections of Redway along Watling Street to the north of Bletchley. <b>(Stakeholder Engagement - Bletchley Town Plan)</b>   |
| <b>80%</b><br>11 <sup>th</sup> | Bletchley North (see Figure 3-21)    | This scheme looks to provide a new link from the station/Saxon Street area through the industrial estate to Watling Street. This was derived from consultation responses and supported by the evidence base that the movement between Saxon Street and Watling Street is desirable. <b>(Gap Analysis, Stakeholder Engagement)</b>                         |
| <b>80%</b><br>12 <sup>th</sup> | Buckingham Road (see Figure 3-22)    | On one of the main roads through Bletchley this scheme seeks to provide and east-west link to the south of the town. <b>(Gap Analysis, Stakeholder Engagement - Local Parish Council &amp; the Green Party)</b>   |

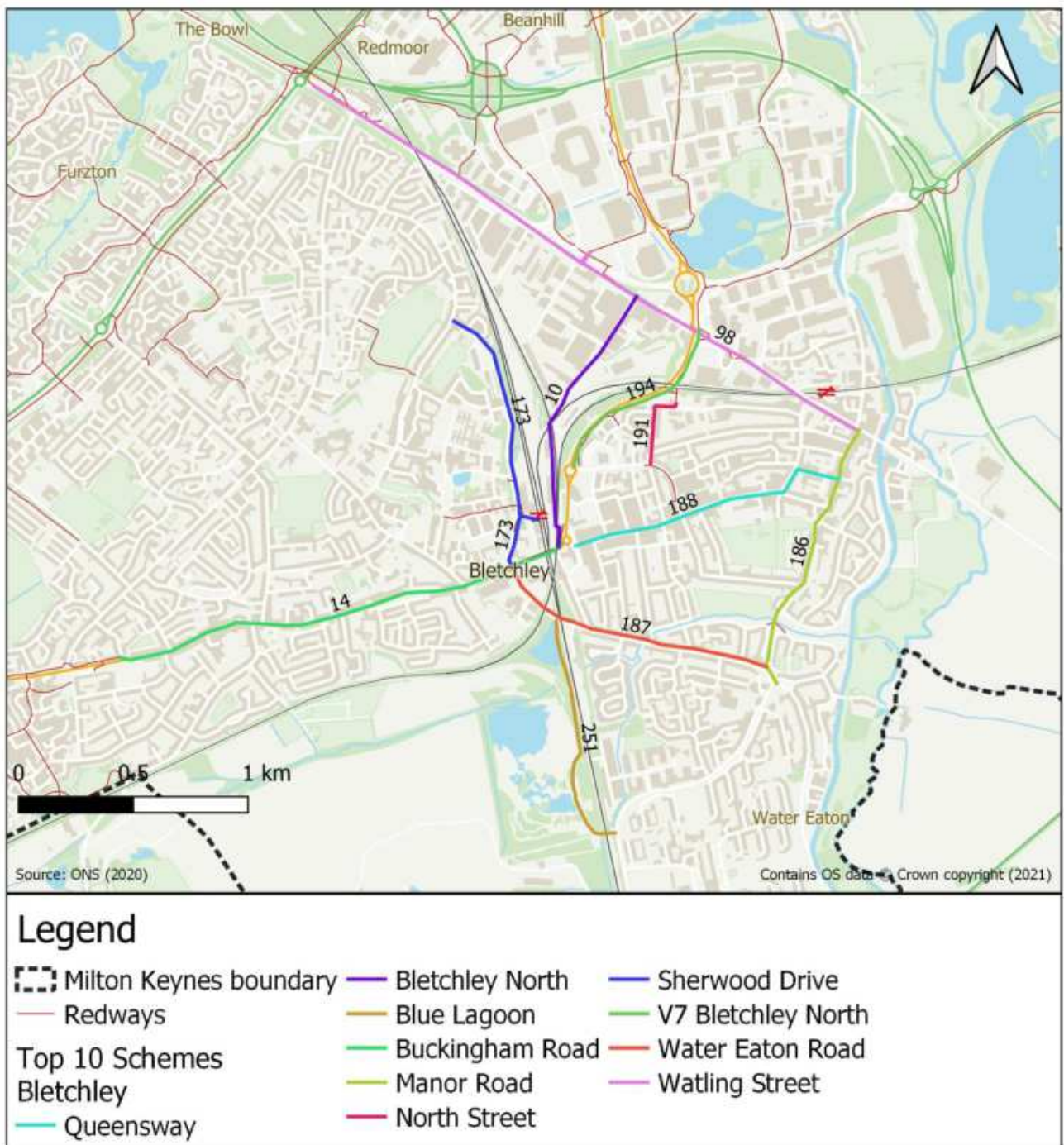


Figure 3-12: Top 10 performing schemes in Bletchley





Figure 3-13: Scheme 194 - V7 Bletchley North

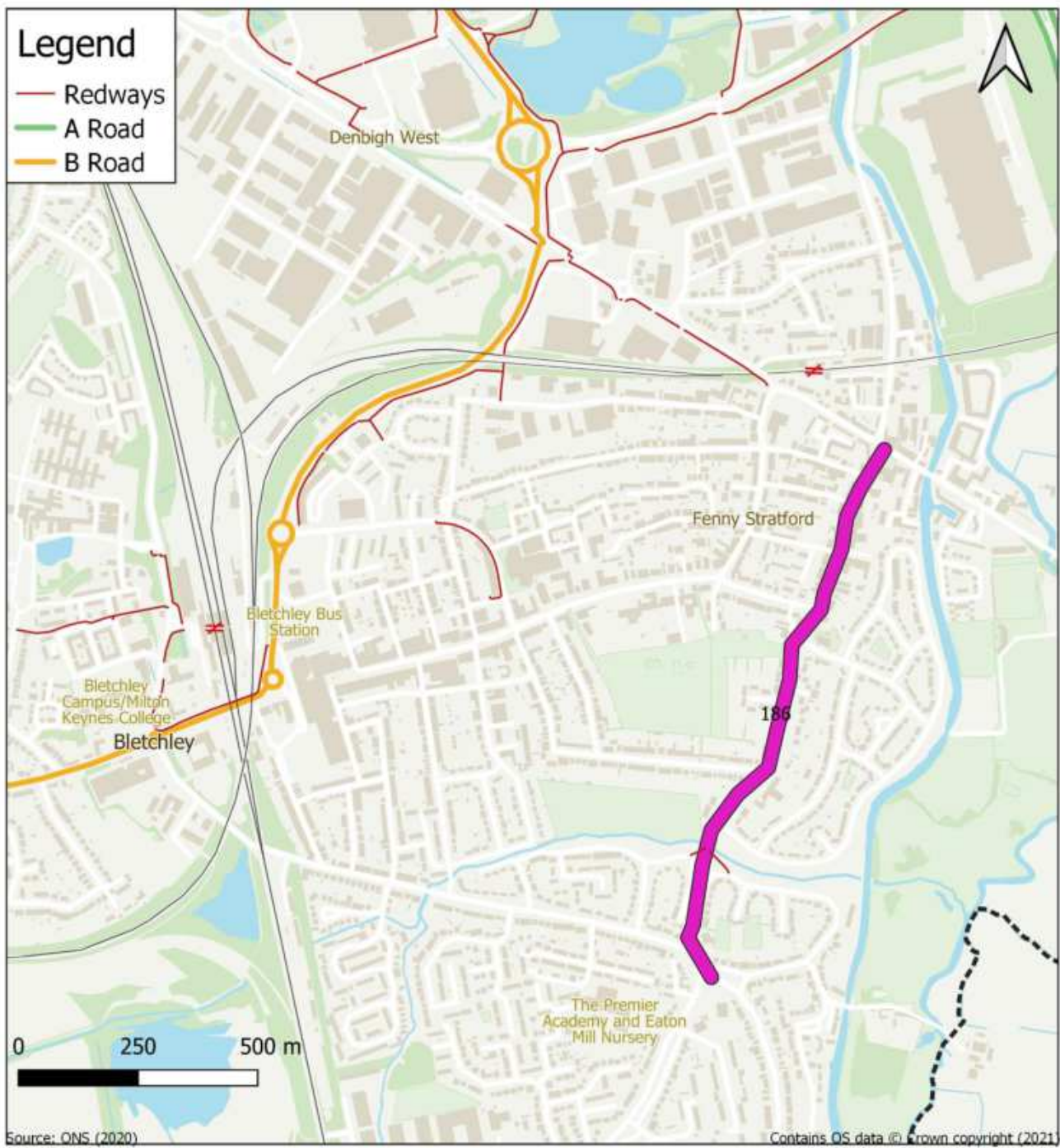


Figure 3-14: Scheme 186 - Manor Road, Bletchley



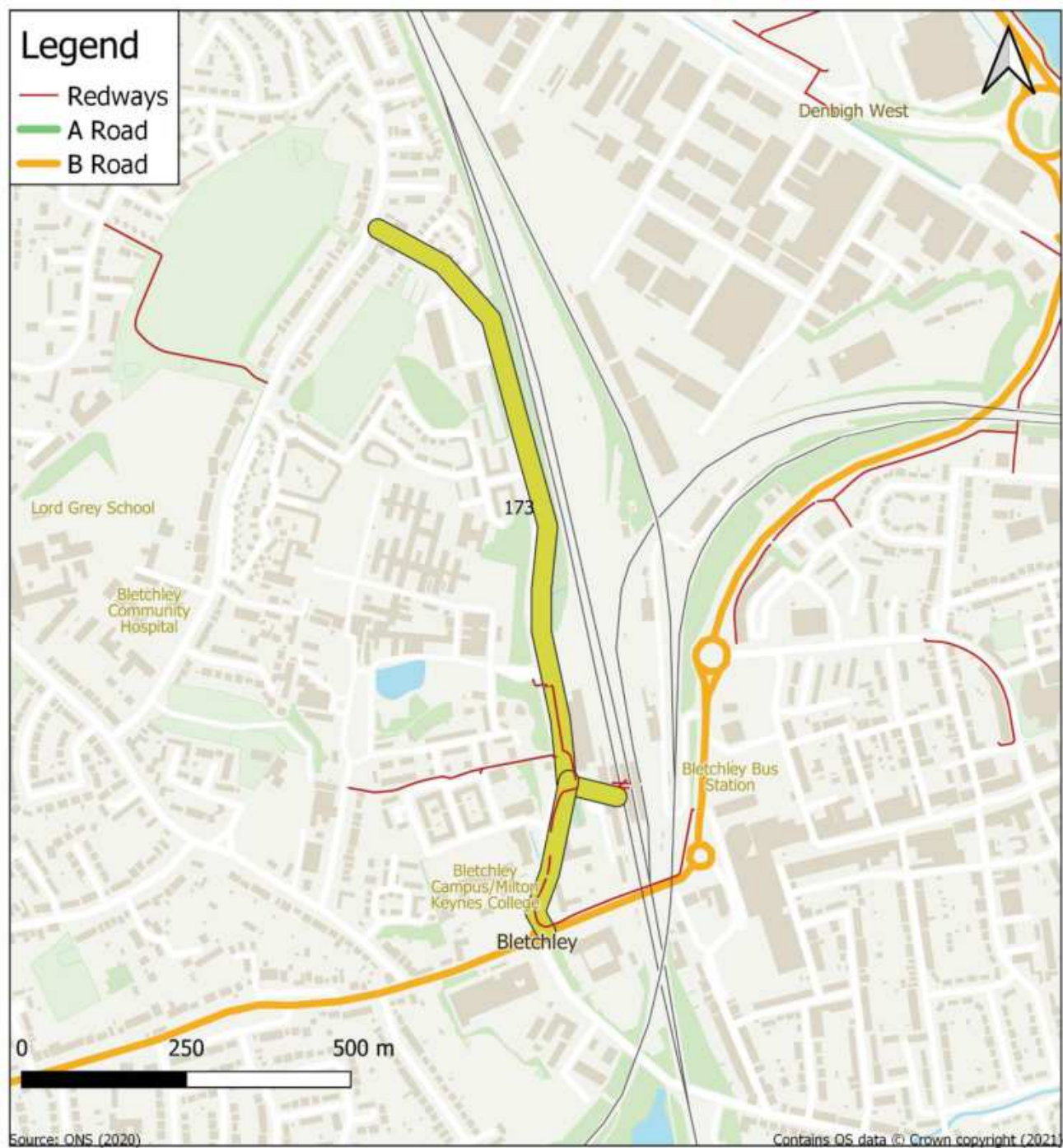


Figure 3-15: Scheme 173 - Sherwood Drive, Bletchley



Figure 3-16: Scheme 188 – Queensway, Bletchley





Figure 3-17: Scheme 251 - Blue Lagoon, Bletchley

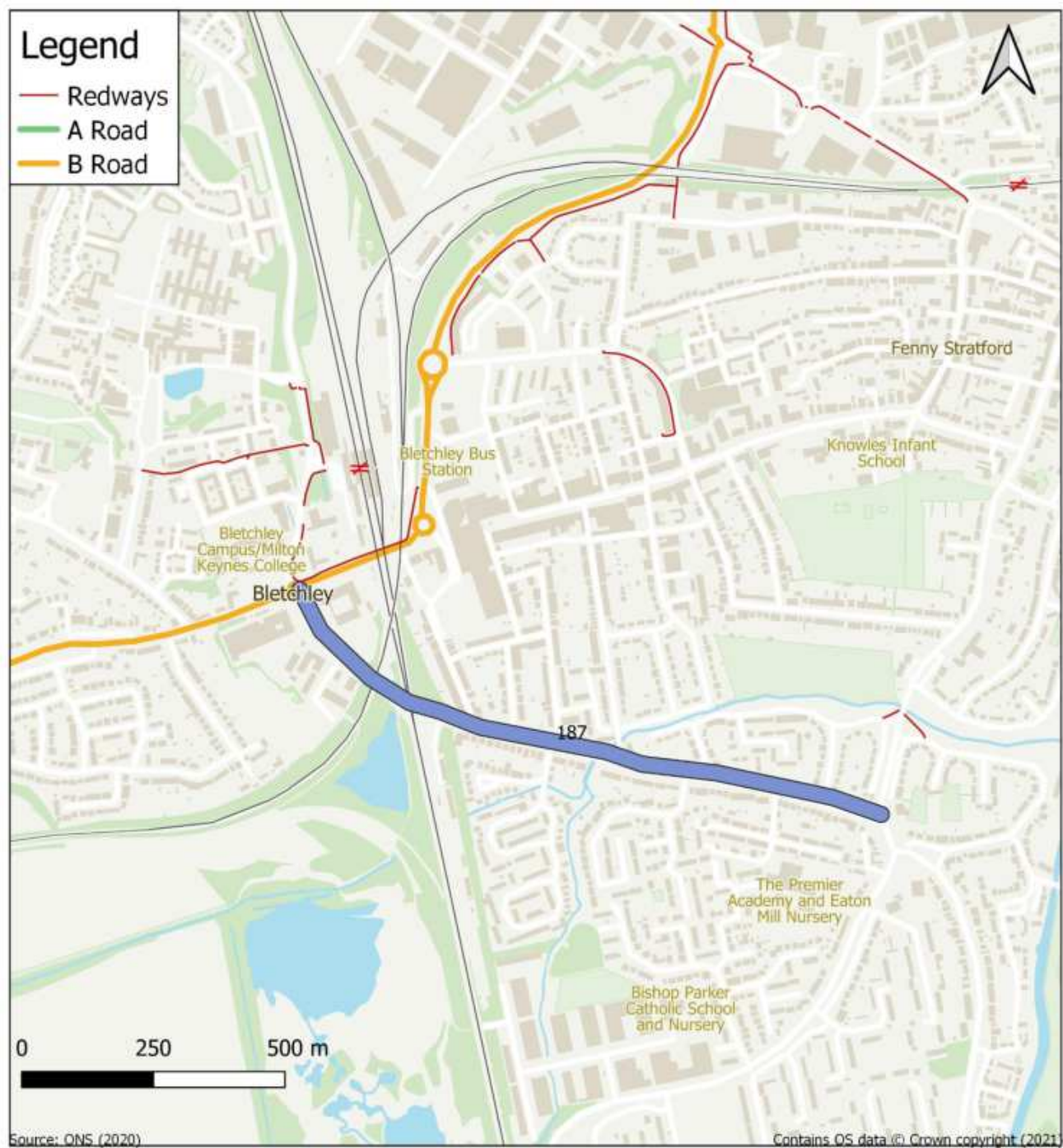


Figure 3-18: Scheme 187 - Water Eaton Road, Bletchley





Figure 3-19: Scheme 191 - North Street, Bletchley

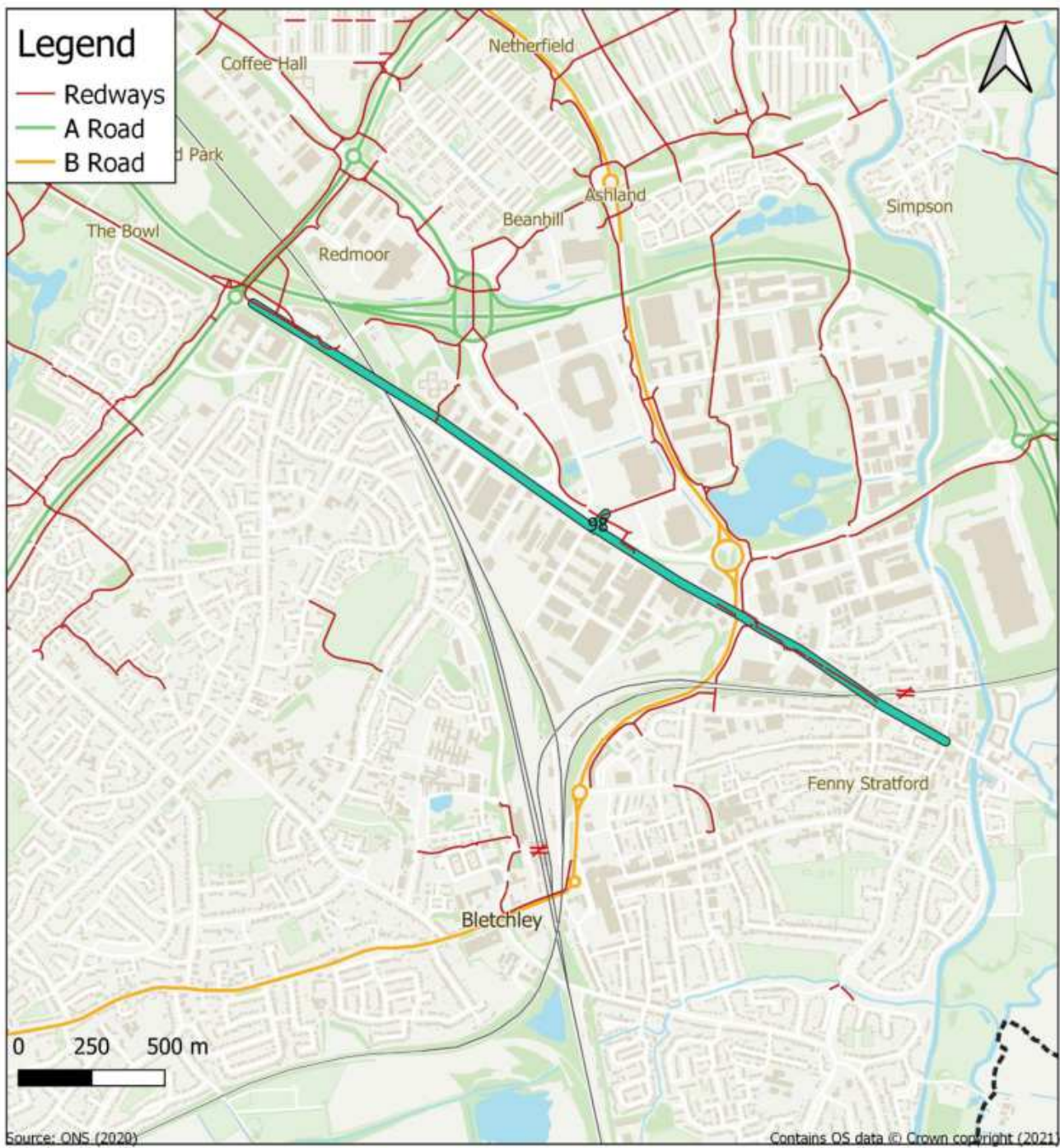


Figure 3-20: Scheme 98 - Watling Street, Bletchley



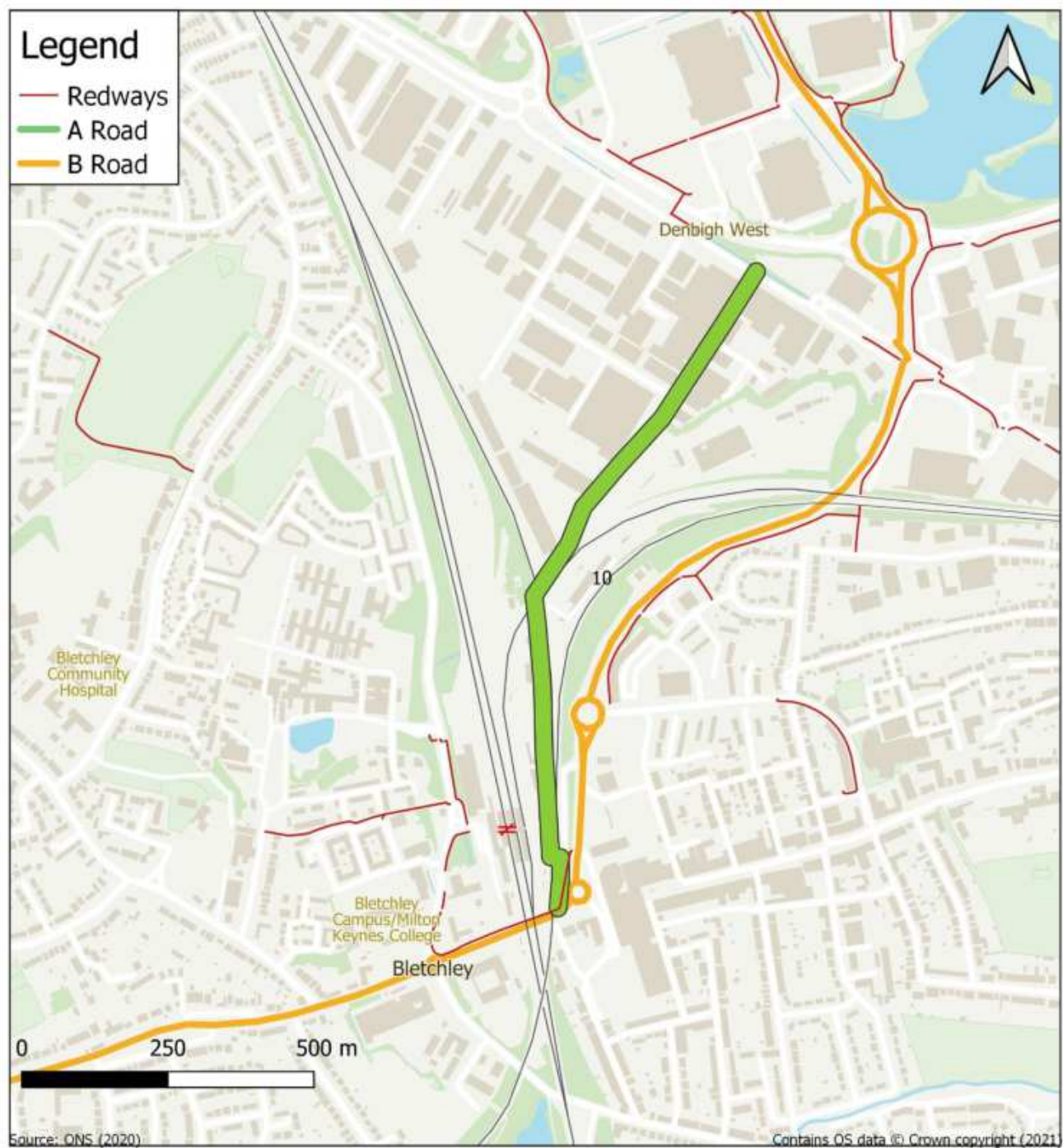


Figure 3-21: Scheme 10 - Bletchley North

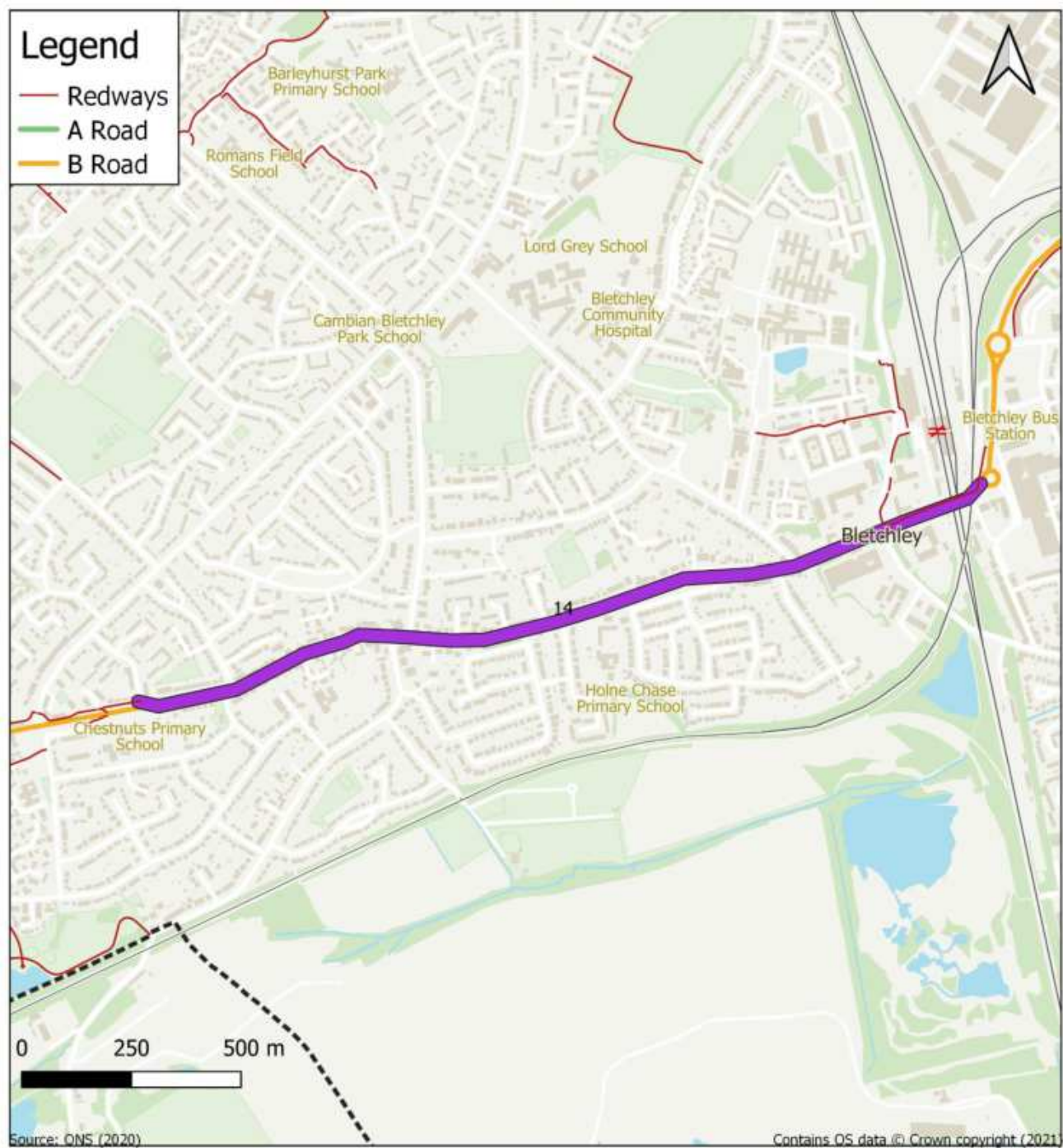
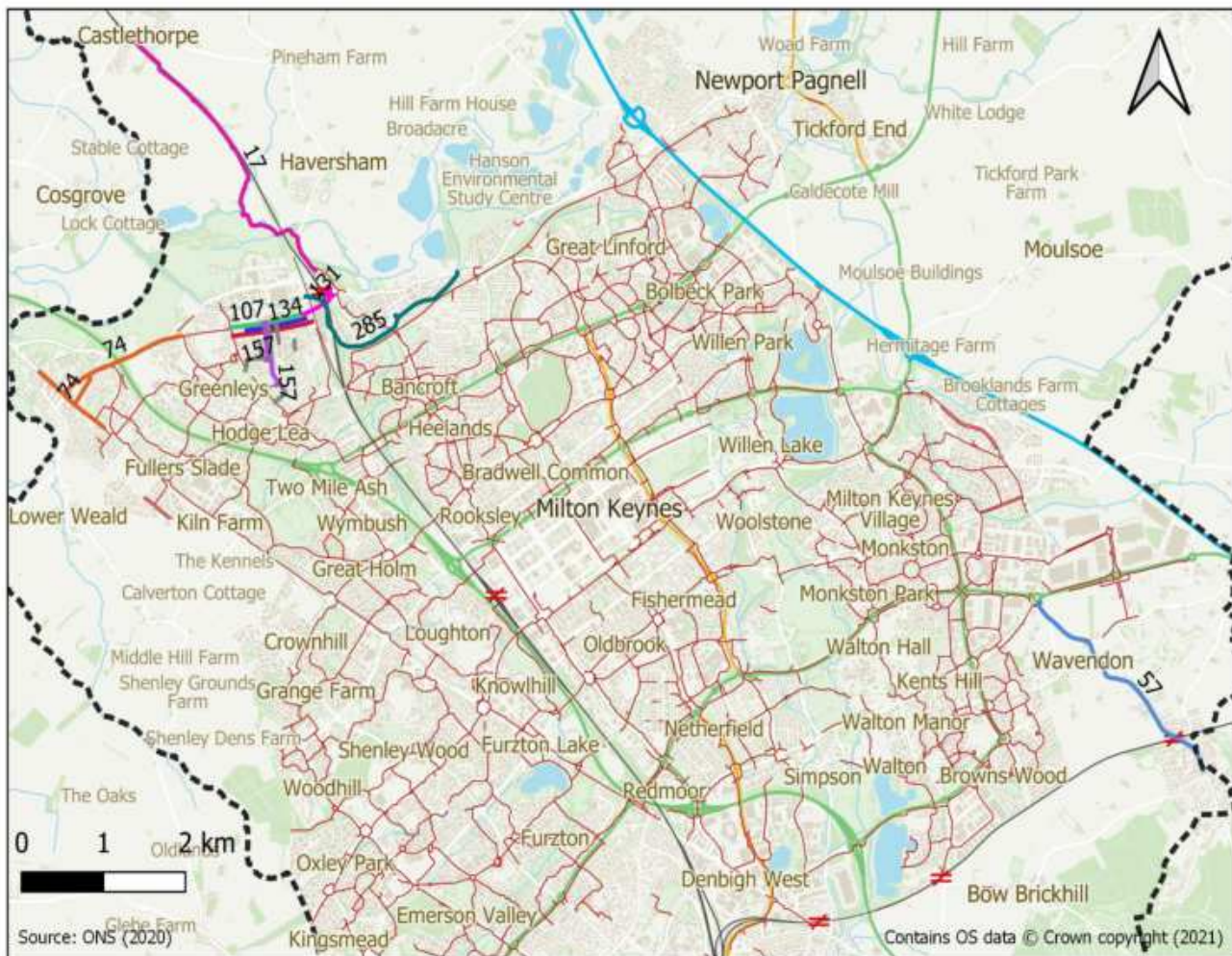


Figure 3-22: Scheme 14 - Buckingham Road, Bletchley



### 3.3 Top 10 Wider Milton Keynes Borough Schemes

| Score                          | Scheme  | Description  |
