Appendix 4: Expert Panel Sessions Materials & Outputs

Appendix 4: Expert Sessions (Materials & Outputs)

Expert Panel 1: Community, Leisure & Cultural Facilities

CMK ALLIANCE
planning for prosperity

CMK Business Neighbourhood Plan
Expert Panel Session - Cultural, Sports & Community Facilities
26th June 2012, 16.30 – 18.30
Boardroom, thecentre:mk

ATTENDEES

Expert Panel	Contributors	Others
Ruth Stone	Phil Smith	Rebecca Kurth (Moderator)
Tim Skelton	Liz Gifford	Kay Greenhalgh
Euan Henderson	David Foster	Leanne Quainton
Will Cousins	Clive Faine	
Anthony Spira	Ian Revell	
Jacky Scott	Nick Fenwick	
Marie Kirbyshaw	Neil Sainsbury	
Paul Sanders	Brian White	
Michael Murray	Cec Tallack	
	Jenni Ferrans	
	Andrew Geary	

AGENDA

16.30 1. Welcome & Introductions

16.40 3. **Overview of Proposals for Cultural, Sports & Community Facilities**
- A short presentation and paper* on current proposals

16.50 4. **Topic 1: The Overall Offer**

Expert Panel (20 min)
- What are the pros and cons of the proposals in general?
- What have we missed, particularly with reference to other regional cities?
- What should be our priorities and why – the must have vs nice to have?

Q&A with Contributors (10 min)

17.20 5. **Topic 2: Location and Mixed-use**

Expert Panel (20 min)
- What are the pros and cons of the proposed locations in general?
- What facilities work well in mixed-use developments – with what other uses?
- What facilities will work at upper levels (for example, above retail at ground floor)?
- What should be our priority locations and why?

Q&A with Contributors (10 min)

* paper to follow

17.50 5. **Topic 3: Delivery mechanisms & financial viability**

Expert Panel (20 min)
- What are the best delivery mechanisms for each facility and why?
- What is the financial viability of these facilities?

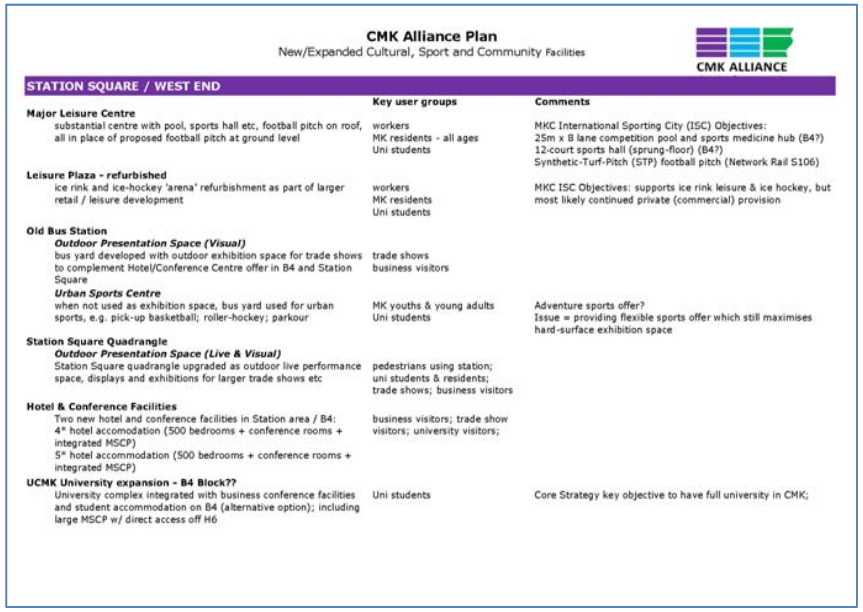
Q&A with Contributors (10 min)

18.20 7. **Summary**
- Brief summary of points of consensus and points requiring further data and analysis

18.30 CLOSE

* paper to follow

Expert Panel 1: Community, Leisure & Cultural Facilities (Materials)

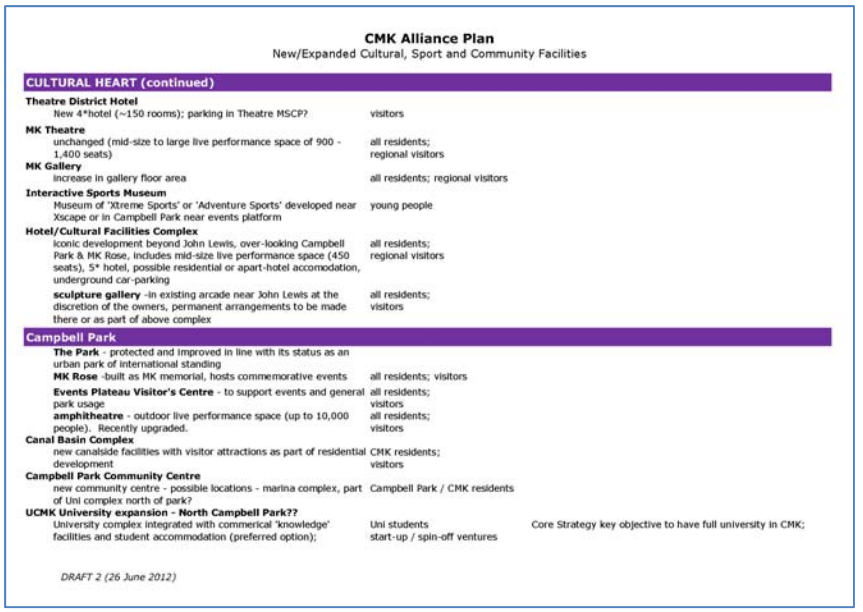


CMK Alliance Plan
New/Expanded Cultural, Sport and Community Facilities

CMK ALLIANCE

STATION SQUARE / WEST END

	Key user groups	Comments
Major Leisure Centre		
substantial centre with pool, sports hall etc, football pitch on roof, all in place of proposed football pitch at ground level	workers MK residents - all ages Uni students	MKC International Sporting City (ISC) Objectives: 25m x 8 lane competition pool and sports medicine hub (B4?) 12-court sports hall (sprung-floor) (B4?) Synthetic-Turf-Pitch (STP) football pitch (Network Rail S106)
Leisure Plaza - refurbished		
ice rink and ice-hockey 'arena' refurbishment as part of larger retail / leisure development	workers MK residents Uni students	MKC ISC Objectives: supports ice rink leisure & ice hockey, but most likely continued private (commercial) provision
Old Bus Station		
Outdoor Presentation Space (Visual)		
bus yard developed with outdoor exhibition space for trade shows to complement Hotel/Conference Centre offer in B4 and Station Square	trade shows business visitors	
Urban Sports Centre		
when not used as exhibition space, bus yard used for urban sports, e.g. pick-up basketball; roller-hockey; parkour	MK youths & young adults Uni students	Adventure sports offer? Issue = providing flexible sports offer which still maximises hard-surface exhibition space
Station Square Quadrangle		
Outdoor Presentation Space (Live & Visual)		
Station Square quadrangle upgraded as outdoor live performance space, displays and exhibitions for larger trade shows etc	pedestrians using station; uni students & residents; trade shows; business visitors	
Hotel & Conference Facilities		
Two new hotel and conference facilities in Station area / B4: 4* hotel accomodation (500 bedrooms + conference rooms + integrated MSCP) 5* hotel accommodation (500 bedrooms + conference rooms + integrated MSCP)	business visitors; trade show visitors; university visitors;	
UCMK University expansion - B4 Block??		
University complex integrated with business conference facilities and student accommodation on B4 (alternative option); including large MSCP w/ direct access off H6	Uni students	Core Strategy key objective to have full university in CMK;



CMK Alliance Plan
New/Expanded Cultural, Sport and Community Facilities

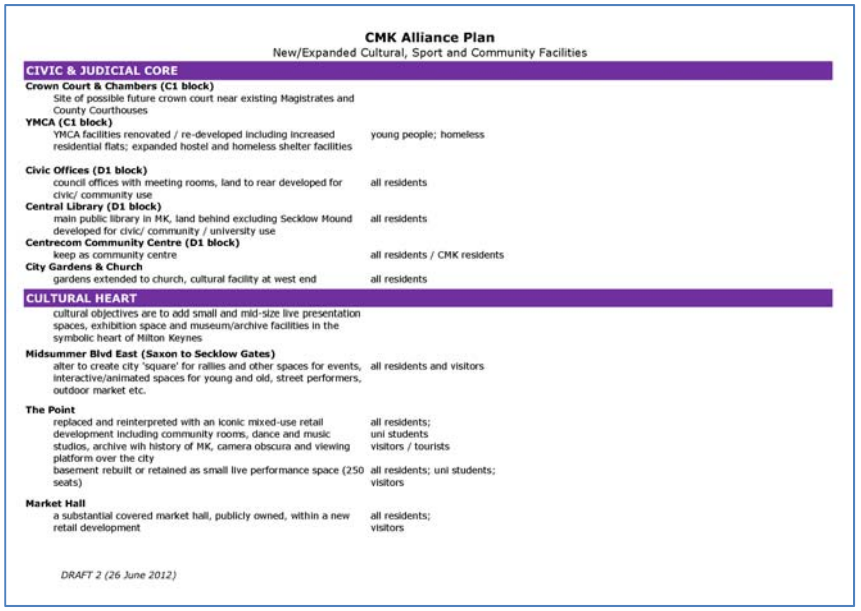
CULTURAL HEART (continued)

Theatre District Hotel		
New 4*hotel (~150 rooms); parking in Theatre MSCP?	visitors	
MK Theatre		
unchanged (mid-size to large live performance space of 900 - 1,400 seats)	all residents; regional visitors	
MK Gallery		
increase in gallery floor area	all residents; regional visitors	
Interactive Sports Museum		
Museum of 'Xtreme Sports' or 'Adventure Sports' developed near Xscape or in Campbell Park near events platform	young people	
Hotel/Cultural Facilities Complex		
iconic development beyond John Lewis, over-looking Campbell Park & MK Rose, includes mid-size live performance space (450 seats), 5* hotel, possible residential or apart-hotel accomodation, underground car-parking	all residents; regional visitors	
sculpture gallery -in existing arcade near John Lewis at the discretion of the owners, permanent arrangements to be made there or as part of above complex	all residents; visitors	

Campbell Park

The Park - protected and improved in line with its status as an urban park of international standing		
MK Rose -built as MK memorial, hosts commemorative events	all residents; visitors	
Events Plateau Visitor's Centre - to support events and general park usage	all residents; visitors	
amphitheatre - outdoor live performance space (up to 10,000 people). Recently upgraded.	all residents; visitors	
Canal Basin Complex		
new canalside facilities with visitor attractions as part of residential development	CMK residents; visitors	
Campbell Park Community Centre		
new community centre - possible locations - marina complex, part of Uni complex north of park?	Campbell Park / CMK residents	
UCMK University expansion - North Campbell Park??		
University complex integrated with commerical 'knowledge' facilities and student accommodation (preferred option);	Uni students start-up / spin-off ventures	Core Strategy key objective to have full university in CMK;

DRAFT 2 (26 June 2012)



CMK Alliance Plan
New/Expanded Cultural, Sport and Community Facilities

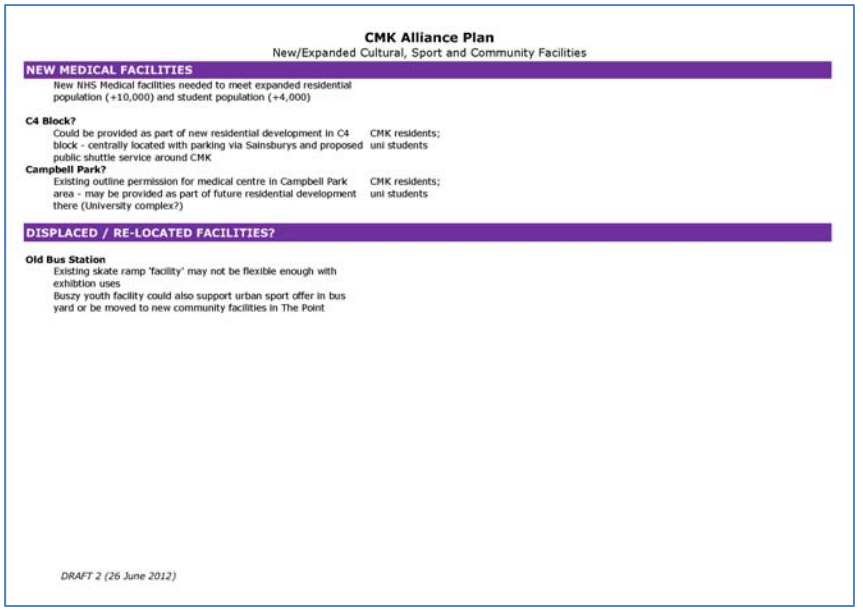
CIVIC & JUDICIAL CORE

Crown Court & Chambers (C1 block)	
Site of possible future crown court near existing Magistrates and County Courthouses	
YMCA (C1 block)	
YMCA facilities renovated / re-developed including increased residential flats; expanded hostel and homeless shelter facilities	young people; homeless
Civic Offices (D1 block)	
council offices with meeting rooms, land to rear developed for civic/ community use	all residents
Central Library (D1 block)	
main public library in MK, land behind excluding Secklow Mound developed for civic/ community / university use	all residents
Centrecom Community Centre (D1 block)	
keep as community centre	all residents / CMK residents
City Gardens & Church	
gardens extended to church, cultural facility at west end	all residents

CULTURAL HEART

cultural objectives are to add small and mid-size live presentation spaces, exhibition space and museum/archive facilities in the symbolic heart of Milton Keynes	
Midsummer Blvd East (Saxon to Secklow Gates)	
alter to create city 'square' for rallies and other spaces for events, interactive/animated spaces for young and old, street performers, outdoor market etc.	all residents and visitors
The Point	
replaced and reinterpreted with an iconic mixed-use retail development including community rooms, dance and music studios, archive wih history of MK, camera obscura and viewing platform over the city	all residents; uni students visitors / tourists
basement rebuilt or retained as small live performance space (250 seats)	all residents; uni students; visitors
Market Hall	
a substantial covered market hall, publicly owned, within a new retail development	all residents; visitors

DRAFT 2 (26 June 2012)



CMK Alliance Plan
New/Expanded Cultural, Sport and Community Facilities

NEW MEDICAL FACILITIES

New NHS Medical facilities needed to meet expanded residential population (+10,000) and student population (+4,000)	
C4 Block?	
Could be provided as part of new residential development in C4 block - centrally located with parking via Sainsburys and proposed public shuttle service around CMK	CMK residents; uni students
Campbell Park?	
Existing outline permission for medical centre in Campbell Park area - may be provided as part of future residential development there (University complex?)	CMK residents; uni students

DISPLACED / RE-LOCATED FACILITIES?