|--------------------------------|---|--|
| <b>78%</b><br>17 <sup>th</sup> | Wolverton High Street (see Figure 3-24)           | Providing a link along the main road through Wolverton, although due to widths it would be difficult to deliver provision on this corridor. <b>(Gap Analysis, Stakeholder Engagement - Green Party)</b>  |
| <b>75%</b><br>25 <sup>th</sup> | Stony Stratford (see Figure 3-25)                 | Providing a new route through Stony Stratford to link it to the wider Redway network and provide access to the high street. <b>(Gap Analysis, Stakeholder Engagement, Site Visit).</b>   |
| <b>73%</b><br>31 <sup>st</sup> | Wolverton Station Link (see Figure 3-26)          | Providing a link from the Redway to Wolverton across the canal and railway lines, including access to Wolverton Station. This would likely detour the Redway to come into the station from the south, under the railway arches, then provide a Redway along Stratford Street to Wolverton Centre <b>(Gap Analysis, Stakeholder Engagement, Site Visit)</b>   |
| <b>73%</b><br>34 <sup>th</sup> | Church Street, Wolverton (see Figure 3-27)        | Providing an east-west link along Church Street, which has been identified as an area of regeneration for the future. The scheme is backed by evidence and supported by consultation responses from the Parish Council and others. Some of the concerns raised on this stretch of road is the safety around maintenance and parked cars along the route. <b>(Gap Analysis, Stakeholder Engagement, Site Visit)</b> |
| <b>72%</b><br>41 <sup>st</sup> | Windsor Street, Wolverton (see Figure 3-28)       | Providing a north-south link along Windsor Street connecting the main road through Wolverton to the Redway network to the south of the town. <b>(Gap Analysis, Stakeholder Engagement - Parish Council)</b>  |
| <b>71%</b><br>44 <sup>th</sup> | Wolverton Garage Link (see Figure 3-29)           | This scheme was identified as an alternative east-west link (to Stratford Street or Church Street) within the town. It would transform the existing wide alleyway between the blocks into a new Redway <b>(Gap Analysis, Stakeholder Engagement - Parish Council)</b>  |
| <b>71%</b><br>45 <sup>th</sup> | Castlethorpe to Wolverton (see Figure 3-30)       | Providing a link between Wolverton and Castlethorpe along the existing path on National Cycling Route 6, upgrading its standard to Redway levels. This would require upgrading the standard of this. <b>(Gap Analysis, Stakeholder Engagement - Parish Council)</b>  |
| <b>71%</b><br>47 <sup>th</sup> | Newport Road, Woburn Sands (see Figure 3-31)      | Providing an improved link from Woburn Sands to the wider Redway and improving the safety and provision of the existing sections of Redway along the route (which have received safety concerns and criticism). <b>(Gap Analysis, Stakeholder Engagement - Parish Council)</b>   |
| <b>70%</b><br>51 <sup>st</sup> | Wolverton Minor Routes (see Figure 3-32)          | Providing minor routes through Wolverton with increase active travel provision. These routes are narrow so the scheme may consist of multiple types of interventions from new Redways to low traffic neighbourhoods. <b>(Gap Analysis, Stakeholder Engagement - Parish Council)</b>  |
| <b>70%</b><br>53 <sup>rd</sup> | Canal Wolverton to Newport Road (see Figure 3-33) | The Transport Infrastructure Development Plan (TIDP) proposes improving the canal through Milton Keynes. This study split the long route into multiple sections, with this section between Wolverton and Newport Road scoring highly. <b>(TIDP)</b>  |