Old Bus Station	
Existing skate ramp 'facility' may not be flexible enough with exhibtion uses Buszy youth facility could also support urban sport offer in bus yard or be moved to new community facilities in The Point	

DRAFT 2 (26 June 2012)

Expert Panel 1: Community, Leisure & Cultural Facilities (Materials)

CMK Alliance Plan

Expert Panel Session
Cultural, Sport & Community Facilities

26th June 2012
4.30 – 6.30
thecentre:mk Boardroom

Cultural, Sport & Community
Expert Panel

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- Neighbourhood Development Plans
- CMK Alliance
- Overview CMK Alliance Plan
- MKC Sport & Leisure Strategy
- MKC Public Art Strategy
- Cultural Benchmarks
- CMK Alliance Proposals

Neighbourhood Development Plans

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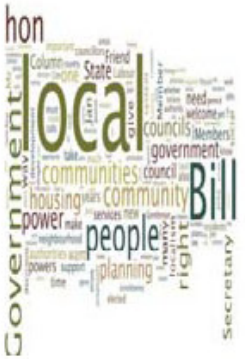
What is a Neighbourhood Development Plan?

- A new planning tool introduced by the Localism Act 2011
- About promoting or improving the social, economic and environmental well-being of an area
- Sets out planning policies in relation to the development and use of land in a particular area (Design Statements or Master Plans).
- A tool to bring forward sustainable development and growth.



The New Planning Landscape

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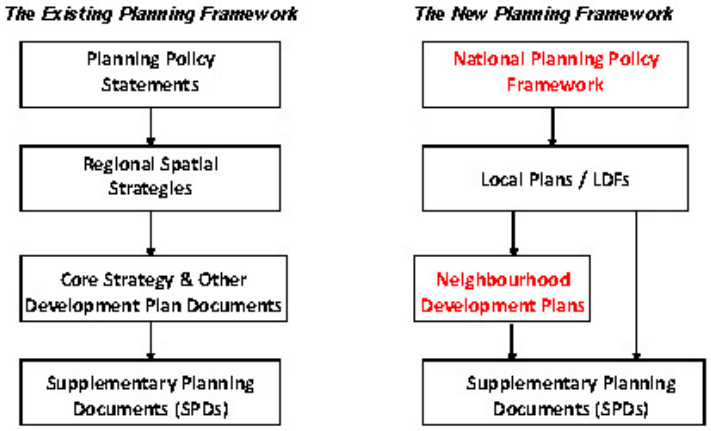
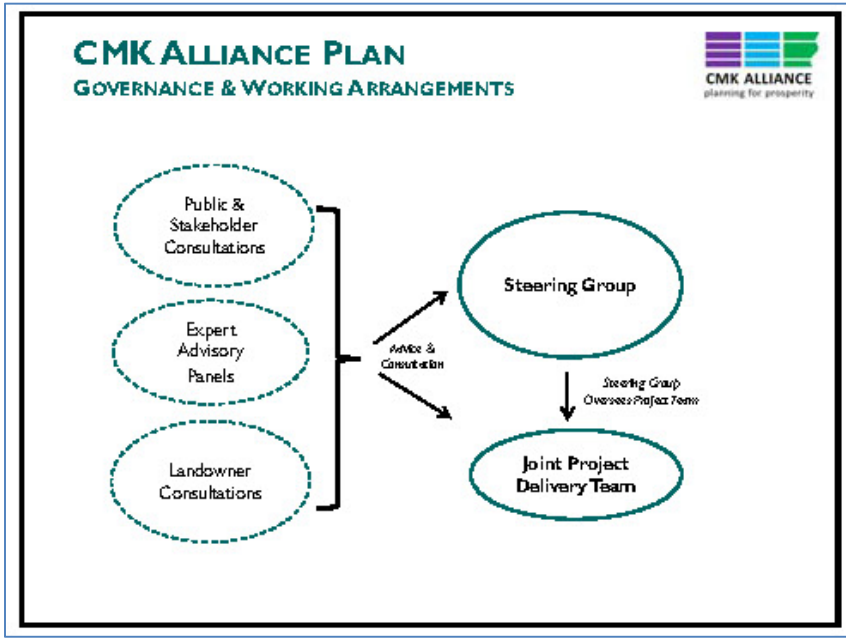
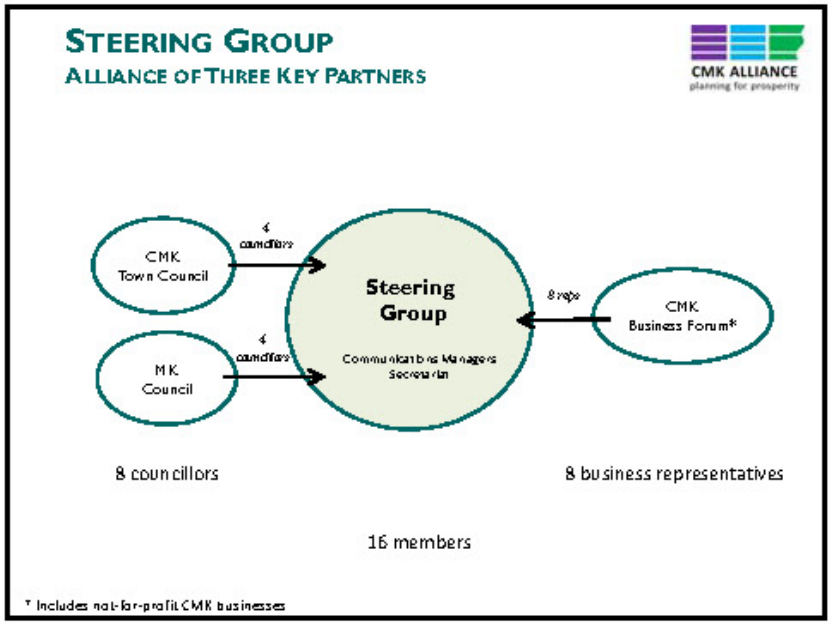
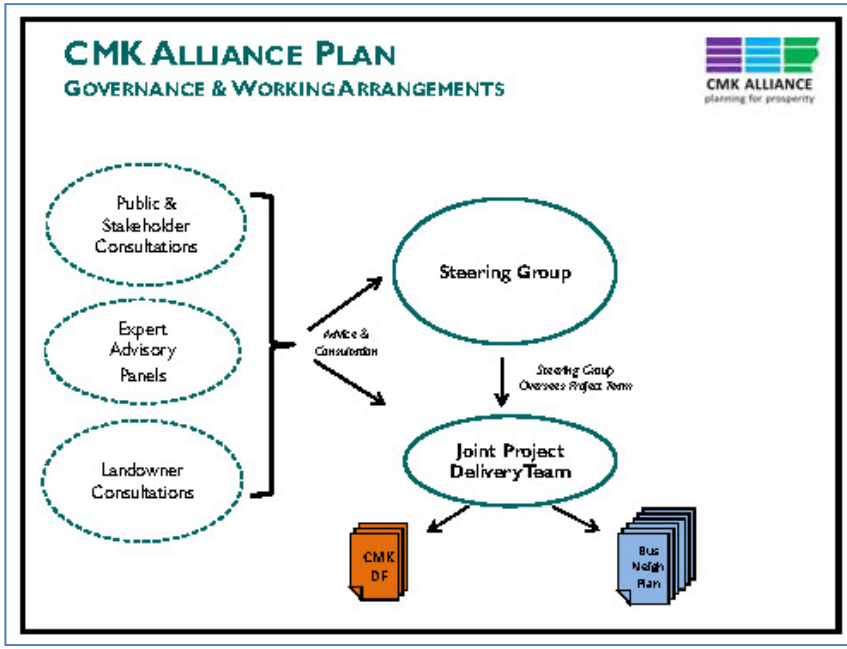
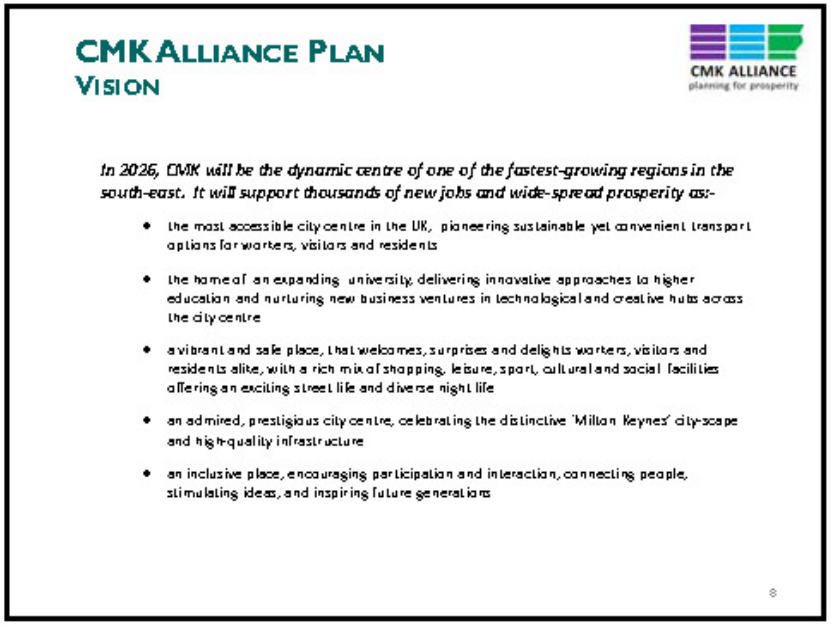


Expert Panel 1: Community, Leisure & Cultural Facilities (Materials)









Expert Panel 1: Community, Leisure & Cultural Facilities (Materials)

Overview of Development Strategy

Strengthening Magnets & Flows

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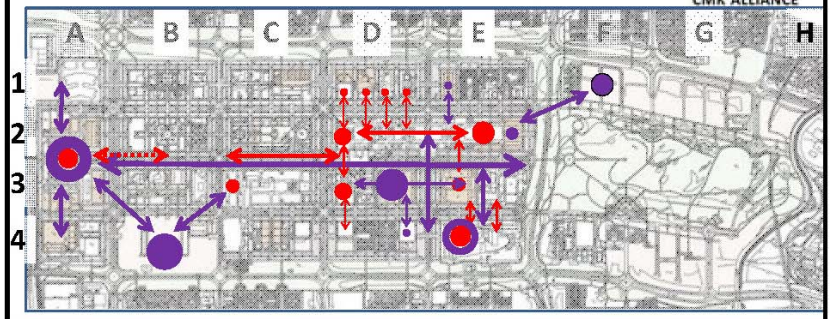

● existing and ● new key pedestrian destinations ('magnets') → existing and → new pedestrian desire lines ('flows')

Objectives

1. **Increase the draw of station square**
   - More office development
   - Major community leisure facility
   - Re-vitalise Leisure Plaza
   - New hotel / conference / exhibition offer
   - **Major new office developments in B4** *(end of Plan period)*
3. **Expand retail core and diversify the offer**
   - New mixed-use developments south of Midsummer Blvd & east of John Lewis'
   - New cultural and community attractions
4. **Develop University north of Campbell Park**
   - Lecture theatres, student accommodation

Overview of Growth during Plan Period

Delivering the Core Strategy

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	Core Strategy	CMKAP Plan	
Offices (m2)	180,000	115,450	
		131,250	B4
Jobs	10,700	7,430	office-based
		7,750	B4
		3,806	Retail
Retail (m2)	111,000	99,440	
Dwellings	5,000	4,081	

NB: Fewer dwellings delivered because CMK Alliance Plan switches Block B4 use to offices to deliver more jobs versus Core Strategy

Overview of Growth during Plan Period

An economic powerhouse

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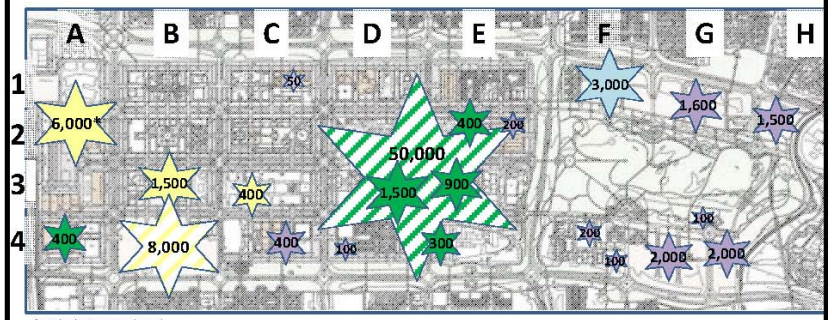

* Includes Network Rail

- New office-jobs
- *toward end of plan period*
- New retail jobs
- New visitors (per day)
- New Residents
- University students & staff

Overview of PROPOSED Sites for New Cultural, Sport & Community Facilities

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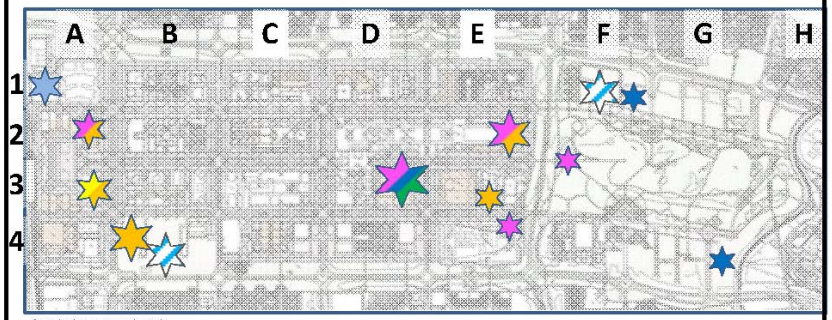

* Includes Network Rail

- New Hotel / Conference Exhibition Space
- New Sport/Leisure
- New Cultural / Hotel mixed-use
- University facilities
- New Cultural /Arts Facility
- New Community Facility
- New Retail / Cultural & Community mixed-use

Expert Panel 1: Community, Leisure & Cultural Facilities (Materials)

Overview of ALL Cultural, Sport & Community Facilities

An International Sporting & Cultural City

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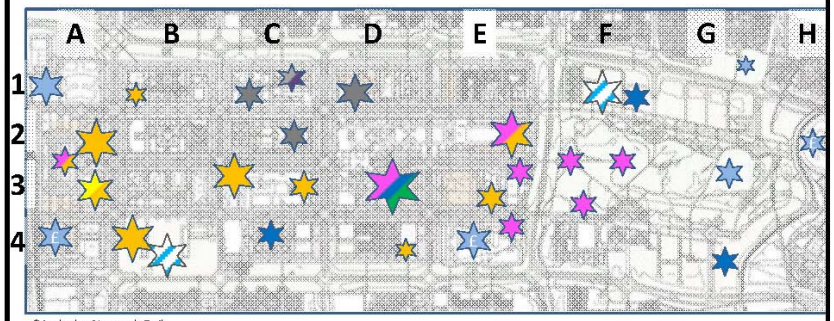

* Includes Network Rail

- Hotel / Conference Exhibition Space
- Sport
- Cultural / Hotel mixed-use
- Civic
- University
- Community Housing
- Cultural Facility
- Community Facility
- Retail / Culture & Community mixed-use

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BACKGROUND INFORMATION

MKC Leisure & Sport Strategy 2009-2014

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Between 2012 and 2016, or when population reaches 270,000

Facility	What	Where
Pools	25m x 6 lane & teaching pool	Central MK
	Pool refurbishment	Woughton
		Leon
		Stantonbury
Sports Halls	1 x 4 court	Hazeley School
	1 x 4 court	New secondary school site within Eastern Expansion Area (EEA) Phase 1
Sports Halls	1 x 4 court	New secondary school site within Western Expansion Area (WEA) Phase 2
	1 x 4 court	Central or North
STPs	1 x full size	Oakgrove school
	1 x full size	Hazeley school
	1 x full size	New secondary school site in WEA
	1 x full size	New secondary school site in EEA
	training pitch (60 x 40 m)	Central
Athletics Track	1 x 6 lane track	Central/South East or link to proposed MK University site
Indoor bowls	1 x 6 rink	North side of Central MK

http://www.miltonkeynes.gov.uk/newcouncilweb68/documents/Leisure_and_Sport_Strategy_-_Exec_Summary.pdf

MKC Leisure & Sport Strategy 2009-2014

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Between 2017-2021, or when population reaches 298,000

Facility	What	Where
Pools	Aquatic centre linked to university development - diving pool etc.	University site tbc
Sports Halls	2 x 4 court hall	Location tbc, should meet areas of need including north MK and Newport Pagnell.
	2 x 4 court hall	Location tbc
	1 x 8 court hall	University site tbc
Synthetic Turf Pitches	1 x full size	University site tbc
Athletics outdoor training	1 or 2 x outdoor training site(s)	Located on school sites geographically away from existing/proposed tracks
Outdoor bowls	1 green	South
	1 green	West
Outdoor Tennis	see 2012-2016	see 2012-2016
Health and fitness	500 stations	50% co-located with other public pay and play sports facilities.
Golf	1 x 18 hole course	
	18 driving range bays	

http://www.miltonkeynes.gov.uk/newcouncilweb68/documents/Leisure_and_Sport_Strategy_-_Exec_Summary.pdf

Expert Panel 1: Community, Leisure & Cultural Facilities (Materials)

MKC Sport & Leisure Strategy
Dec 2010 refresh

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Facility	Preferred location	When	Estimated cost*
12 badminton court sports hall	CMK West End	ASAP	£8,250,000
4-6 badminton court sports hall	Radcliffe Secondary School	ASAP	£2,750,000 - £4,125,000
4 badminton court sports hall	WEA Secondary School	Alongside development of school	£2,750,000
4 badminton court sports hall	EEA Secondary School	Alongside development of school	£2,750,000
25m x 8 lane pool + teaching pool	CMK West End	By 2021	£6,785,625
25m x 8 lane pool + teaching pool	Western flank or EEA	By 2021	£6,785,625
Water space equivalent to 25m x 8 lane pool + teaching pool	Location unknown (provided by commercial sector)	By 2026	£6,785,625
Full size AGP	CMK West End	2011-2012	£725,000
Full size AGP	Radcliffe Secondary School	By 2026	£725,000
Full size AGP	WEA Secondary School	By 2026	£725,000
Full size AGP	EEA Secondary School	By 2026	£725,000
Multi- pitch football site (8 ha)	North Sub Area	ASAP	£910,000
Community cricket pitch	South Sub Area	By 2016	£435,000

DRAFT

http://www.milton-keynes.gov.uk/newcouncilweb68/documents/Milton_Keynes_Sport_and_Leisure_Strategy_Refresh.pdf

MKC Int'l Sporting City (ISC)
Nov 2011

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Appendix : Detailed Cluster Proposals

Cluster 1 : Central MK						
Location	Activity / Facility		ISC Function			
			Training	Event	Support	Enabling Development
Newlands Area or CMK Block 4 or The Bowl (see Cluster 2) (The facility mix would change depending on the location – not all uses listed here are suitable at all sites)	Sports Quarter	Sports Medicine Hub			√	
		12 court hall	√	√		
		Indoor athletics (option)	√	√		
		8 lane pool	√	√		
		Other "Urban sports"	√	√		
		5 star hotel (option)			√	√
		Residential				√
		Retail				√
		Housing land swap				√
		Car parking			√	
		Sports Medicine Hub			√	√
		House of Sport			√	
		Commercial leisure				√
Campbell Park	County/national level cricket (incl: 20/20)		√	√		
	Major skateboard park		√	√		

http://www.milton-keynes.gov.uk/leisure-facilities/documents/ISC_Exec_Sum_post_consult_report_FINAL_031111.pdf

MKC Public Arts Strategy
Nov 2010

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	Theme	Objective	Projects
1	Artists	To invite and attract the best artists to develop public art and commissioning plans for delivery with partners.	1.1 CMK Midsummer Boulevard and Campbell Park 1.2 Pass the Parcel 1.4 Collaborations
2	Collection	To promote the existing public art whilst building on the Milton Keynes' Public Art collection interpreting and caring for it for future generations	2.1 Art-i-facts- Increase Engagement in Public Art
3	Community engagement*	To empower and involve communities in public art development to enhance and celebrate sense of place	3.1 New Communities 3.2 Schools % for art 3.3 Established Communities
4	Guidance	To offer advice, guidance and inspiration for partners, developers and others interested in developing Public Art projects and to evaluate impact.	4.1 Advocate

Cultural Benchmark: Bristol
Culture as driver of economic development

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We would suggest that a Cultural Strategy for Bristol should be much more than just an arts plan. It should not be concerned solely with "entertainment" or the production, exhibition and consumption of different art forms. In its widest sense "culture" has increasingly come to be seen as a key component of the quality of life in a city . . . As cities compete as locations for investment and as spheres of influence, city leaders are discovering how to use culture to make their cities distinctive

http://220.191.210.90:8083/resource/upload/ResourceFiles/20110915100546247.pdf

Expert Panel 1: Community, Leisure & Cultural Facilities (Materials)

CULTURAL BENCHMARKS: TORONTO

CRITICAL SUCCESS FACTORS

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A novel attempt to classify and map cultural facilities not just functionally, but in terms of a regional cultural development strategy, has been adopted in the city-region of Toronto, Ontario (Davies, 2003). In formulating the methodology, a wide spectrum of facilities with very different . . .

. . . These 750 facilities were then mapped ("colour-coded") by one or a combination of these categories (referred to as "multivalent complexes"), in terms of those that are city-owned and independent (70% of the total). As in other cities, facilities are found in clusters and corridors, and are not evenly dispersed across the city. The location of the concentration of the majority of cultural facilities, particularly those that were not City-owned, indicated that they benefited from being:

- located in an area that has high pedestrian traffic;
- near an abundance of public transportation;
- near easy access to major highways;
- part of a critical mass of like facilities.

CULTURAL BENCHMARK: VANCOUVER

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Vancouver: the challenge of growth

Vancouver has emerged in recent years as "the poster child of urbanism in North America". As Lance Berelowitz comments, the city has "willed itself into becoming a model of contemporary city-making. Like the most vivid of dreams, the city is re-inventing itself"[xv]. Much of this "re-invention" is driven by the scale, speed and diversity of the population growth that it is experiencing. Between 2001 and 2006 the city's population grew to about 578, 000 from 546, 000[xvi] and CityPlan estimates that the population could reach 635,000 – inline with RGS targets – by 2021, with possibly 57,000 new dwellings in the downtown[xvii].

Vancouver's diverse community

Barely more than 120 years old, this is a young city with a young population and growth will continue to be fuelled by the immigration which has historically created the integrated, ethnically diverse population which is one of the city's distinguishing features. Language is

Valuing the contribution of the arts and culture in Vancouver

Home to the highest per capita concentration of artists in Canada, Vancouver has a growing national and international reputation as a cultural and creative city[xviii]. With 1,800 performances and festival in parks and community centres, 540 live performing arts productions and more than 600 exhibitions in museums and galleries a year it is estimated that about 3 million people attend live arts events every year in the city[xviii].

CULTURAL BENCHMARK: VANCOUVER

POPULATION = 3X MILTON KEYNES

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	Primary	Secondary	Ancillary	Total
ARENA / STADIUM	4			4
MAJOR PERFORMANCE SPACE	5	2		7
MID-SIZED PERFORMANCE SPACE	4	26		30
OUTDOOR PERFORMANCE SPACE	5	1	1	7
INFORMAL PERFORMANCE SPACE			11	11
SMALL PERFORMANCE SPACE	11	80	1	92
Total	29	109	13	151

- Major Performance Space >1,400 seats
- Mid-sized Performance Space ~450 seats
- Small Performance Space <250 seats

http://vancouver.ca/commsvcs/culturalservices/CulturalFacilities.pdf

CULTURAL BENCHMARK: VANCOUVER

DEMAND FOR SMALL LIVE PRESENTATION SPACE

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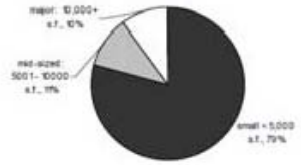
In this study's survey, 66 Theatre, Dance and Music organizations who require live presentation space in the next 15 years identified an overwhelming demand for space under 10,000 s.f. (90%).