## Legend

Milton Keynes boundary

Redways

### Top 10 Schemes

#### Bletchley

Canal Wolverton to Newport Road

Castlethorpe to Wolverton

Church Street, Wolverton

Newport Road, Woburn

Stony Stratford

Windsor Street, Wolverton

Wolverton High Street

Wolverton Garage Link

Wolverton Minor Routes

Wolverton Station link

Figure 3-23: Top 10 performing schemes in the Wider Milton Keynes Borough



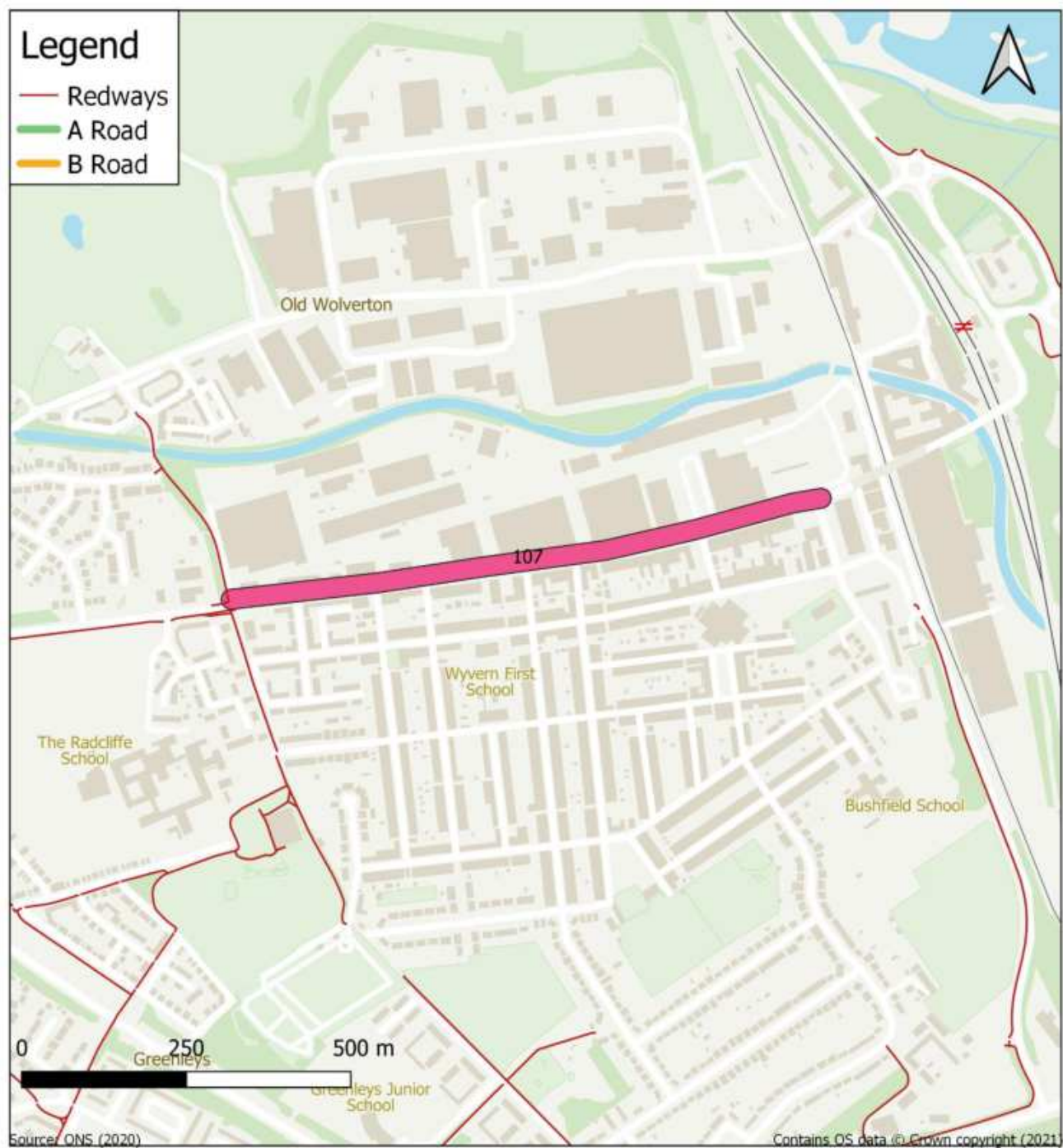


Figure 3-24: Scheme 107 - Wolverton High Street

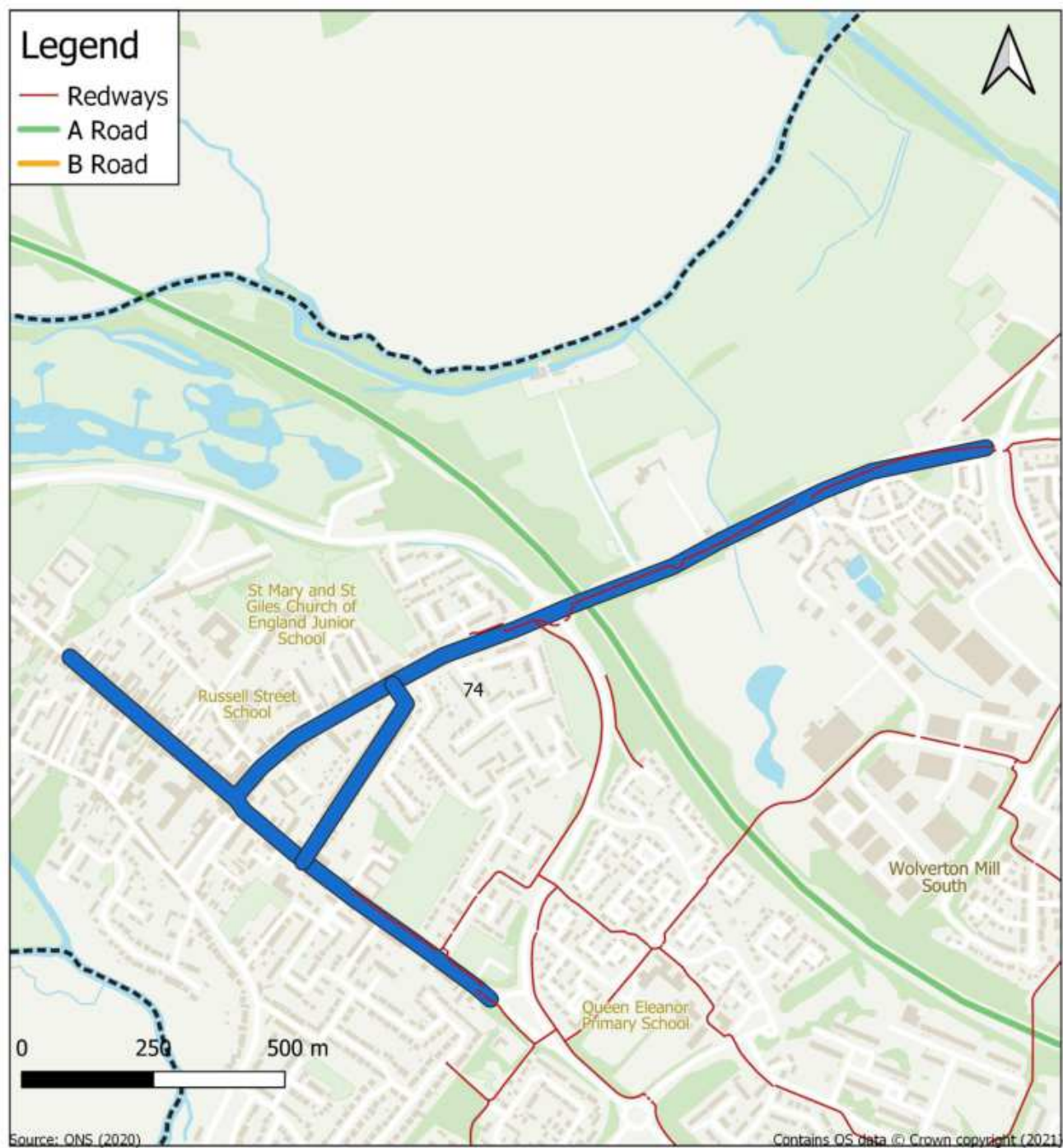


Figure 3-25: Scheme 74 - Stony Stratford



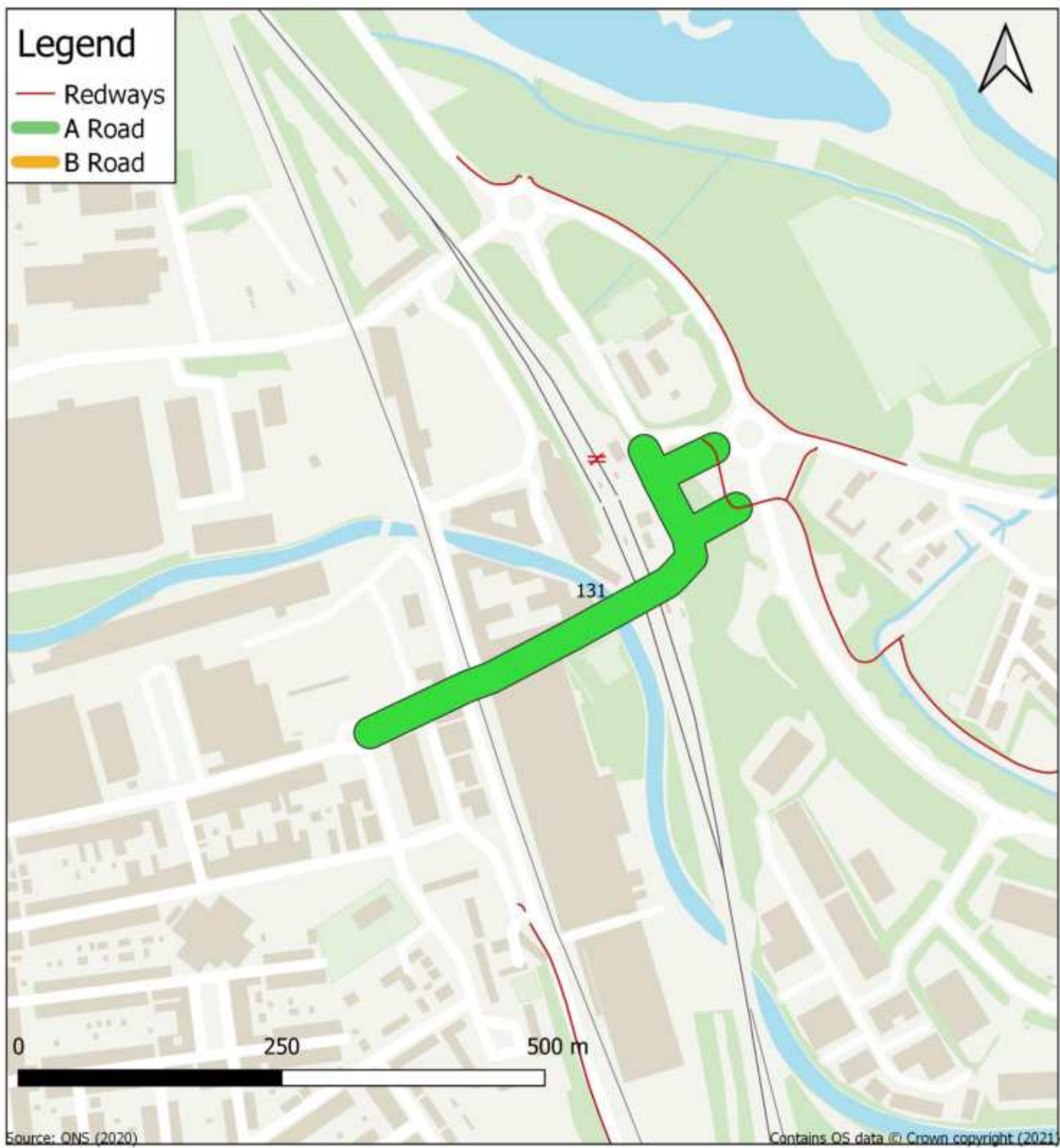


Figure 3-26: Scheme 131 - Wolverton Station Link

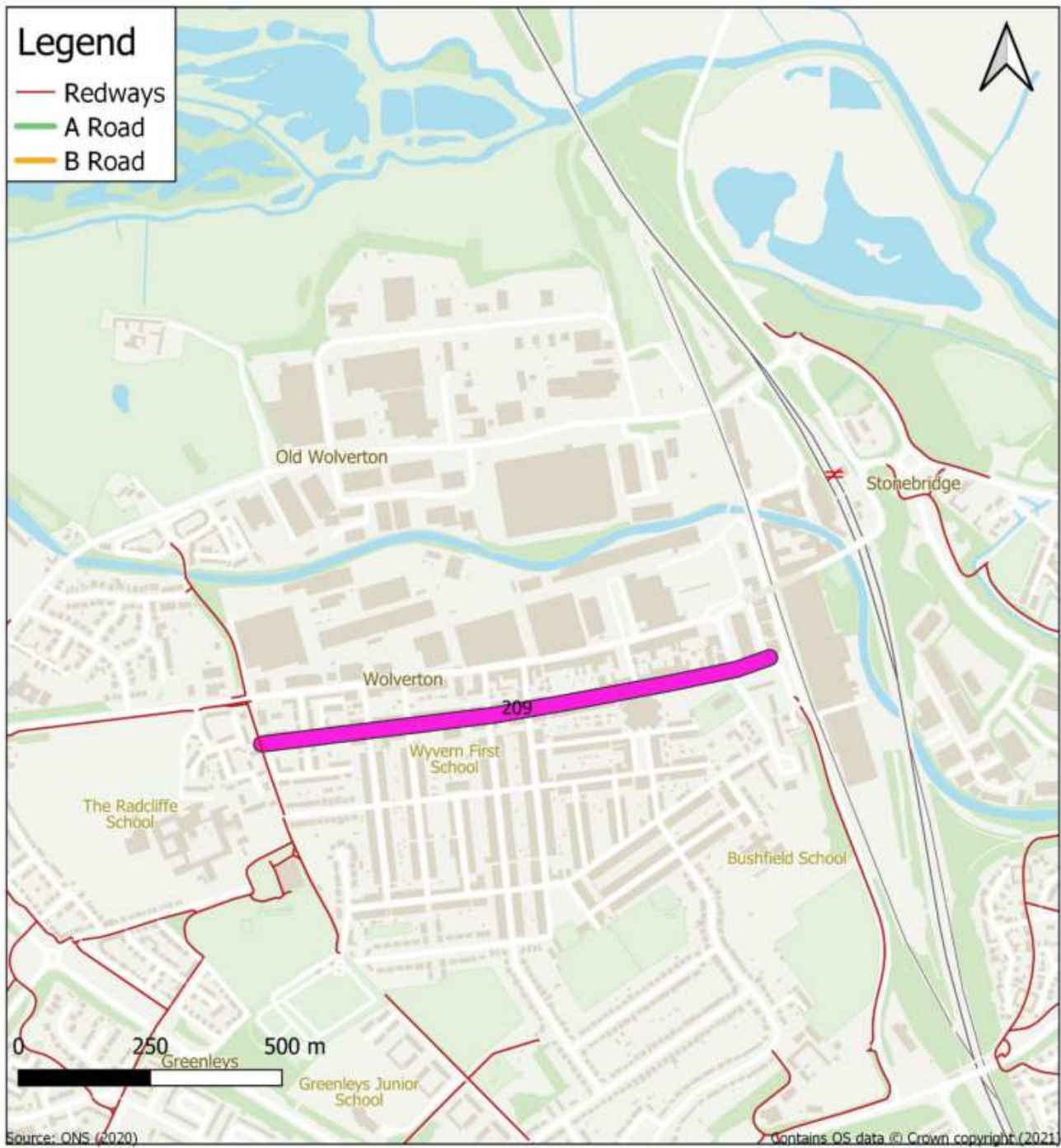


Figure 3-27: Scheme 209 - Church Street, Wolverton





Figure 3-28: Scheme 220 - Windsor Street, Wolverton

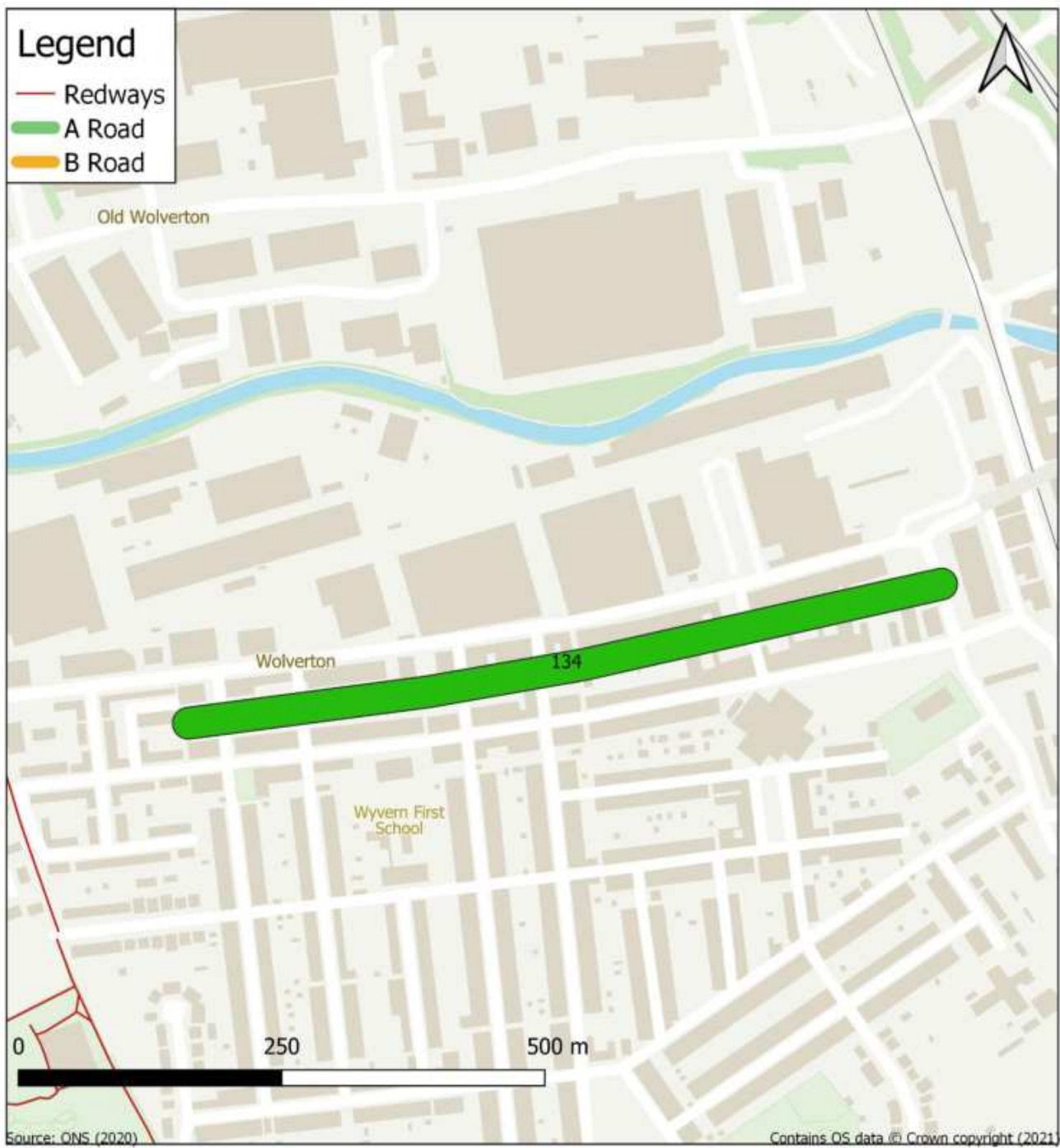


Figure 3-29: Scheme 134 - Wolverton Garage Link



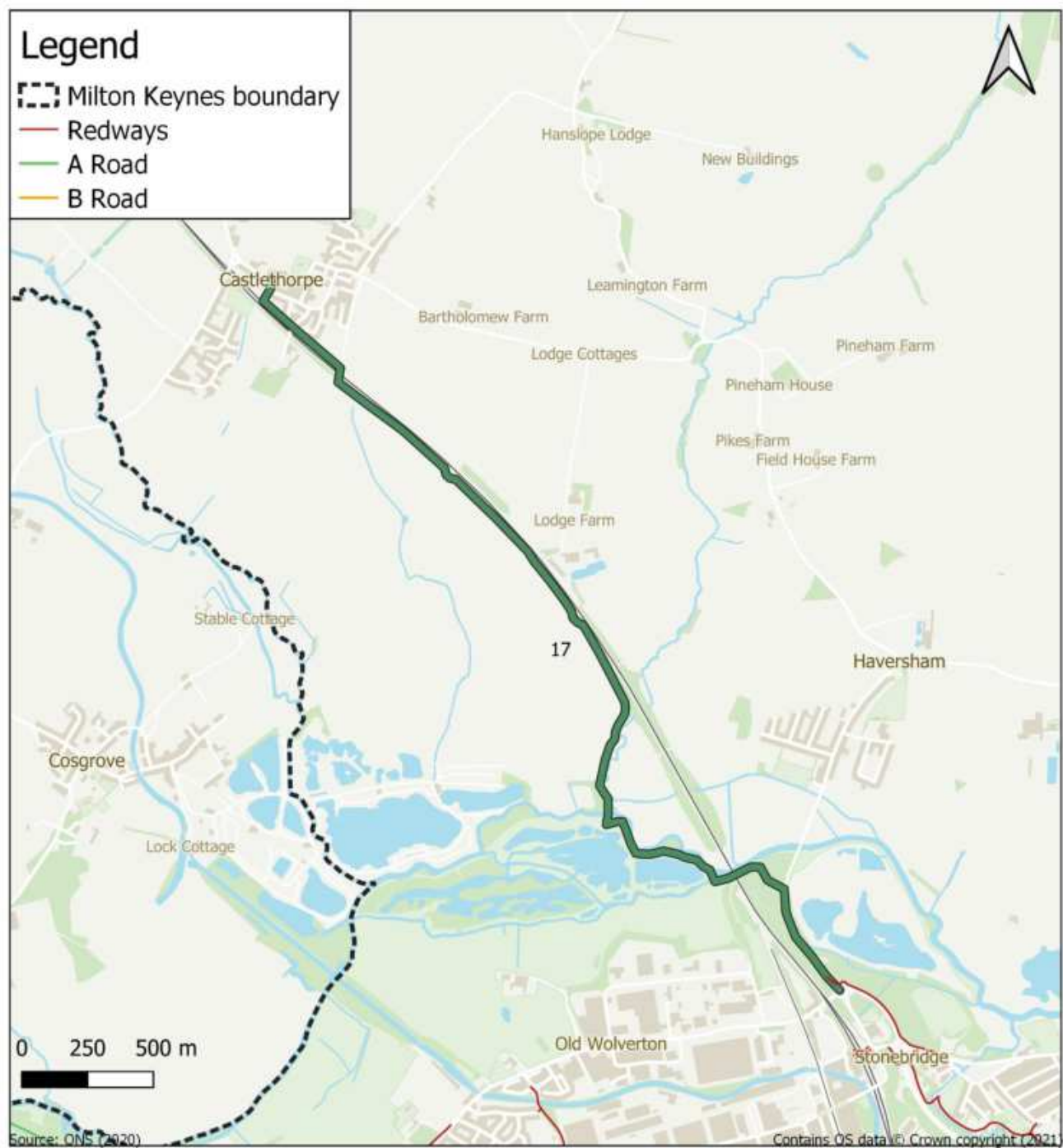


Figure 3-30: Scheme 17 - Castlethorpe to Wolverton

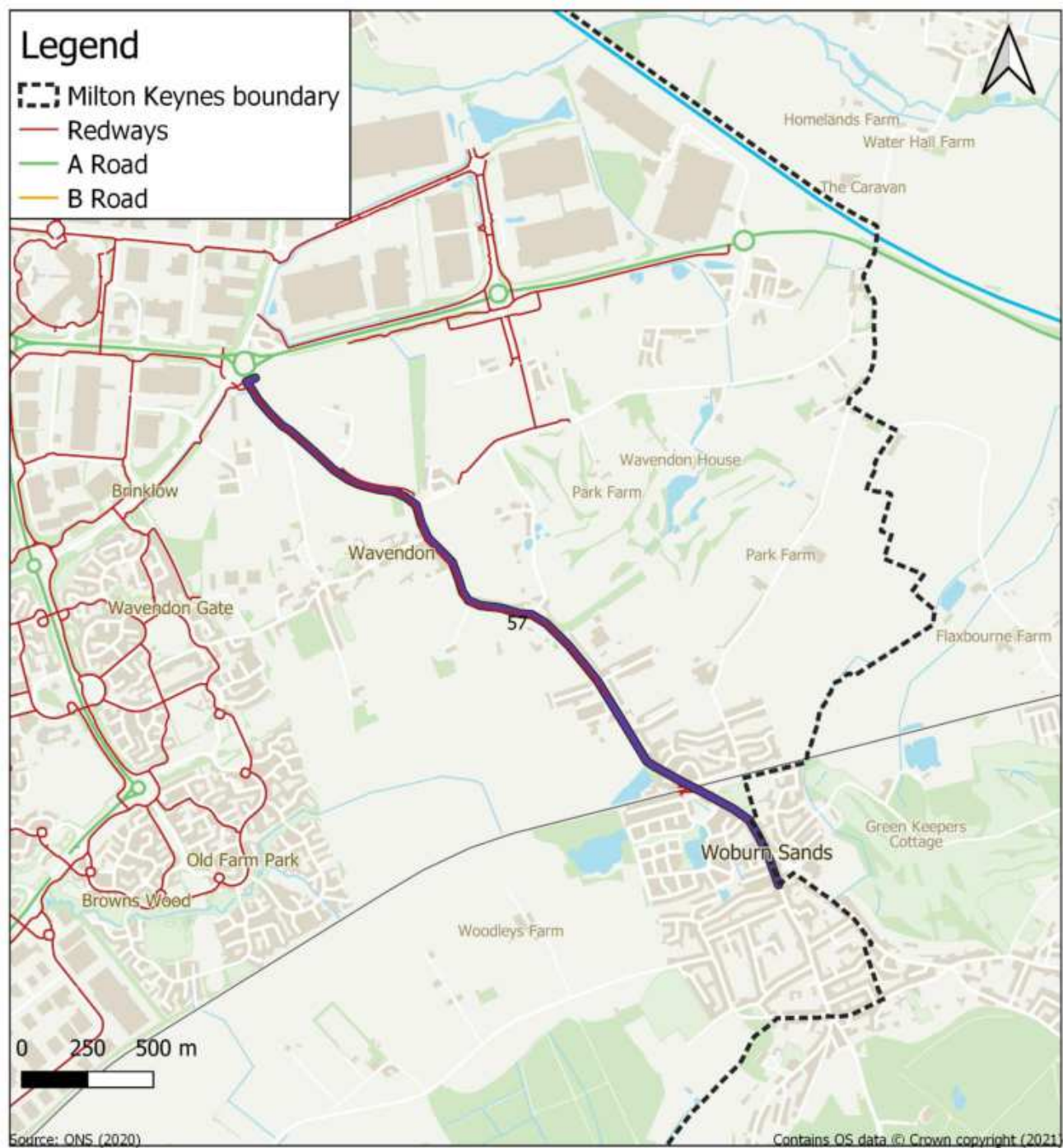


Figure 3-31: Scheme 57 - Newport Road, Woburn Sands



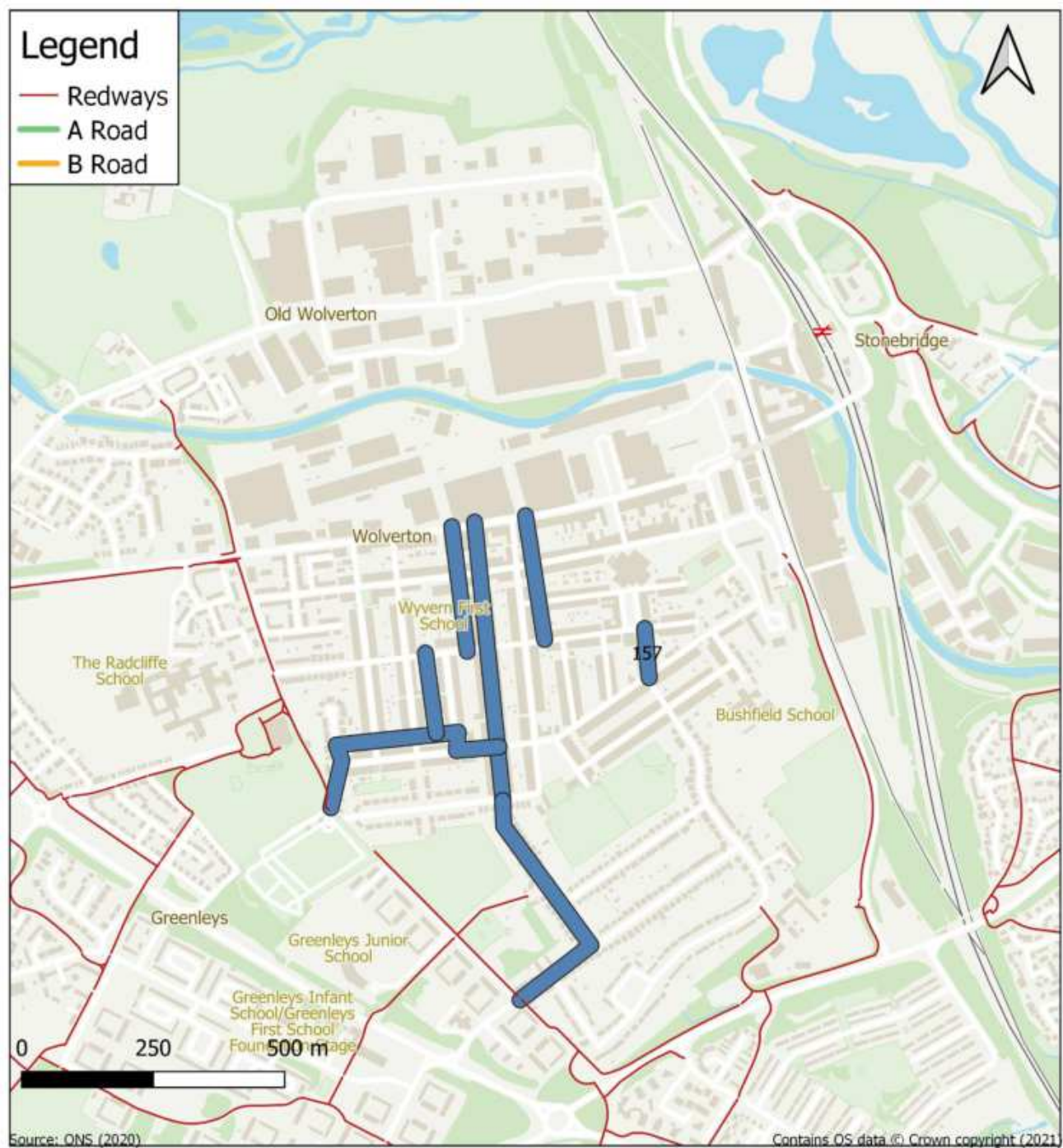


Figure 3-32: Scheme 157 - Wolverton Minor Routes



Figure 3-33: Scheme 285 - Canal between Wolverton and Newport Road



## Appendix A – Full Long List

| Rank | Scheme                                    | Location        | Type of Scheme                                 | Score |
|------|---|-----------------|--|-------|
| 1    | V7 Bletchley North (Scheme 194)           | Bletchley       | Redway Improvement                             | 89%   |
| 2    | Manor Road (Scheme 186)                   | Bletchley       | Missing Link                                   | 88%   |
| 3    | Sherwood Drive (Scheme 173)               | Bletchley       | Missing Link, Redway Improvement               | 84%   |
| 4    | Bletchley High Street (Scheme 188)        | Bletchley       | Missing Link, Redway Improvement               | 83%   |
| 5    | Avebury Boulevard (Scheme 115)            | CMK             | Missing Link                                   | 83%   |
| 5    | Blue Lagoon (Scheme 251)                  | Bletchley       | Missing Link                                   | 83%   |
| 7    | V7 Saxon Street3 (Scheme 292)             | Milton Keynes   | Missing Link, Redway Improvement               | 81%   |
| 8    | Water Eaton Road (Scheme 187)             | Bletchley       | Missing Link                                   | 81%   |
| 8    | North Street (Scheme 191)                 | Bletchley       | Missing Link                                   | 81%   |
| 10   | Watling Street (Scheme 98)                | Bletchley       | Missing Link                                   | 81%   |
| 11   | Bletchley North (Scheme 10)               | Bletchley       | Missing Link, Local Scheme                     | 80%   |
| 11   | Buckingham Road (Scheme 14)               | Bletchley       | Missing Link                                   | 80%   |
| 11   | H9 Groveway1 (Scheme 42)                  | Milton Keynes   | Missing Link, Redway Improvement               | 80%   |
| 11   | Newton Leys (Scheme 59)                   | Bletchley       | Missing Link                                   | 80%   |
| 15   | Canal Railway to South (Scheme 289)       | Bletchley       | Redway Improvement                             | 79%   |
| 16   | Drayton Road (Scheme 181)                 | Bletchley       | Missing Link                                   | 78%   |
| 17   | Wolverton (Scheme 107)                    | Wolverton       | Missing Link                                   | 78%   |
| 18   | Princes Way (Scheme 192)                  | Bletchley       | Missing Link, Redway Improvement               | 78%   |
| 19   | Bletchley Station access (Scheme 129)     | Bletchley       | Missing Link, Local Scheme, Redway Improvement | 78%   |
| 20   | V7 Saxon Street2 (Scheme 91)              | CMK             | Missing Link, Redway Improvement               | 77%   |
| 21   | Fishermead to CMK (Scheme 146)            | CMK             | Missing Link                                   | 77%   |
| 22   | V7 Saxon Street4 (Scheme 92)              | Milton Keynes   | Missing Link, Redway Improvement               | 76%   |
| 23   | Water Eaton Road Link (Scheme 283)        | Bletchley       | Missing Link                                   | 76%   |
| 24   | Water Eaton (Scheme 189)                  | Bletchley       | Missing Link                                   | 76%   |
| 25   | Stony Stratford1 (Scheme 74)              | Stony Stratford | Missing Link, Redway Improvement, Local Scheme | 75%   |
| 26   | V4 Watling Street1 (Scheme 86)            | West MK         | Missing Link, Redway Improvement               | 75%   |