Future Space Requirements:
Presentation Space - Live (n=66)



http://vancouver.ca/commsvcs/culturalservices/CulturalFacilities.pdf

Expert Panel 1: Community, Leisure & Cultural Facilities (Outputs)

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CMK Alliance Expert Panel
26th June 2012

Cultural, Sports & Community Facilities

Expert Panel	Contributors	Others
Tim Skelton	Liz Gifford	Rebecca Kurth (Moderator)
Euan Henderson	Briony Serginson	Kay Greenhalgh
Jacky Scott	Clive Faine	Leanne Quainton
Marie Kirbyshaw	Ian Revell	
Paul Sanders	Nick Fenwick	**Apologies**
Michael Murray	Neil Sainsbury	Ruth Stone
Katherine Sorensen	Brian White	Will Cousins
	Cec Tallack	Phil Smith
	Jenni Ferrans	Andrew Geary
		Anthony Spira

Rebecca Kurth, Chair of CMK Alliance outlined the process to date of creating the plan. The Business Neighbourhood plan must align to the core strategy, the CMK Alliance has accepted the principles set out in the strategy for delivery within the plan.

It is important that we are able to identify the magnets and drivers that flow within CMK and how by working together they will enable prosperity and future development.

An analysis of the undeveloped land in CMK was carried out in line with the delivery principles set by the core strategy. To meet the principles CMK will become much more dense not only commercially but residential delivery will rely heavily on high density development.

The timetable for the plan has been revised with the first week of September seeking approval from the CMK Alliance Steering Group for the plan to go to consultation. This would be Phase 1 of consultation over a 6 week period followed by Phase 2 consultation conducted by MKC reaching the wider MK community. Consultation would cease at the end December with referendum programmed for March 2013.

Following the initial presentation the following comments were made:

- Concern was raised regarding the perceived zoning of development: it was noted that following the workshops in April/May, it became clear that a mixed used approach was preferred to zoned allocations of land use. However, mixed used does raise the issue of achieving the delivery levels set through the core strategy. The group wanted more opportunity before September to discuss this – it was agreed that to enable a balance judgement everyone's views need to be considered.
- One person noted that one of the earlier workshops specifically raised the issue of setting Campbell Park as a cultural hub – this is not reflected in the presentation.
- The facilities noted in the presentation require further input from the Public Art & Libraries Strategies.

Expert Panel Comments

- EH: the facilities recognised are a good start and cultural facilities relating to arts and heritage are a pleasing inclusion. However, the plan doesn't incorporate a museum nor a visitor centre, and a city centre museum coupled with a visitor centre would be of great benefit. An archive uses a lot of space and doesn't belong in the city centre. Smaller performance areas should be included along with more exhibition areas.
- EH: Within CMK a lot a spaces are unanimated or not 'decorated' – it would be of benefit to find a way to make this happen, the current porte cochere project works very well and positively promotes CMK. Middleton Hall, Midsummer place, Margaret Powell Square, the Hub and Campbell Park could do more. The Plan has new spaces, but no mechanism to programme them. Greater emphasis could be placed on parades.
- JS: Is there the opportunity to encourage creative industries to base themselves within CMK? Key for the health of arts is the provision for artists. Currently we are losing artists to other areas, we need to enable developments that they can get involved in. Need space for makers and creatives in CMK – could the Point be turned into a creative and art hubs/retail offer?
- MK: We need to be creative about how we furnish our streets. There are a number of strategies that are ambitious, delivery in CMK has slowed down – maybe our focus should be on one big concept rather than a number of piecemeal approaches. Station Square has great potential. Thomas Heatherwick likened CMK to a piece of public art in progress - why not focus on this and build on it?
- Animation of Station Square – more hotels 5 star, a wow factor
- MK: The Central library enables a free learning environment with IT support. There is the potential for expansion but also for the service to be located elsewhere
- JS: What's missing is a digital take of arts – for example, gaming. Curator space for digital media. Also an opportunity for creative wayfinding.
- TS: We've become humourless, where are the fun elements, where is the leisure pool, the fountain, the dancing waters in the proposed MK Rose? Is the gallery under-performing? Not getting the level of visitors that similar offers are getting elsewhere. There are approximately 200 pieces of artwork/sculptures in CMK, these are being pulled together in a comprehensive list. 98% of Museum of Oxford collection is in storage. Is there a way of leveraging the art collections of others?
- TS: Unlike other cities we don't have seedy units – vacant units can enable opportunities but we need to think out of the box. Important to have a BIG idea and take people with you.
- Value our street furniture – the steel bench is unique to CMK
- Is there value in revisiting the old concepts that made CMK unique?
- A large range of aspirations are reflected in the plan – how do we achieve them? The Plan needs to focus on fewer deliverables – ones that make an impact.
- MM: Voluntary sector involvement in CMK needs to be enhanced and continued in CMK. The Plan needs to be clear on the imperative of the city centre – what does it need to do? The answer probably is about participation and bringing people together.
- PS: Sports – there is a good coverage of ideas reflected through borough wide strategies. We shouldn't be too restrictive but reflective/flexible. We need to consider future-proofing – for example, is there a library service in the future?
- KS: The Gallery and theatre expansion will provide a link into the park and exciting additions to CMK, including educational programme.

Contributors comments:

- The plan needs to achieve short, medium and long term goals over a number of years with activities fitted around the goals. There is no recognition of economic climate and the role of business, this needs to be contextualised

Expert Panel 1: Community, Leisure & Cultural Facilities (Outputs)

- CMK and wider Milton Keynes need to be looked at together. In fact, one suggestion is that we need to look regionally – we need to consider creating a regional attraction.
- Free activities important to bring people to the centre, places like the Buszy Skate Park and youth facilities.
- The plan should not prevent the unusual from happening, it should be flexible. Everything is do-able but it needs to be funded
- But the point of a plan is to bring a focus that allows us to achieve things we couldn't without a plan – how else can we get the critical mass of footfall and clustering that were highlighted as important?
- We need to understand the viability of project against commercial reality
- Previously developments enabled other opportunities e.g. Kingston Tesco development enabled the creation of the Gymnastics Centre. Are these enabling/delivery mechanisms still available?
- Financial implications – vibrant culture is important to businesses, employees want retail space, green spaces and a vibrant city centre with culture
- The plan should provide the bringing together of ideas and show what is possible if funding was available – it needs to provide a framework
- What are the anchors for CMK – CMK train station / bus stops – we need to maintain the flexibility for connectivity and opportunities to be unique
- Nervousness regarding commercial deliverability – the plan should reflect deliverability against commercial reality.
- Predicting what is needed in the future isn't possible – we need to enable flexibility
- The plan has too many 'stars' to be delivered – too much aspiration in one go. What are the really key things – what we must focus on?
- We need a few hotspots, close, maybe clustering.
- More specific input is needed on what can make the plan more deliverable – need to realise our must haves for the future and be realistic about what is truly possible
- Expectations need to be clearly managed as the plan progresses.

3

Expert Panel 2: Parking and Public Transport (Materials)

CMK ALLIANCE
planning for prosperity

CMK Business Neighbourhood Plan
Expert Panel Session – Parking and Public Transport
5th July 2012, 17.00 – 19.00
Boardroom, thecentre:mk

ATTENDEES

Expert Panel	**Contributors**	**Others**
Wayne Purdue	David Lawson	Rebecca Kurth (Moderator)
Andy Thomas	Chris Jarman	Kay Greenhalgh
Nigel Weeks	Andrew Coleman	Leanne Quainton
John Miles	Stuart Turner	
Alan Francis	Jamie Wheway	**Apologies**
Brian Mathews	Nick Fenwick	Andrew Geary
John Bint	Cec Tallack	
	Jenni Ferrans	
	David Hopkins	
	Brian White	
	Colin Fox	
	Neil Sainsbury	

AGENDA

17.00 1. Welcome & Introductions

17.10 3. **Overview of Proposals for Parking & Public Transportation**

- A short presentation on current proposals and background papers*

17.20 4. **Topic 1: The future and wider context**

Expert Panel (20 min)

- What is the future of public transportation in Milton Keynes? Is it mainly large vehicles, small vehicles or mass rapid transit?
- In 2026, how will bus services in Milton Keynes operate differently from what we have today?
- Do the panel feel there would be advantages in Milton Keynes having greater control over public transport provision by adopting similar powers to London?

Q&A with Contributors (10 min)

* paper to follow

17.50 5. **Topic 2: CMK car parking**

Expert Panel (20 min)

- What is the 'theoretical' maximum amount of car parking CMK can provide? Can we provide more by moving parking to MSCPs with access off the grid roads?
- Should overall parking provision increase in relation to new development or should there be a cap on parking in CMK and the journeys into CMK satisfied by other means?
- Office developers want a more liberal parking provision policy (ie. developers decide what the market demands) – how do we retain companies in CMK who are finding CMK's present parking regime a disincentive for them to remain?

Q&A with Contributors (10 min)

18.20 5. **Topic 3: Public Transport in CMK**

Expert Panel (20 min)

- Why does the (draft) revised CMK Development Framework propose super-stops along Midsummer Blvd which are not in LTP3 or the Core Strategy/Local Plan? Will super-stops meet the demand for public transport in 2026?
- Would the panel see a benefit in managing the parking transition to 2026 to use undeveloped sites, such as north of Campbell Park, as a way of meeting parking demand and feeding the CMK shuttle/hopper service?
- Would the panel see a benefit of providing a multi-modal interchange in the retail core (with cross-city buses stopping at both the station and retail core), and taking buses off Midsummer Blvd East to allow the envisaged enhancement of what is described as prime public realm?

Q&A with Contributors (10 min)

18.50 7. **Summary**

- Brief summary of points of consensus and points requiring further data and analysis

19.00 CLOSE

* paper to follow

Expert Panel 2: Parking and Public Transport (Materials)

CMK Growth assumptions to 2031 from a base of 2003
(incl Campbell Park) and key planning parameters

		Additional to 2003 base		
	Base 2003	**2031 LP & 2001 CMKDF**	**2026 Core Strategy**	**2026 CMK NDP**
Offices	280,000 m2	445,000 m2	180,000 m2	
Retail	230,000 m2	105,000 m2 incl leisure	110,000 m2	
Housing	1,200 dwellings	6,400 dwellings	5,000 dwellings assuming 1,400 built since 2003	
Other	Hotels and other	New hotels and other	?	2 hotels Conference centre Indoor sports University Performing arts Museum Auditorium Convention centre
Jobs total	25,000	50,000	43,000 est	45,000 est

Car parking

There are currently around 24,000 non-residential car parking spaces serving CMK comprising, 20,000 public and 4,000 private non-residential parking spaces. In addition there are a further 1,000 out commuting spaces at the station. In order to bring parking levels more in line with the requirements of PPG 13, CMK has the most restricted new car parking standards for the whole of MK, on the basis that CMK enjoys good public transport! An exercise undertaken at the time of the Local Plan indicated that by applying the Council's new car parking standards, to all future growth development, redevelopment in CMK, the total number of spaces would increase to around 31,000, of which some 3,000 would be required to support the development of the presently largely undeveloped Campbell Park. This leaves only around a further 3,000 spaces to support the expansion of the rest of CMK. In addition to these 31,000 spaces will be the on-plot private residential spaces, which will total around a further 7,000 to 8,000 spaces, based on the housing projections.

Buses

Around 80 buses per hour use Station Square in the morning peak 8am to 9am period. All traverse along Midsummer Boulevard, stopping every 400 metres to serve each development block. Station Square has been redeveloped to be able to accommodate 144 peak hour bus movements. For this number of buses to continue to use Midsummer Boulevard, the 4 bus stopping areas would each have to be totally reconfigured to replicate the capacity now being provided in Station Square. If this was to be carried out, Midsummer Boulevard would lose most of its London plane trees and become one long continuous bus station. During the 7.00am to 10.00 am morning peak, the around 240 bus movements bring in some 2,500 workers into CMK.

Walking and cycling

During the same 7.00 am to 10.00 am morning peak, typically around 2,000 people walk into CMK and 500 cycle.

Visitor numbers

On a typical day CMK has around 100,000 visitors. To support the amount of development contained in the Core Strategy, the number of visitors will increase to around 150,000 people per day, with peak demand edging toward 200,000.

Other key planning parameters

Offices 1 job per 12 m2 net floor area or 15 m2 gross (for example, Network Rail HQ with net floorspace of 36,582 sq m is providing 3,000 jobs).
Previous MKC office parking standard 1 space per 32 m2 gross
Current MKC office parking standard 1 space per 70 m2 gross (per 50 m2 gross for Campbell Park) – or approximately 1 parking space for every 4-5 new jobs

Retail The Bluewater shopping mall in Kent has a gross floor area of 155,000 m2, provides 13,000 car parking spaces and creates around 4,000 jobs, which equates to approximately 1 space per 16m2 gross.
Previous MKC retail parking standard 1 space per 16 m2 gross
Current MKC retail parking standard 1 space per 46 m2 gross for food and 1 space per 66 m2 gross for non-food.

Expert Panel 2: Parking and Public Transport (Materials)

Transport Strategy Review Study March 2007 – Core Strategy update
Table 11: Required Shift in Mode Used for Journey to Work in CMK

Source document	Transport Strategy Review		Core Strategy	
Mode \ Year	2001	2031	Year 2026	
			31,000 sps	25,000 sps
Driving car or van	18,718 (70.1%)	23,398 (46.8%)	17,330 (38.5%)	11,330 (25.2%)
Passenger in car or van	2,735 (10.2%)	5,850 (11.7%)	3,986 (8.9%)	2,606 (5.8%)
(average car occupancy)	(1.15)	(1.25)	(1.23)	(1.23)
Bus (Public Transport)	2,315 (8.7%)	9,671 (19.3%)	14,192 (31.5%)	21,572 (47.9%)
Park and Ride	0 (0.0%)	2,500 (5.0%)	2,115 (4.7%)	2,115 (4.7%)
Rail	575 (2.2%)	1,077 (2.2%)	990 (2.2%)	990 (2.2%)
Taxi	200 (0.7%)	374 (0.7%)	315 (0.7%)	315 (0.7%)
Walk	1,474 (5.5%)	5,000 (10.0%)	4,227 (9.4%)	4,227 (9.4%)
Cycle	469 (1.8%)	1,750 (3.5%)	1,485 (3.3%)	1,485 (3.3%)
Other (incl. motorcycle)	203 (0.8%)	380 (0.8%)	360 (0.8%)	360 (0.8%)
Total Journeys to Work	26,689 (100.0%)	50,000 (100.0%)	45,000 (100.0%)	45,000 (100.0%)

Notes:

1. The original Table 11 only considered journey to work trips.
2. The 2026 Core Strategy derivation column recalculates the mode of journey to work, based on the premise that an appropriate amount of the total publicly available car parking spaces in CMK needs to be reserved, in the form of shorter stay parking, for visitors to the retail and entertainment facilities (principally shoppers who will of course arrive after the workers, later in the day) and office visitors thereby reducing significantly the amount of long stay (worker) parking.
3. The required visitor provision has been calculated on the basis of 1 space per 30 m2 gross floor area for retail and 1 space per 300 m2 gross floor area for office development. For the purpose of this exercise no allowance has been made for entertainment land uses. By 2026 total retail provision of 320,000 m2 is forecast requiring 10,670 shorter stay spaces and 600,000 m2 of offices requiring a further 2,000 shorter stay office visitor car parking making a total of 12,670 shorter stay car parking overall.

Expert Panel 2: Parking and Public Transport (Materials)

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OVERVIEW OF PARKING & PUBLIC TRANSPORTATION PLAN

WORK-IN-PROGRESS

5th July 2012

Expert Panel Session

1

PROJECT TIMELINES

CMK ALLIANCE PLAN

CMK ALLIANCE
planning for prosperity

Milestones	Who	When
Plan available on wiki-website; 8 workshops	CMK Alliance	2 Apr – 31 May
Revise plan and proposals; 5 expert panel sessions	CMK Alliance Expert Panels	Jun - Aug
Approve Alliance Plan for formal consultation	CMK Alliance Steering Group	6 Sep
Formal Consultation Phase 1	CMK Alliance	6 Sep – 18 Oct
Formal Consultation Phase 2	MKC	1 Nov – 12 Dec
Examination	MKC / Examiner	8 Jan – 22 Jan
Public Awareness Campaign	CMK Alliance	22 Jan – 20 Mar
Referendums (postal voting?)	MKC	8 Mar – 20 Mar

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CMK ALLIANCE PLAN

VISION

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In 2026, CMK will be the dynamic centre of one of the fastest-growing regions in the south-east. It will support thousands of new jobs and wide-spread prosperity as:-

- the most accessible city centre in the UK, pioneering sustainable yet convenient transport options for workers, visitors and residents
- the home of an expanding university, delivering innovative approaches to higher education and nurturing new ventures in technological and creative hubs across the city centre
- a vibrant and safe place, that welcomes, surprises and delights workers, visitors and residents alike, with a rich mix of shopping, leisure, sport, cultural and social facilities offering an exciting street life and diverse night life
- an admired, prestigious city centre, celebrating the distinctive 'Milton Keynes' city-scape and high-quality infrastructure
- an inclusive place, encouraging participation and interaction, connecting people, stimulating ideas, and inspiring future generations

120702 DRAFT 3

OVERVIEW OF GROWTH DURING PLAN PERIOD

DELIVERING THE CORE STRATEGY

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	Core Strategy	CMK AP Plan	
Offices (m2)	180,000	115,450	
		131,250	B4
Jobs	10,700	7,430	office-based
		7,750	B4
		3,806	Retail
Retail (m2)	111,000	99,440	
Dwellings	5,000	4,081	

NB: Fewer dwellings delivered because CMK Alliance Plan switches Block B4 use to offices to deliver more jobs versus Core Strategy

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Expert Panel 2: Parking and Public Transport (Materials)

DEVELOPMENT STRATEGY
STRENGTHENING MAGNETS & FLOWS

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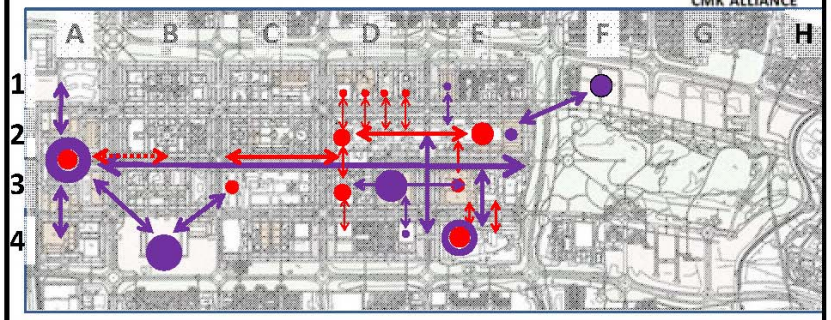

● existing and ● new key pedestrian destinations ('magnets') → existing and → new pedestrian desire lines ('flows')

Objectives

1. **Increase the draw of station square**
   - More office development
   - Major community leisure facility
   - Re-vitalise Leisure Plaza
   - New hotel / conference / exhibition offer
- **Major new office developments in B4** *(end of Plan period)*
3. **Expand retail core and diversify the offer**
   - New mixed-use developments south of Midsummer Blvd & east of John Lewis'
   - New cultural and community attractions
4. **Develop University north of Campbell Park**
   - Lecture theatres, student accommodation

120702 DRAFT

OVERVIEW OF GROWTH DURING PLAN PERIOD
AN ECONOMIC POWERHOUSE

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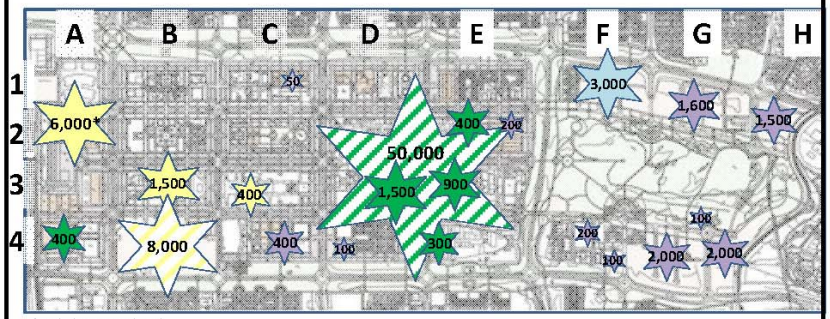

* Includes Network Rail

New office-jobs
toward end of plan period
New retail jobs
New visitors (per day)
New Residents
University students & staff

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" ANOTHER DAY, ANOTHER NEW ~~AFGHAN~~ STRATEGY TRANSPORT "

120702 DRAFT 7

CMK ALLIANCE PARKING & PUBLIC TRANSPORT
KEY CHALLENGES

CMK ALLIANCE planning for prosperity

1. **Anticipating and managing over-loading of movement network**
   - Accessibility is CMK's key competitive advantage
   - Original plan designed CMK for a city of 250,000 – MK is now approaching this population and is projected to reach 300,000 by the end of the plan period
   - Significant intensification of number of workers, visitors and residents in CMK

2. **Identifying a viable transition strategy**
   - Chicken-and-egg problem – need high levels of patronage to make quality public transport financially viable, but many/most car users won't switch until there is quality public transport in the first place
   - Political and public sector financial risks in subsidising) public transport – how to get people out of their cars ? how long and how much?

120702 DRAFT 8

Expert Panel 2: Parking and Public Transport (Materials)

OVERVIEW OF LTP3 STRATEGY FOR CMK

(DRAFT ILLUSTRATION FROM REVISED CMK DEVELOPMENT FRAMEWORK)

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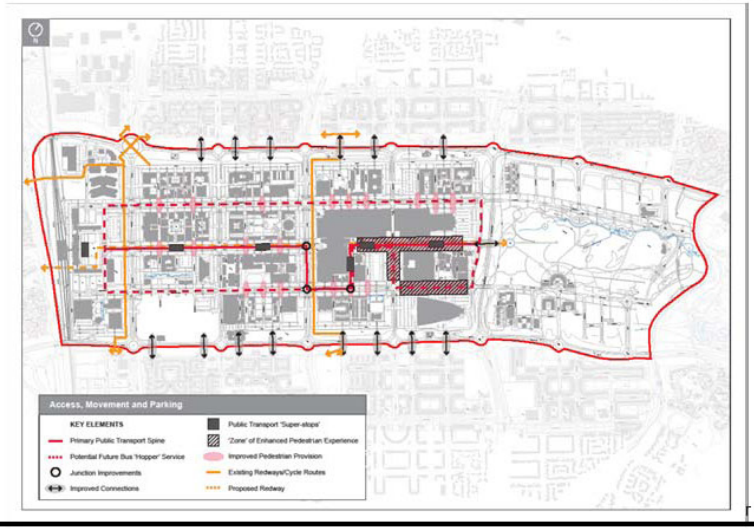

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CMK ALLIANCE PARKING & PUBLIC TRANSPORT

OBJECTIVES

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1. **Employees commuting by car** (office/retail/leisure employees)
   - Short-term: shift all-day parking to the edges of CMK
   - Long-term: shift substantial numbers to Public Transport
2. **Business visitors & employees needing to make intra-day business journeys by car**
   - Short-term: modify car parking management (charging scheme) to ensure CMK is attractive to professional businesses needing this type of parking flexibility
   - Long-term: maximise *operational* parking for business visitors and employees who need to make multiple business journeys during the day by car
3. **Retail and leisure visitors** (shoppers, commercial & community leisure)
   - Short-term: optimise use of existing parking by better distributing visitor parking across CMK
   - Long-term: shift more visitors from the urban Milton Keynes area to Public Transport
4. **CMK/Campbell Park Residents**
   - Short-term: maintain current (restrictive) parking standards but look to possibly provide some additional car parking nearby (e.g. on undeveloped or underdeveloped land in Campbell Park) until Shuttle / DART up-and-running
   - Long-term: remove this additional parking (via development of the land) as better public transport becomes available

120702 DRAFT 10

CMK ALLIANCE PARKING & PUBLIC TRANSPORT

LONG-TERM VISION

CMK ALLIANCE planning for prosperity

1. **Advanced mass rapid transit through major transport corridors**
   - East-West mass rapid transit along Midsummer Blvd connecting Station to Coachway and beyond (e.g. Cranfield University)
     - System is elevated through Midsummer Place to maintain easy pedestrian (shopper) movement at ground level
   - North-South mass rapid transit line from Bletchley to Wolverton (lines cross at CMK train station), connecting the Stadium and the Bowl with CMK
2. **Shuttle or Demand-Responsive Transit as local services**
   - Use 'feeder' system locally to move people within CMK and onto mass rapid transit at stations
   - Frequent 'shuttle' service (hopper) proposed in LPT3 circulating on Avebury and Silbury Blvds between Station and Campbell Park
   - Alternatively, demand responsive, 'door-to-door ' mini-bus/maxi-cab service (Dial-a-Ride-Transit or DART) could be feeder service