| 27   | MKC to CMK (Scheme 113)                   | CMK             | Missing Link                                   | 75%   |
| 28   | Pentewan Gate crossing (Scheme 125)       | CMK             | Redway Improvement                             | 74%   |
| 29   | H3 Monks Way1 (Scheme 24)                 | Milton Keynes   | Missing Link, Redway Improvement               | 74%   |
| 29   | Railway (Scheme 69)                       | Milton Keynes   | Missing Link                                   | 74%   |
| 31   | Wolverton Station link (Scheme 131)       | Wolverton       | Missing Link                                   | 73%   |
| 32   | Rural Leisure (Scheme 71)                 | Milton Keynes   | Missing Link                                   | 73%   |
| 32   | V10 Brickhill Street1 (Scheme 76)         | Milton Keynes   | Missing Link                                   | 73%   |
| 32   | Church Street (Scheme 209)                | Wolverton       | Missing Link                                   | 73%   |
| 35   | South Bletchley Bypass (Scheme 252)       | Bletchley       | Missing Link                                   | 73%   |
| 36   | Silbury Boulevard (Scheme 114)            | CMK             | Missing Link                                   | 73%   |
| 37   | Rickley Lane (Scheme 174)                 | Bletchley       | Missing Link                                   | 72%   |
| 38   | V6 Grafton Street2 (Scheme 88)            | Milton Keynes   | Missing Link, Redway Improvement               | 72%   |
| 38   | Gates at Avebury Blvd and V7 (Scheme 127) | CMK             | Redway Improvement                             | 72%   |
| 40   | CMK to Campbell Park (Scheme 132)         | CMK             | Missing Link                                   | 72%   |
| 40   | Windsor Street (Scheme 220)               | Wolverton       | Missing Link                                   | 72%   |
| 42   | Fishermead (Scheme 22)                    | CMK             | Missing Link, Local Scheme                     | 71%   |
| 42   | H4 Dansteed Way1 (Scheme 27)              | West MK         | Redway Improvement                             | 71%   |
| 44   | Wolverton Garage Link1 (Scheme 134)       | Wolverton       | Missing Link, Local Scheme                     | 71%   |
| 45   | Castlethorpe to Wolverton (Scheme 17)     | Castlethorpe    | Missing Link                                   | 71%   |