120702 DRAFT 11

CMK ALLIANCE PARKING & PUBLIC TRANSPORT

TRANSITION STRATEGY

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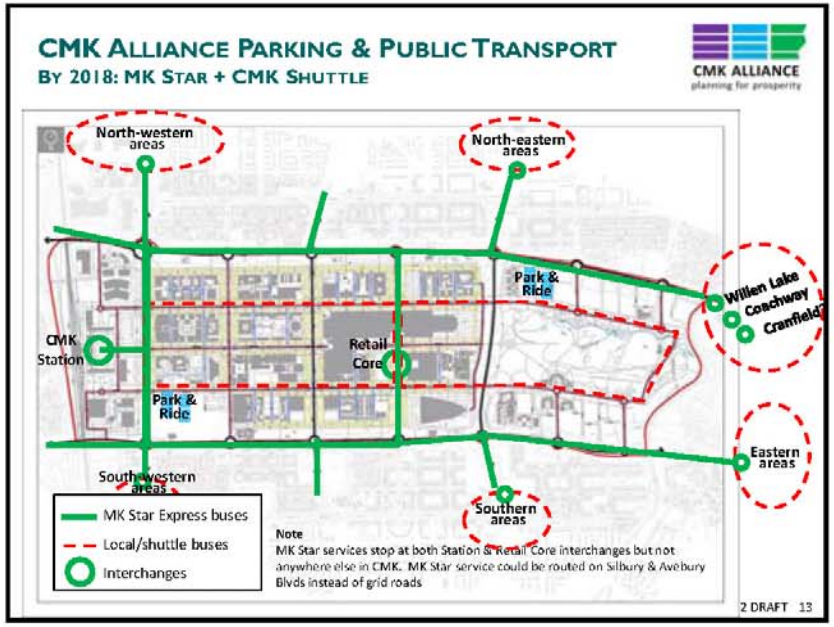
Next 2-5 years:

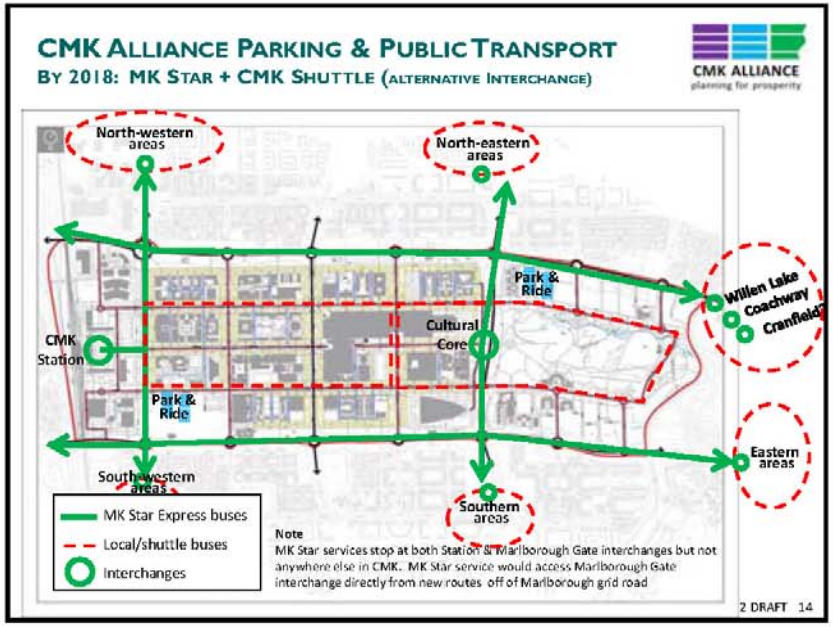
1. Develop Shuttle / DART service plus *temporary* CMK Park & Ride* facilities
   - Start shifting local (Milton Keynes) retail/leisure visitors to parking further away from retail core and using shuttle / DART
   - Start shifting 9-5 workers to all-day parking at temporary Park & Ride on edges of CMK & using Shuttle or DART
   - Builds patronage for Shuttle / DART
   - Parking charges and Park & Ride charges must be structured to encourage use of Shuttle/DART and the Park & Ride facilities
2. Create Public Transport Interchange in Retail Core
   - MK Star services would stop at both the Station and Retail Core, but not at bus stops in-between
   - Bus users can transfer at interchanges to Shuttle / DART for other destinations within CMK
   - Builds patronage for Shuttle / DART
   - 2nd interchange is more convenient for bus users than just one at Station Square – it's about finding the right balance between inconvenience for some users of transferring to Shuttle / DART and quicker cross-city journeys for other users as a result of fewer stops within CMK
3. Conduct feasibility work for mass rapid transit system
   - Identify best system and establish business case
   - Reserve corridors and station points for future expansion

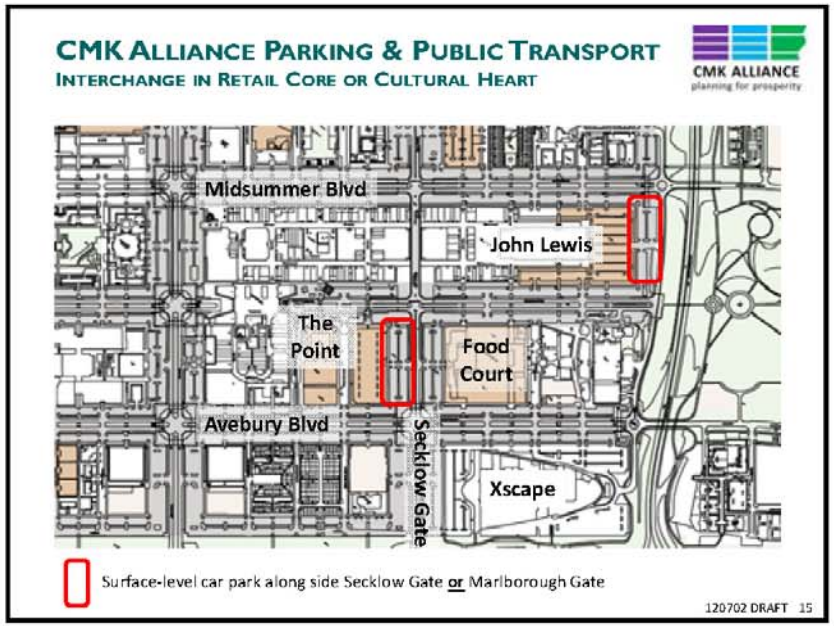
*By 'temporary' we mean a 'meanwhile' use that requires minimal infrastructure costs as provided via surface-level on existing vacant land

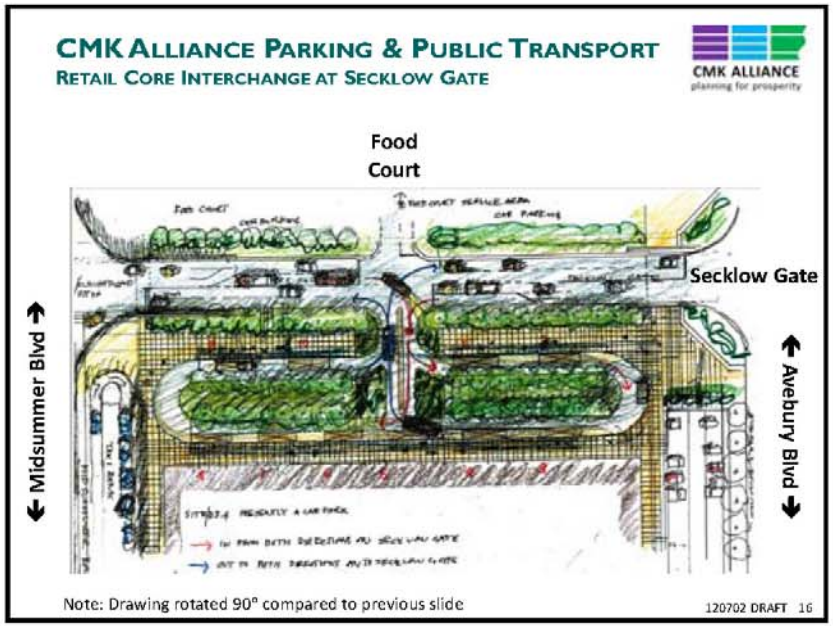
120702 DRAFT 12

Expert Panel 2: Parking and Public Transport (Materials)









Expert Panel 2: Parking and Public Transport (Materials)

RETAIL CORE INTERCHANGE
CO-LOCATED WITH NEW MARKET HALL?

CMK ALLIANCE planning for prosperity

Interchange amenities could be provided as part of potential new development on adjacent (HCA) land eg. -

- Indoor seating area & toilets
- RTPI
- Cafes & market stalls

120702 DRAFT 17

CMK ALLIANCE PARKING & PUBLIC TRANSPORT
BY 2026: MULTI-STOREY CAR PARKS

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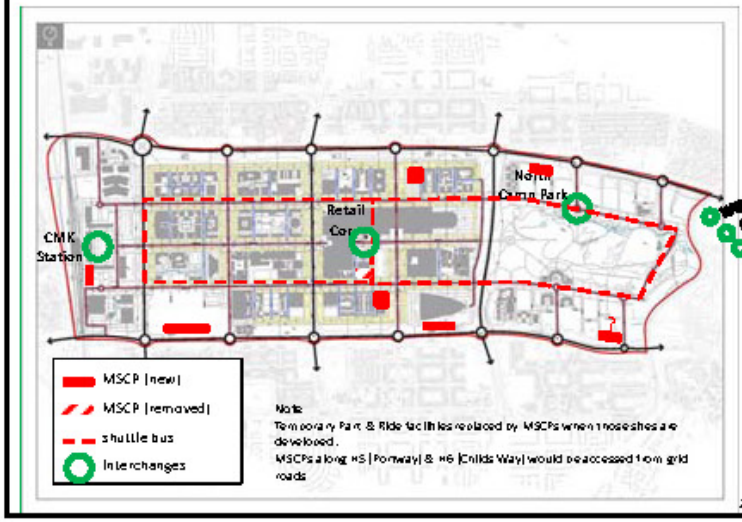

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CMK ALLIANCE PARKING & PUBLIC TRANSPORT
LONG-TERM STRATEGY

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By 2023:

- Complete construction of first 'leg' from station to retail core of mass rapid transit system
  - Continue to use CMK Park & Ride facilities and MK Star and Shuttle/DART services during construction phase

By 2026:

- Complete construction of second 'leg' from retail core to north side of Campbell Park (site tbd)
  - Switch Park & Ride users to mass rapid transit system – continue to provide parking nearby
  - Transition to large office developments north of the Park to generate further patronage

120702 DRAFT 19

CMK ALLIANCE PARKING & PUBLIC TRANSPORT
LONG-TERM VISION (1): 'MONORAIL' + CMK HOPPER

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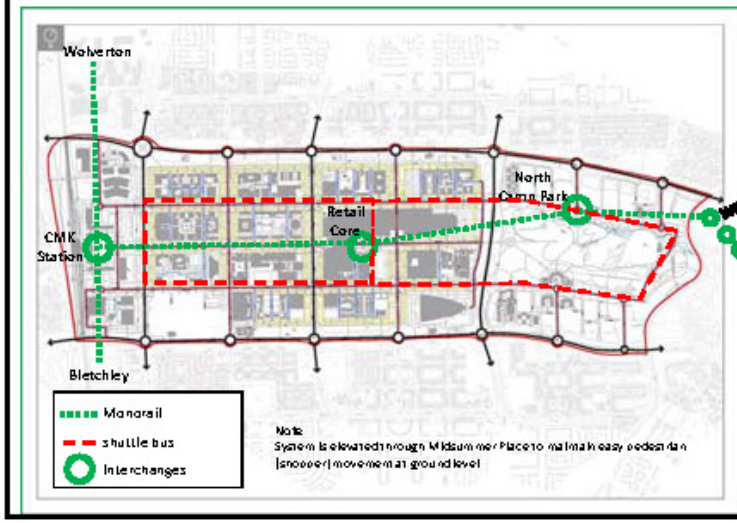