| Rank | Scheme                                       | Location        | Type of Scheme                                 | Score |
|------|--|-----------------|--|-------|
| 45   | Whaddon Way (Scheme 101)                     | Bletchley       | Missing Link                                   | 71%   |
| 47   | Newport Road1 (Scheme 57)                    | Wavendon        | Missing Link, Redway Improvement               | 71%   |
| 48   | Newport Road (Scheme 290)                    | Milton Keynes   | Missing Link, Redway Improvement               | 71%   |
| 49   | V8 Marlborough Street2 (Scheme 94)           | Milton Keynes   | Missing Link, Redway Improvement               | 70%   |
| 49   | MK Academy Junction (Scheme 142)             | Milton Keynes   | Redway Improvement                             | 70%   |
| 49   | Wolverton Minor Routes (Scheme 157)          | Wolverton       | Missing Link                                   | 70%   |
| 52   | Bletchley Park (Scheme 259)                  | Bletchley       | Missing Link                                   | 70%   |
| 53   | Canal Wolverton to Newport Road (Scheme 285) | Wolverton       | Redway Improvement                             | 70%   |
| 54   | Bletchley to Bow Brickhill (Scheme 5)        | Bletchley       | Missing Link                                   | 69%   |
| 55   | Newport Road2 (Scheme 58)                    | East MK         | Missing Link, Redway Improvement, Local Scheme | 69%   |
| 56   | Whalley Drive (Scheme 102)                   | Bletchley       | Missing Link                                   | 68%   |
| 56   | Bradwell Common - Conniburrow (Scheme 202)   | Milton Keynes   | Missing Link                                   | 68%   |
| 56   | V7 Saxon Street5 (Scheme 291)                | Milton Keynes   | Missing Link, Redway Improvement               | 68%   |
| 59   | Lakes Estate E-W (Scheme 184)                | Bletchley       | Missing Link                                   | 68%   |
| 59   | Old Wolverton Road (Scheme 212)              | Wolverton       | Missing Link                                   | 68%   |
| 61   | Hospital (Scheme 46)                         | Milton Keynes   | Redway Improvement                             | 67%   |
| 61   | V8 Marlborough Street3 (Scheme 95)           | CMK             | Redway Improvement                             | 67%   |
| 61   | Furzey Way (Scheme 273)                      | Bletchley       | Missing Link                                   | 67%   |
| 64   | Verity Place (Scheme 253)                    | CMK             | Missing Link                                   | 67%   |
| 65   | Wolverton NS (Scheme 210)                    | Wolverton       | Local Scheme                                   | 67%   |
| 66   | Stony Stratford2 (Scheme 75)                 | Stony Stratford | Missing Link                                   | 66%   |
| 66   | Caldecotte Street (Scheme 169)               | Newport Pagnell | Missing Link                                   | 66%   |
| 68   | H7 Chaffron Way1 (Scheme 35)                 | West MK         | Missing Link, Redway Improvement               | 66%   |
| 69   | Lakes Estate N-S (Scheme 182)                | Bletchley       | Missing Link                                   | 66%   |
| 70   | CMK (Scheme 18)                              | CMK             | Missing Link                                   | 66%   |
| 70   | V8 Marlborough Street4 (Scheme 96)           | Milton Keynes   | Redway Improvement                             | 66%   |
| 70   | MKC crossing with V6 (Scheme 124)            | CMK             | Redway Improvement                             | 66%   |
| 70   | Loughton (Scheme 153)                        | West MK         | Missing Link                                   | 66%   |
| 70   | Westfield Road (Scheme 190)                  | Bletchley       | Missing Link                                   | 66%   |
| 75   | Woburn Sands (Scheme 103)                    | Woburn Sands    | Missing Link, Local Scheme                     | 66%   |
| 76   | McConnell Drive (Scheme 225)                 | Wolverton       | Missing Link                                   | 66%   |
| 77   | Ousedale School (Scheme 165)                 | Newport Pagnell | Missing Link                                   | 65%   |
| 78   | H5 Portway1 (Scheme 28)                      | West MK         | Missing Link                                   | 65%   |
| 78   | MK Academy (Scheme 53)                       | Milton Keynes   | Redway Improvement                             | 65%   |
| 78   | V11 Tongwell Street1 (Scheme 79)             | East MK         | Redway Improvement                             | 65%   |
| 78   | Oldbrook (Scheme 145)                        | CMK             | Missing Link                                   | 65%   |
| 78   | V5 Great Monks Street (Scheme 215)           | Wolverton       | Missing Link                                   | 65%   |
| 78   | Willen Lake (Scheme 282)                     | Milton Keynes   | Missing Link, Redway Improvement               | 65%   |
| 84   | Pineham (Scheme 68)                          | East MK         | Missing Link                                   | 65%   |
| 85   | H4 Danstead Way2 (Scheme 296)                | Milton Keynes   | Missing Link, Redway Improvement               | 65%   |
| 86   | Canal H8 to Railway (Scheme 288)             | Milton Keynes   | Redway Improvement                             | 65%   |
| 87   | MK to Cranfield Uni (Scheme 54)              | East MK         | Missing Link                                   | 64%   |
| 87   | V7 Saxon Street1 (Scheme 90)                 | Milton Keynes   | Missing Link, Redway Improvement               | 64%   |
| 87   | Walnut Tree (Scheme 139)                     | Milton Keynes   | Local Scheme                                   | 64%   |
| 87   | Shenley Road (Scheme 180)                    | Bletchley       | Missing Link                                   | 64%   |



| Rank | Scheme  | Location        | Type of Scheme                                 | Score |
|------|---|-----------------|--|-------|
| 87   | Coffee Hall NS1 (Scheme 199)                  | Milton Keynes   | Missing Link, Local Scheme                     | 64%   |
| 87   | Driftway (Scheme 241)                         | Olney           | Missing Link                                   | 64%   |
| 93   | Railway Walk Newport (Scheme 164)             | Newport Pagnell | Redway Improvement                             | 64%   |
| 94   | Stoke Road (Scheme 185)                       | Bletchley       | Missing Link                                   | 64%   |
| 95   | H8 Standing Way2 (Scheme 40)                  | Milton Keynes   | Missing Link, Redway Improvement               | 63%   |
| 95   | Lamond Drive (Scheme 183)                     | Bletchley       | Missing Link                                   | 63%   |
| 95   | Lakes Estate SW (Scheme 274)                  | Bletchley       | Missing Link                                   | 63%   |
| 98   | Newport Pagnell to Cranfield Uni (Scheme 56)  | Newport Pagnell | Missing Link                                   | 62%   |
| 99   | Fenny Stratford (Scheme 21)                   | Bletchley       | Missing Link, Redway Improvement               | 62%   |
| 99   | West MK (Scheme 100)                          | West MK         | Missing Link, Local Scheme                     | 62%   |
| 99   | Canal NCN (Scheme 112)                        | Milton Keynes   | Redway Improvement                             | 62%   |
| 99   | Netherfield (Scheme 128)                      | Milton Keynes   | Missing Link                                   | 62%   |
| 99   | Trinity Road (Scheme 213)                     | Wolverton       | Missing Link                                   | 62%   |
| 99   | V4 Watling Street2 (Scheme 279)               | West MK         | Missing Link                                   | 62%   |
| 105  | V6 Grafton Street3 (Scheme 89)                | Milton Keynes   | Missing Link, Redway Improvement               | 62%   |
| 106  | Bletchley North Rail Crossing (Scheme 193)    | Bletchley       | Missing Link                                   | 62%   |
| 107  | Wolverton Canal/Railway crossing (Scheme 135) | Wolverton       | Missing Link                                   | 62%   |
| 108  | Shenley Drive (Scheme 175)                    | Bletchley       | Missing Link                                   | 61%   |
| 109  | Midsummer Boulevard Crossing (Scheme 126)     | CMK             | Redway Improvement                             | 61%   |
| 109  | Aylesbury Street (Scheme 219)                 | Wolverton       | Missing Link                                   | 61%   |
| 111  | H8 Standing Way1 (Scheme 39)                  | West MK         | Missing Link, Redway Improvement               | 61%   |
| 112  | Springfield EW (Scheme 205)                   | Milton Keynes   | Missing Link                                   | 61%   |
| 113  | H8 Standing Way3 (Scheme 41)                  | East MK         | Missing Link                                   | 60%   |
| 113  | Hospital junction (Scheme 123)                | Milton Keynes   | Redway Improvement                             | 60%   |
| 113  | Coffee Hall EW1 (Scheme 196)                  | Milton Keynes   | Missing Link, Redway Improvement               | 60%   |
| 113  | Beanhill (Scheme 200)                         | Milton Keynes   | Missing Link, Local Scheme                     | 60%   |
| 117  | Wolverton Station access (Scheme 130)         | Wolverton       | Missing Link, Local Scheme, Redway Improvement | 60%   |
| 118  | Hanslope to Wolverton (Scheme 45)             | Hanslope        | Missing Link                                   | 60%   |
| 118  | Canal North to Wolverton (Scheme 293)         | Wolverton       | Redway Improvement                             | 60%   |
| 120  | Olney to MK (Scheme 66)                       | Olney           | Missing Link                                   | 59%   |
| 120  | Rooksley (Scheme 70)                          | Milton Keynes   | Missing Link, Local Scheme                     | 59%   |
| 120  | MKC Access (Scheme 136)                       | CMK             | Missing Link, Local Scheme, Redway Improvement | 59%   |
| 120  | Ouzel Valley Park (Scheme 147)                | Milton Keynes   | Missing Link                                   | 59%   |
| 120  | Lakes Estate E (Scheme 277)                   | Bletchley       | Missing Link                                   | 59%   |
| 125  | Downs Barn EW (Scheme 204)                    | Milton Keynes   | Missing Link                                   | 59%   |
| 125  | Waterhall Park (Scheme 276)                   | Bletchley       | Missing Link                                   | 59%   |
| 127  | V9 Overgate1 (Scheme 97)                      | Milton Keynes   | Missing Link                                   | 59%   |
| 128  | Wolverton Road Newport Pagnell (Scheme 294)   | Newport Pagnell | Missing Link                                   | 59%   |
| 129  | Conniburrow (Scheme 151)                      | Milton Keynes   | Missing Link                                   | 59%   |
| 130  | V11 Tongwell Street2 (Scheme 80)              | Milton Keynes   | Local Scheme                                   | 58%   |
| 130  | V3 Fulmer Street4 (Scheme 85)                 | Bletchley       | Missing Link, Redway Improvement               | 58%   |
| 130  | V6 Grafton Street1 (Scheme 87)                | Milton Keynes   | Missing Link, Redway Improvement               | 58%   |
| 130  | V8 Marlborough Street1 (Scheme 93)            | Milton Keynes   | Missing Link, Redway Improvement               | 58%   |
| 130  | Wolverton Road (Scheme 109)                   | Newport Pagnell | Missing Link, Redway Improvement               | 58%   |
| 130  | Wolverton Canal Link (Scheme 156)             | Wolverton       | Missing Link                                   | 58%   |

| Rank | Scheme  | Location        | Type of Scheme                                 | Score |
|------|---|-----------------|--|-------|
| 130  | Station Road Newport (Scheme 171)             | Newport Pagnell | Missing Link                                   | 58%   |
| 130  | Cornwall Grove (Scheme 178)                   | Bletchley       | Missing Link                                   | 58%   |
| 130  | Lakes Estate EW (Scheme 275)                  | Bletchley       | Missing Link                                   | 58%   |
| 139  | Tattenhoe Lane (Scheme 176)                   | Bletchley       | Missing Link, Redway Improvement               | 57%   |
| 140  | H5 Portway4 (Scheme 31)                       | East MK         | Missing Link                                   | 57%   |
| 140  | Radcliffe School (Scheme 211)                 | Wolverton       | Missing Link                                   | 57%   |
| 142  | Poets Estate (Scheme 160)                     | Newport Pagnell | Missing Link                                   | 56%   |
| 143  | H6 Childs Way2 (Scheme 34)                    | East MK         | Missing Link, Redway Improvement               | 56%   |
| 143  | Bradwell Common (Scheme 152)                  | Milton Keynes   | Missing Link                                   | 56%   |
| 143  | Wolverton Garage Link2 (Scheme 222)           | Wolverton       | Missing Link                                   | 56%   |
| 143  | Blue Lagoon to Newton Leys (Scheme 284)       | Bletchley       | Missing Link                                   | 56%   |
| 143  | Stonepit Field Links (Scheme 295)             | Milton Keynes   | Missing Link, Redway Improvement               | 56%   |
| 148  | Riverside Meadow (Scheme 230)                 | Newport Pagnell | Missing Link                                   | 56%   |
| 149  | Cranfield Road (Scheme 19)                    | Woburn Sands    | Missing Link, Local Scheme                     | 56%   |
| 150  | Kents Hill (Scheme 47)                        | Milton Keynes   | Missing Link, Redway Improvement               | 55%   |
| 150  | Crispin Road (Scheme 150)                     | Milton Keynes   | Missing Link                                   | 55%   |
| 150  | Calverton Lane (Scheme 278)                   | West MK         | Missing Link                                   | 55%   |
| 153  | H7 Chaffron Way2 (Scheme 36)                  | Milton Keynes   | Missing Link, Redway Improvement               | 55%   |
| 153  | Conniburrow Redway Gap (Scheme 201)           | Milton Keynes   | Missing Link                                   | 55%   |
| 153  | Wolverton Play Space Cut Through (Scheme 228) | Wolverton       | Missing Link                                   | 55%   |
| 156  | The Agora (Scheme 223)                        | Wolverton       | Missing Link                                   | 55%   |
| 157  | Bletchley to Little Brickhill (Scheme 7)      | Bletchley       | Missing Link, Redway Improvement, Local Scheme | 55%   |
| 158  | V3 Fulmer Street3 (Scheme 84)                 | West MK         | Missing Link                                   | 54%   |
| 158  | Wavendon (Scheme 99)                          | Wavendon        | Missing Link, Local Scheme                     | 54%   |
| 158  | Downs Barn NS (Scheme 203)                    | Milton Keynes   | Missing Link                                   | 54%   |
| 161  | Springfield NS (Scheme 206)                   | Milton Keynes   | Missing Link                                   | 54%   |
| 161  | Radcliffe Street (Scheme 227)                 | Wolverton       | Missing Link                                   | 54%   |
| 163  | Deanshanger (Scheme 137)                      | Stony Stratford | Missing Link                                   | 54%   |
| 164  | V10 Brickhill Street3 (Scheme 78)             | Newport Pagnell | Redway Improvement                             | 53%   |
| 165  | Newton Longville (Scheme 60)                  | Bletchley       | Missing Link                                   | 53%   |
| 166  | Simpson (Scheme 72)                           | Milton Keynes   | Missing Link                                   | 53%   |
| 167  | Little Linford Lane (Scheme 159)              | Newport Pagnell | Missing Link                                   | 53%   |
| 168  | Marsh End Road (Scheme 51)                    | Newport Pagnell | Missing Link, Local Scheme                     | 52%   |
| 168  | Southern Way (Scheme 217)                     | Wolverton       | Missing Link                                   | 52%   |
| 170  | H3 Monks Way2 (Scheme 25)                     | Newport Pagnell | Missing Link, Redway Improvement               | 52%   |
| 170  | H7 Chaffron Way4 (Scheme 38)                  | East MK         | Missing Link                                   | 52%   |
| 170  | Knowhill Railway Crossing (Scheme 154)        | West MK         | Missing Link                                   | 52%   |
| 170  | Wolverton Playing Field1 (Scheme 214)         | Wolverton       | Missing Link                                   | 52%   |
| 170  | Wolverton Garage Link3 (Scheme 226)           | Wolverton       | Missing Link                                   | 52%   |
| 175  | Tattenhoe Lane Part 2 (Scheme 179)            | Bletchley       | Missing Link                                   | 52%   |
| 175  | Anson Road (Scheme 221)                       | Wolverton       | Missing Link                                   | 52%   |
| 177  | Severn Drive (Scheme 231)                     | Newport Pagnell | Missing Link                                   | 51%   |
| 178  | H8 Standing Way4 (Scheme 111)                 | East MK         | Missing Link, Redway Improvement               | 51%   |
| 178  | Ashland (Scheme 148)                          | Milton Keynes   | Missing Link                                   | 51%   |
| 178  | Western Road (Scheme 218)                     | Wolverton       | Missing Link                                   | 51%   |
| 181  | London Road - HCS (Scheme 268)                | Newport Pagnell | Missing Link                                   | 51%   |



| Rank | Scheme  | Location        | Type of Scheme                                 | Score |
|------|---|-----------------|--|-------|
| 182  | Newport Pagnell High Street (Scheme 162)        | Newport Pagnell | Missing Link, Local Scheme                     | 51%   |
| 183  | Milton Keynes Village (Scheme 52)               | East MK         | Missing Link, Redway Improvement               | 51%   |
| 184  | Wolverton Playing Field2 (Scheme 224)           | Wolverton       | Missing Link                                   | 50%   |
| 184  | Aspreys (Scheme 240)                            | Olney           | Missing Link                                   | 50%   |
| 184  | Willen Road North (Scheme 263)                  | Newport Pagnell | Missing Link                                   | 50%   |
| 184  | Eagle Farm (Scheme 270)                         | Wavendon        | Missing Link                                   | 50%   |
| 188  | Stadium (Scheme 140)                            | Milton Keynes   | Missing Link, Local Scheme                     | 50%   |
| 189  | Broad Street (Scheme 166)                       | Newport Pagnell | Missing Link                                   | 50%   |
| 190  | Blakelands Estate M1 Crossing (Scheme 158)      | Newport Pagnell | Missing Link                                   | 50%   |
| 191  | V10 Brickhill Street2 (Scheme 77)               | Milton Keynes   | Missing Link, Redway Improvement               | 49%   |
| 192  | Lower End Road (Scheme 50)                      | Wavendon        | Missing Link, Redway Improvement, Local Scheme | 49%   |
| 192  | Marsh End Road - HCS (Scheme 264)               | Newport Pagnell | Missing Link                                   | 49%   |
| 194  | Bleak Hall (Scheme 149)                         | Milton Keynes   | Missing Link                                   | 49%   |
| 194  | Stantonbury (Scheme 208)                        | Milton Keynes   | Missing Link                                   | 49%   |
| 194  | Canal Great Linford Park (Scheme 287)           | Milton Keynes   | Redway Improvement                             | 49%   |
| 197  | Olney High Street (Scheme 234)                  | Olney           | Missing Link                                   | 49%   |
| 198  | V3 Fulmer Street2 (Scheme 83)                   | West MK         | Missing Link, Redway Improvement               | 48%   |
| 199  | Heelands Junction (Scheme 141)                  | Milton Keynes   | Redway Improvement                             | 48%   |
| 199  | Glenwoods (Scheme 195)                          | Newport Pagnell | Missing Link                                   | 48%   |
| 199  | Newton Leyes New Estate (Scheme 281)            | Bletchley       | Missing Link                                   | 48%   |
| 202  | Woburn Sands to Bow Brickhill (Scheme 104)      | Woburn Sands    | Missing Link                                   | 48%   |
| 202  | Yardley Road (Scheme 249)                       | Olney           | Missing Link                                   | 48%   |
| 204  | Olney to Lavendon (Scheme 65)                   | Olney           | Missing Link                                   | 48%   |
| 205  | Great Linford Park (Scheme 23)                  | Milton Keynes   | Redway Improvement                             | 48%   |
| 206  | Far Bletchley (Scheme 177)                      | Bletchley       | Missing Link                                   | 48%   |
| 207  | Tongwell Lane (Scheme 163)                      | Newport Pagnell | Missing Link                                   | 47%   |
| 208  | Furze Way (Scheme 216)                          | Wolverton       | Missing Link                                   | 47%   |
| 209  | Bow Brickhill Station (Scheme 12)               | Bow Brickhill   | Missing Link, Redway Improvement               | 47%   |
| 209  | Oakgrove (Scheme 61)                            | Milton Keynes   | Missing Link                                   | 47%   |
| 209  | V10 Brickhill Road (Scheme 271)                 | Bow Brickhill   | Missing Link                                   | 47%   |
| 212  | Stoke Goldington to Newport Pagnell (Scheme 73) | Newport Pagnell | Missing Link                                   | 47%   |
| 213  | V2 Tattenhoe Street1 (Scheme 81)                | West MK         | Missing Link, Redway Improvement               | 47%   |
| 213  | Spring Lane (Scheme 235)                        | Olney           | Missing Link                                   | 47%   |
| 215  | Willen Road 2 (Scheme 256)                      | Newport Pagnell | Missing Link                                   | 46%   |
| 216  | H5 Portway3 (Scheme 30)                         | Milton Keynes   | Missing Link, Redway Improvement               | 46%   |
| 216  | Heelands (Scheme 207)                           | Milton Keynes   | Missing Link                                   | 46%   |
| 216  | Park Avenue (Scheme 232)                        | Newport Pagnell | Missing Link                                   | 46%   |
| 216  | Willen Road 3 (Scheme 257)                      | Newport Pagnell | Missing Link                                   | 46%   |
| 220  | Hanslope to Olney (Scheme 44)                   | Olney           | Missing Link                                   | 46%   |
| 221  | V3 Fulmer Street1 (Scheme 82)                   | West MK         | Missing Link                                   | 45%   |
| 221  | Lower End Road - HCS (Scheme 269)               | Wavendon        | Missing Link                                   | 45%   |
| 223  | H5 Portway5 (Scheme 32)                         | East MK         | Missing Link                                   | 45%   |
| 223  | Olney North (Scheme 63)                         | Olney           | Missing Link                                   | 45%   |
| 225  | Long Lane (Scheme 237)                          | Olney           | Missing Link                                   | 45%   |
| 226  | Olney to Newport Pagnell (Scheme 67)            | Newport Pagnell | Missing Link                                   | 44%   |
| 227  | London Road (Scheme 49)                         | East MK         | Missing Link                                   | 44%   |

| Rank | Scheme  | Location        | Type of Scheme     | Score |
|------|---|-----------------|--------------------|-------|
| 227  | Kingston Cycle Parking (Scheme 143)           | East MK         | Local Scheme       | 44%   |
| 229  | Green Park Drive (Scheme 167)                 | Newport Pagnell | Missing Link       | 43%   |
| 230  | Silver Street (Scheme 170)                    | Newport Pagnell | Missing Link       | 43%   |
| 231  | Woughton on the Green (Scheme 110)            | Milton Keynes   | Missing Link       | 43%   |
| 231  | Olney Infant to Middle School (Scheme 243)    | Olney           | Missing Link       | 43%   |
| 233  | A4146 (Scheme 280)                            | Bletchley       | Missing Link       | 43%   |
| 234  | West Street (Scheme 236)                      | Olney           | Missing Link       | 42%   |
| 234  | Newton Street (Scheme 242)                    | Olney           | Missing Link       | 42%   |
| 234  | Wellingborough Road (Scheme 250)              | Olney           | Missing Link       | 42%   |
| 237  | East Street (Scheme 247)                      | Olney           | Missing Link       | 42%   |
| 238  | Old Stratford (Scheme 144)                    | Stony Stratford | Missing Link       | 42%   |
| 239  | Winslow (Scheme 138)                          | South-East MK   | Missing Link       | 42%   |
| 240  | Astwood to Olney (Scheme 4)                   | Astwood         | Missing Link       | 41%   |
| 240  | Bury Field (Scheme 233)                       | Newport Pagnell | Missing Link       | 41%   |
| 240  | Canal Oakridge Park (Scheme 286)              | Milton Keynes   | Redway Improvement | 41%   |
| 243  | Astwood to Newport Pagnell (Scheme 3)         | Astwood         | Missing Link       | 40%   |
| 244  | Hanslope North (Scheme 43)                    | Hanslope        | Missing Link       | 40%   |
| 244  | North Crawley Road (Scheme 267)               | Newport Pagnell | Missing Link       | 40%   |
| 246  | Marina Drive (Scheme 258)                     | Wolverton       | Local Scheme       | 39%   |
| 247  | Linford Avenue (Scheme 172)                   | Newport Pagnell | Missing Link       | 39%   |
| 248  | Fountain Court (Scheme 248)                   | Olney           | Missing Link       | 38%   |
| 248  | Bramley Meadows (Scheme 254)                  | Newport Pagnell | Missing Link       | 38%   |
| 250  | Willen Road 1 (Scheme 255)                    | Newport Pagnell | Missing Link       | 38%   |
| 251  | Broughton Fire Station (Scheme 260)           | East MK         | Redway Improvement | 37%   |
| 252  | Dingleberry (Scheme 238)                      | Olney           | Missing Link       | 37%   |
| 253  | Lakes Lane (Scheme 161)                       | Newport Pagnell | Missing Link       | 37%   |
| 254  | Astwood to MK (Scheme 2)                      | Astwood         | Missing Link       | 37%   |
| 254  | Maybush Walk (Scheme 244)                     | Olney           | Missing Link       | 37%   |
| 256  | Carrington Road (Scheme 261)                  | Newport Pagnell | Missing Link       | 36%   |
| 257  | Gladstone Close (Scheme 168)                  | Newport Pagnell | Missing Link       | 36%   |
| 258  | Castletorpe to Hanslope (Scheme 16)           | Castletorpe     | Missing Link       | 36%   |
| 259  | Holland Way (Scheme 229)                      | Newport Pagnell | Missing Link       | 35%   |
| 260  | Bow Brickhill to Little Brickhill (Scheme 13) | Bow Brickhill   | Missing Link       | 35%   |
| 261  | Olney to Bedford (Scheme 64)                  | Olney           | Missing Link       | 34%   |
| 261  | Weston Road (Scheme 245)                      | Olney           | Missing Link       | 34%   |
| 263  | Woburn Sands to Woburn (Scheme 106)           | Woburn Sands    | Missing Link       | 34%   |
| 264  | Oxleys (Scheme 239)                           | Olney           | Missing Link       | 34%   |
| 265  | Alexandra Drive (Scheme 262)                  | Newport Pagnell | Missing Link       | 33%   |
| 266  | Eaton Leys (Scheme 272)                       | Bletchley       | Missing Link       | 31%   |
| 267  | Bow Brickhill (Scheme 11)                     | Bow Brickhill   | Local Scheme       | 30%   |
| 268  | Bletchley to Leighton Buzzard (Scheme 6)      | Bletchley       | Missing Link       | 29%   |
| 268  | Lime Street (Scheme 246)                      | Olney           | Missing Link       | 29%   |
| 270  | Woburn Sands to Little Brickhill (Scheme 105) | Woburn Sands    | Missing Link       | 26%   |
| 271  | Emberton (Scheme 20)                          | Emberton        | Local Scheme       | 19%   |
| 271  | Tathall End (Scheme 155)                      | Hanslope        | Missing Link       | 19%   |
| 273  | Astwood to Bedford (Scheme 1)                 | Astwood         | Missing Link       | 17%   |