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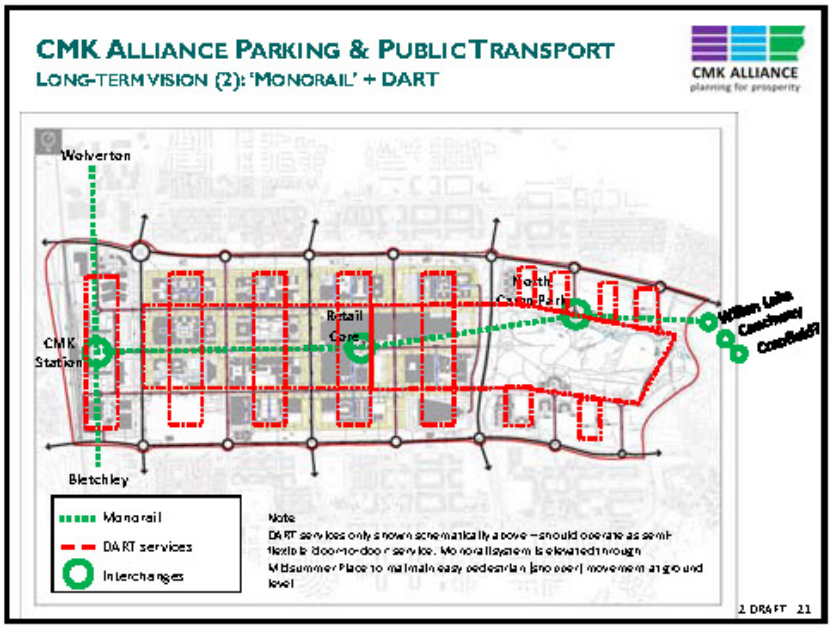
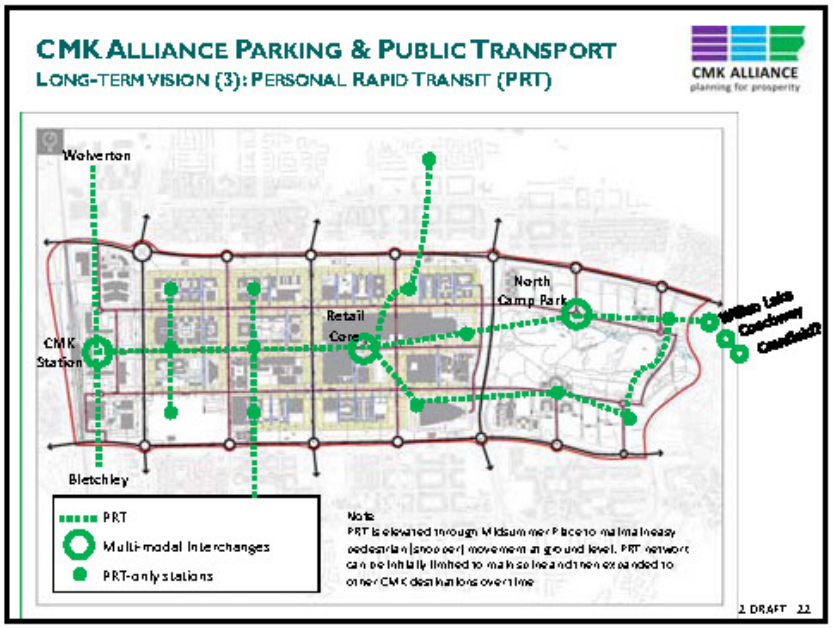
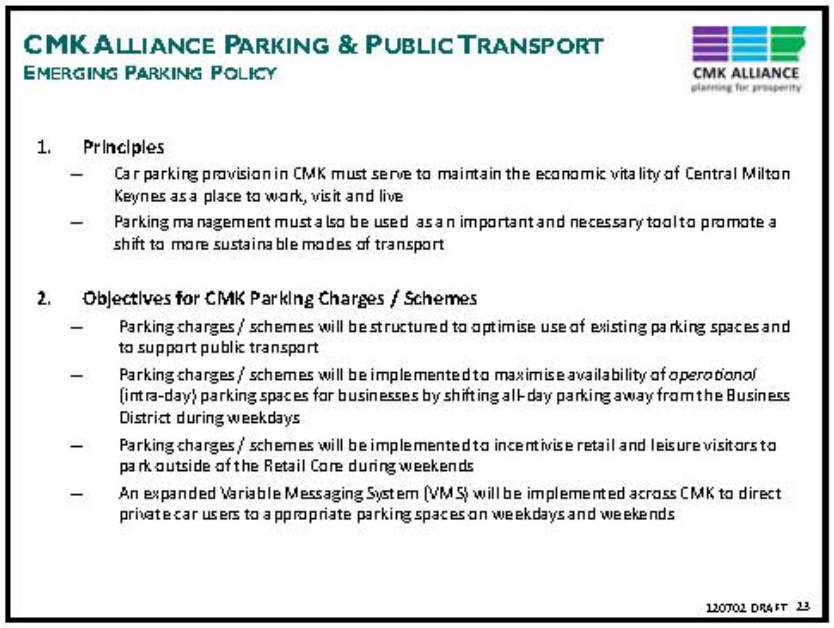
Expert Panel 2: Parking and Public Transport (Materials)







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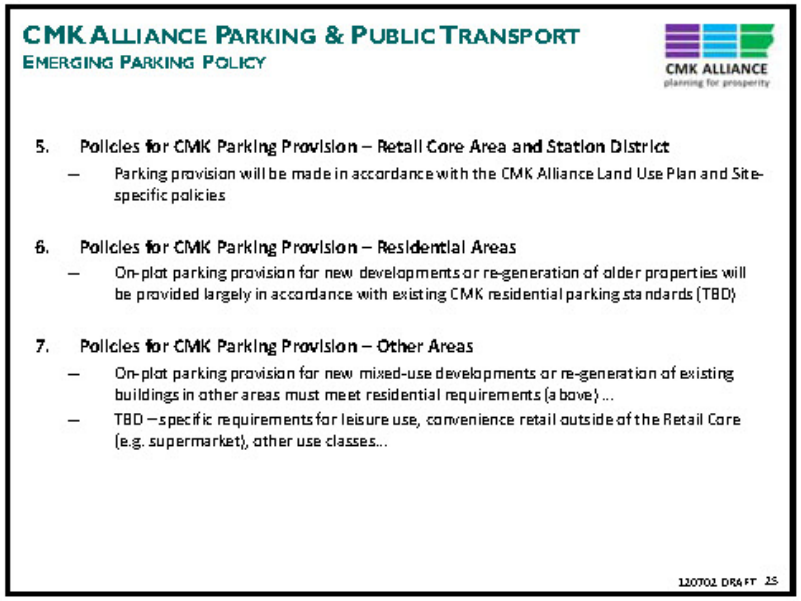

CMK ALLIANCE PARKING & PUBLIC TRANSPORT
EMERGING PARKING POLICY

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5. **Policies for CMK Parking Provision – Retail Core Area and Station District**
   - Parking provision will be made in accordance with the CMK Alliance Land Use Plan and Site-specific policies

6. **Policies for CMK Parking Provision – Residential Areas**
   - On-plot parking provision for new developments or re-generation of older properties will be provided largely in accordance with existing CMK residential parking standards (TBD)

7. **Policies for CMK Parking Provision – Other Areas**
   - On-plot parking provision for new mixed-use developments or re-generation of existing buildings in other areas must meet residential requirements (above) ...
   - TBD – specific requirements for leisure use, convenience retail outside of the Retail Core (e.g. supermarket), other use classes...

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Expert Panel 2: Parking and Public Transport (Outputs)

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CMK Alliance Expert Panel
5th July 2012

Parking & Public Transportation

Attendees:

Expert Panel	Contributors	Others
Wayne Purdue	David Lawson	Rebecca Kurth (Moderator)
Andy Thomas	Chris Jarman	Kay Greenhalgh
Nigel Weeks	Andrew Coleman	Leanne Quainton
John Miles	Stuart Turner	
Alan Francis	Jamie Wheway	
Brian Mathews	Cec Tallack	
John Bint	Jenni Ferrans	
	Neil Sainsbury	
	Peter Ballantyne	

See attached presentation on the overview of the Parking and Public Transportation proposals as part of the CMK Alliance Plan

Following the initial presentation the following comments were made:

Topic 1 – The Future and Wider Context:

What is the future of public transport in MK?

- JB: Public transport has a range of choices – at one end of the current spectrum is the Bus - a larger vehicle with destinations chosen by the operator taking large amounts of people to a few destinations. AT the other end of the spectrum is smaller vehicles, carrying fewer people to a bigger range of destinations. A bigger system with small choice is less likely to succeed than a smaller system with bigger choice - This way will achieve real modal shift.
- WP: In 10-15 years time, public transport will essentially be the same as it is today. There could be newer, more comfortable, bigger even hybrid buses but fundamentally not much will have changed. The ship has sailed on the rapid transport system (trams). Land use has already been committed and the funds aren't there.
- AT: If MK does grow to the predictions of the Core Strategy and beyond, it could enable the start of mass transit. For now, we need to make the most of what we've got; there are no other options for the next 10 years. The demand responsive vehicles that are being considered for Helsinki is a good system, but they already also have 10 tram routes, 2 metros and lots of buses. Both options are needed, not one or the other.
- AF: The question would be better as: "What SHOULD be the future of public transport in MK?" Suspect we will largely end up with buses, but would like to see some tram networks, not necessarily in the next 10 years. Also a bike rail system in CMK, this is proven technology. The key is to retain the capability for a tram or similar network, because we will really need it when we grow to 2x-3x the current population of MK andl reach a point that when buses will not be able to cope.
- BM: a combination of larger and smaller vehicles is needed. What we already have needs to be uplifted and made fit for purpose.

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- NW: a rapid transport approach won't be delivered in the next 10 years. The drawbacks of this are that it's inflexible. We don't know what the future holds so needs to be flexible to adapt. Allow flexibility without the fixed costs of infrastructure.
- JB: Smaller vehicles would give the flexibility of a private car without having to make car parking spaces for them. If they are multiple occupancy then it would pay for itself.
- JM: In terms of public transport, the whole borough needs to be looked at, as all these areas have different needs. We need to talk about the different needs that can be met by public transportation – some are social needs, others are environmental needs, etc. Public transportation can also be an 'attractor' - the city centre could have a high profile, attractive, 'novelty' transport system with other methods serving the rest of the borough. It may not make economic sense on its own, but people will find it attractive, and it could raise MK's profile as a 'forward-thinking city' and attract new businesses.
- A tram system costs £30million per mile. Why not put this towards the bus system. (it was noted that the costs in CMK for this could be less due to the infrastructure already in place)

Do the panel feel there would be advantages in MK having greater control over public transport provision by adopting similar powers to London?

- The panel were in resounding agreement that yes, to have a public passenger authority managing the overall network (but outsourcing delivery to private bus companies) would be a great advantage.
- Since public transportation was deregulated in the 80's, bus usage in the UK has fallen 50%, except in London, which retained its Transport Authority and bus usage has increased by 80%
- Fares/days/times/routes are critical to the public but it is all set by the bus operators in MK.
- Deregulation was a disaster -Regulation would be a strong factor for MK to move forward and have commercially led routes that the local authority could fill in the gaps afterwards.
- Need to draw a contrast between operations and capital investment powers. Manaing bus timings – yes. Owning the buses themselves – no.
- Need a quality contract.
- Have powers started to devolve? Metropolitan cities now have them and the Government is talking about a second wave.
- Through-ticketing should be implemented so any bus ticket could also be used on a city centre shuttle.
- Should SEMLEP consider applying to be a Passenger Authority for it's region?

Topic 2 – CMK Car Parking

Should there be an overall parking provision increase in relation to new development or should there be a cap on parking in CMK and journeys satisfied by other means?

- JB: we want more businesses to stay in CMK, more inward investment, visitors and residents therefore we need to give them the choice of coming how it suits them best, which is usually by the car - CMK does need to offer more car parking spaces.

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- NW: We need to be wary of using car parking provision as a tool for modal shift. People will find elsewhere to park no matter what e.g. residential areas and central reservations as they have in the past. Parking restrictions have to come with an alternative.
- WP: requirements in car parking are inextricably bound up with future public transport systems and we have to be realistic about the modal shift to expect. In the Core Strategy the proposed percentage of people that will use public transport is not reasonable. Realistic views of public transport are lower than estimated. Car parking has to be offered and standards relaxed. In physical terms having Multi-story car parks accessible to the grid roads is the answer.
- BM: Parking and Multi Story Car parks (MSCP) have to be thought about in terms of the grid road network serving CMK. There are approx 15,000 cars coming into the city at rush hour - any more beyond this will need additional management on the junctions. The MSCP that was looked at to be located behind John Lewis was designed to hold 3,000 cars with access off of Marlborough grid road. Research showed that at 5pm if full, the discharge rate would be 6hrs to empty! There are big implications of putting these car parks on the surrounding areas. Need to look at the holistic approach and the knock on effect.
- JF: Then shouldn't the same issue apply to Park & Ride? How do we manage 9-5 rush hours getting in and out of the Park & Ride facilities? Surely the 'discharge' problems apply equally to Park & Ride as to MSCPs…
- BM: Parking policies are needed to make certain areas attractive to shift times of usage – peak/off peak times. For example, one could make parking charges cheaper in an MSCP before and after peak periods, in order to encourage spreading of arrivals/use.
- BM: The transport strategy review in 2007 stated the network had 25% capacity available in peak times. This was 5 years ago so we must be reaching this capacity. We do need parking controls to aid modal shift.
- To discourage car users, public transport will have to be fantastic!
- AF: Cost is a huge influence of using the car versus public transport. Thinks parking and parking charges can be used to aid modal shift.
- NW: Not saying it isn't useful tool, but don't rely heavily on controlling parking amount and parking charges to drive modal shift to public transportation.
- AF: MK has 4 times as many car parking spaces than other areas its size at a ¼ of the cost and ¼ of the amount of bus users. If car parking costs were increased, it would increase public transport uses.
- AT: 31,000 car parking spaces are quoted in the Local Plan, 25% more than now. This all connects to the grid road capacity.
- A solution could be to park on the perimeters of the city centre and then get a bus or a tram in (it was also commented that it would be even more economical to get a bus all the way from your home – although 60% of the CMK large employers workforce live outside the borough)
- A highly attractive bus service on the vertical routes.
- JB: The 6 roundabouts leading into the city centre are throttle points at peak hour. The issue is backing up from the gates. If you don't force all the traffic up the gates you wouldn't have a

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problem. If the MSCP's were accessible off the grid roads this would take the pressure off of the gates.

- Something would be needed to encourage people to park on the urban edge and then to use a bus into the centre– employee passes?
- Businesses have a culture of fixed start/end times that contribute to peak hour congestion. If peak hour was spread this would ease the problem.
- BM: There is 25% maximum additional capacity available at junctions - having grade separation or traffic lights would increase this percentage but is not deliverable due to funding, environmental aspects and that some roundabouts would not be suitable. MK has grown with a particular network so the public would not be happy. With the capacity needed, roundabouts would require multi lane approaches which are a huge project. People don't like the Grafton/Silbury junction although it is working a lot better.
- AT: There needs to be redistribution of existing car parks. There are 18,000 at grade car parks at present; if this is being increased to 31,000 then the 13,000 additional will have to go in MSCP's. Should workers fill these leaving the closer spaces for visitors? This would mean that the MSCP would be filled and discharged at the same time? It needs to be modelled accurately.
- CF: The reality is that we cannot afford these MSCP aspirations. At £15,000 per space it is not deliverable. S106, CIL and the tariff were fine historically but now not economically deliverable. If public transport does not become regulated then Arriva remains the key player. A strategic discussion is needed of how it will be delivered. The balance of providing a good public transport system with the pressure of parking cars is very delicate. How to balance the cost also needs to be worked up in the plan.
- AF: Vehicle occupancy of each car parked in CMK is 1.15 – 20 cars bring in 23 people, it is grossly underused. What other ways to move more people in by car sharing?

Is there a benefit of using vacant land as temporary car parks?

- It should be something to explore if MSCPS are not the viable option.
- ST: Temporary car parks need to be done well, good design and well managed so not to put off visitors coming into the city.
- Changing behaviour is not easy. People would get used to having a car park in a location then it would change again.
- ST: MK is a transitional city so needs to be able to adapt as necessary.
- If an offer comes in for a site that a car park is on then it needs to be able to vacate quickly!
- JB: If something doesn't fit in CMK then it shouldn't be chained to the city centre if it would be better elsewhere. CMK should be the retail and business core but other aspects like a university, museums and more residential should be located elsewhere in the borough. Valuable MK9 space allocated for residential uses does not add up.

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Topic 3 – Public Transport

Would the panel see a benefit of providing a multi-modal interchange in the retail core (with cross-city buses stopping at both the station and retail core), and taking buses off Midsummer Blvd East to allow the envisaged enhancement of what is described as prime public realm?

- There are 48 buses each way per hour along Midsummer Boulevard with 5 current stops. Is it economically viable to have a shuttle system as well as 100 buses going along this route?
- AF: Taking out the stops on Midsummer would not be popular with the bus users. People don't like interchanges – they introduce delays and uncertainty and puts approx 25% of people off using a route.
- AF: Most people use buses to get into CMK, not to pass through it so taking out stops would be unpopular. The long distance services could stop at the 2 main interchanges at the retail core and station, but local services need to be stopping every few hundred meters.
- CF: There is an issue in trying to be too prescriptive of the land uses in the plan. The assumptions made in the Core Strategy are clearly wrong – by 2026 there will not have been 1.8 million sqft of business space created in CMK – in the last 10 years only 400,000 sqft has been built in the form of the Pinnacle and Network Rail! In terms of transport we are making assumptions that these figures are correct but we need to be realistic. Where is the absolute mandate that we want to increase density in CMK?
- JB: The Core Strategy is currently in public examination by MKC. If we don't agree with the figures, it should be said so! We need to build on the assumptions we feel are realistic. (It was noted that legislation says that a Business Neighbourhood Plan does have to broadly comply with the Core Strategy).
- WP: CMK already has massive amounts of additional development than what was in the original master plan. The grid is designed to be able to disperse development – from a transports perspective; do you want this additional infrastructure? Caution against over-heating CMK.
- WP: Avebury/Silbury should be left for cars, keeping public transport along Midsummer.
- CMK is at breaking point in terms of transport. The motoring contingent would like CMK to stay the same – don't break it!
- Interchanges are fine if you want to get from Wolverton to Bletchley but people don't want it getting from the Station to Civic!
- Buses should be able to go through Midsummer Place. Could be elevated?
- JF: CMK will fill up with some sort of development. Retail brings in a lot more traffic than business so we should really cater for business as requiring less journeys. Shuttle service will not be viable...
- Feedback through workshops was to put a civic square in Midsummer Boulevard East, making the area pedestrianised. By allowing this the interchange was put by the side of the Secklow Gate. It was commented that Midsummer Boulevard East is a large area so could have buses still using it while being pedestrianised.
- Queries were raised over needing bus stops on Midsummer Boulevard and a hopper bus. It was felt that both were needed but can they be financially viable?

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- CF: It is confusing as to what the Council policies are. A hopper bus was put in the LTP3 but if MKC don't believe it is viable what are they going to do? 5 years ago the hopper bus was going to be tested for a year which never happened so there is no proof as to whether it would be viable. It would cost £0.5mil for the year trial.
- NF: The Core Strategy comments coming out of this evenings meeting are an issue. The plan will be contested if it does not comply.

Parting thoughts:

- JM: We need flexibility but without a big fixed infrastructure – the key is flexibility and need to adapt to changing needs.
- NW: Don't build and solve transport afterwards – put transport right in the heart.
- WP: Caution against abandoning cross city buses stopping along MSB – better to get cars on Silbury and Avebury and leave MSB for buses. He likes conceptually the BeemCar paper – CMK as good as any other place to try it...
- JB: Supportive of keeping buses on MSB. But issues we are facing are self-inflicted by a desire to significantly increase the density of CMK, so we come shopping by bus!
- AF: This is why we need lots more public transport – if we can't come in by car, then must massively increase bus usage.
- AT: If we don't agree with the increased density of CMK, we still have to put the jobs somewhere – there's very little employment land in the expansion areas, so people will have to travel someplace for work. And distributing jobs to other areas will not be a solution either – it will also lead to congestion of the neighbouring grid roads and junctions in those areas, too.

Expert Panel 2: Parking and Public Transport (Outputs)

CMK ALLIANCE EXPERT PANEL SESSION ON TRANSPORT 5.7.2012
AN OVERVIEW OF FUTURE CMK TRANSPORT BY EXPERT PANEL MEMBER WAYNE PERDUE*

CONTENTS

* The author has previously held positions including Research Fellow in Transport Studies at Cranfield University, Head of Transport Planning at Milton Keynes Development Corporation, and Managing Director of the Stirling Maynard Transportation consultancy.

1. STRATEGIC CONTEXT

1.1 The Problem

The land-use and transportation plans for MK have already evolved into something of a `monster'. The original 1960's Master Plan, for all its faults of creating unrealistic expectations of a high quality public transport service on the one hand, yet providing a difficult public transport operating environment on the other, nevertheless had the merit of consistency when it came to the primary citywide transport mode – the private car. The dispersed pattern of low density land uses, combined with the network of grid roads was ideal for the motor car – indeed it positively encouraged car use and a `car culture', a legacy which is still `alive and kicking' today.

A crucial component of that integrated land-use/transportation plan was a 'cap' on the size of CMK and in particular the proportion of citywide jobs that were focused in CMK. This meant that travel demand patterns were dispersed citywide with only a modest focus on trips and and from the centre, with the result that the city could function up to its planned 250,000 population with a relatively congestion free road network.

The reality is already very different. Whilst the city's long-term development plans now see a population approaching 300,000 - 20% above Master Plan) the unfettered development of CMK has already seen the proportion of citywide jobs based in CMK increase dramatically and that trend is set to continue into the future (Master Plan 15-20,000 jobs in CMK, current planning 70-75,000, i.e. a 4 times increase). The resultant shift in travel patterns from dispersal towards more radial travel to/from CMK sits uncomfortably with the grid road network. It is thus unsurprising that the onset of traffic congestion in and immediately around CMK has already arrived, and that this is forecast to get much worse in the coming years. (The author does not wish to deny the undoubted benefits and perhaps economic imperatives of the intensification of development of CMK, but simply to point out the incompatibility with the city's transport network).

1.2 Currently Proposed `Solution'

There are 3 potential components to a strategy for addressing the problems of travel to/from CMK:-

A. Lower the growth targets for CMK, or at least the planned pace of growth to enable improvements in transport provision to 'catch up'.

B. Increase the capacity of the road network to get more traffic into and out of CMK, and increase car park provision.

Expert Panel 2: Parking and Public Transport (Outputs)

C. Shift modal split away from the car towards other modes primarily public transport.

The 'Core Strategy' appears to rely on component C. only. It is acknowledged that the 'required modal shift' figures for work journeys into CMK shown in the 2007 Core Strategy Update, and those in the parallel Transport Strategy Review, (i.e. reducing car drivers from 70% to somewhere in the range of 25%-45%) would if achieved largely address the problem of peak travel into CMK. However, there remains a fundamental question of whether this degree of modal shift, or anything approaching it, is deliverable over the 15-20 year timescale envisaged (or even beyond!). In particular public transport (excl. park & ride and rail) would need to increase its share of trips from 10% now to somewhere in the range 20%-50%, which allowing for development means a 4 to 8 fold increase in trip numbers from 2500 to somewhere in the 10,000 to 20,000 range.

1.3 Ability to Deliver Required Modal Shift

To deliver such a substantial modal shift will require both:-

a. restricted parking availability and use of the parking price mechanism to 'force' commuters onto public transport and other modes.

b. radical improvements in the citywide public transport offer making it an attractive alternative for car drivers.

In this authors view neither of the above are deliverable. The extent of parking restraint required is likely to be unacceptable to the business community and investors, and will not be politically deliverable.

Furthermore, whilst continuing improvements in citywide public transport can reasonably be anticipated, these are likely to be gradual and modest in nature falling far short of the necessary radical upgrade required to effect significant modal shift.

1.4 Alternative Strategy Components

It is likely in this writers view that a significant contribution will be required from all 3 components A-C in 1.2 above if effective travel to/from CMK is to be sustained going forward. This means that:-

A. Some lowering of the long-term planned commercial and retail development intensity of CMK (incl. Campbell Park) is desirable as is a softening in the pace of development.

B. Highway and parking capacities will need enhancing.

C. Public transport will still require substantial improvement.

In section 2 and 3 below the transport implications of B and C above on future CMK are explored.

2. CMK PUBLIC TRANSPORT FUTURE

2.1 Citywide Buses

Even within a more balanced and realistic strategic approach as advocated in 1.4 above, with more modest modal shift targets, the citywide public transport network will still be required to attract many more passengers compared to today. For example even shifting peak modal split into CMK from 10% into the 15-20% range (vs 30-50% Core Strategy) implies between a doubling and quadrupling of public transport passengers traveling to CMK (from around 2500 to 5-10,000). This is already an ambitious and challenging task and will require further investment and other support measures if success is to be achieved. Every opportunity to reinforce public transport must be taken. All of the improvements already being implemented and in the pipeline (incl. more comfortable vehicles, faster services with priority, better waiting environment, enhanced information etc) will be required – but conventional buses will remain the primary public transport system citywide (see also 4.2 Mass Rapid Transit).

2.2 City Buses Within CMK

The present strategy sees all city bus services traversing CMK along the full length of Midsummer Boulevard between Station Square and Marlborough Gate, albeit with a diversion around Midsummer Place. This strategy brings the whole of CMK within approximately 400m maximum walk of all the main cross city services, provides interchange opportunities between services, is easy for passengers to understand and use, and is efficient operationally (although somewhat compromised by the Midsummer Place detour).

The evolving Alliance proposals explore alternatives of either routeing citywide buses via the outer Boulevards (Avebury and Silbury) instead of Midsummer, or providing a second bus interchange (in addition to Station Square) in the retail core off Secklow Gate and routeing citywide services through CMK north/south some via V6 Grafton Gate and the Station Square interchange and others via Secklow Gate and a new Secklow Gate interchange. This latter proposal would also see a 'secondary' CMK 'distributor' small bus service operating within CMK ('Hopper') enabling passengers to interchange to access other parts of CMK (see also Secondary Services 2.5 below).

Expert Panel 2: Parking and Public Transport (Outputs)

I can only see either of these alternatives being **detrimental** to citywide bus services, which would clearly be in conflict with the key strategic objective of improving access to CMK. In the 'twin' Boulevard strategy, both outer Boulevards already play essential roles in distributing traffic entering CMK on the Gates, into the car parking blocks and vice-versa, and this role will increase as CMK develops. Mixing buses with 'turning' traffic is a bad idea, and will slow services down as well as being hazardous. Midsummer Boulevard handles less turning traffic – indeed virtually all parking can be accessed off the Gates and outer Boulevards, opening up the potential for Midsummer Boulevard to become a space reserved for buses, pedestrians and 'authorised vehicles' only which this writer would advocate. Also the 'twin Boulevard' bus routeing approach would result in not all services being within reasonable walk distance of all CMK developments, and would also be more difficult for users to understand and use.

The alternative 'twin interchange' approach puts a greater priority on getting citywide buses through CMK more quickly at the 'cost' of many people having to interchange onto a secondary distribution system to reach their final destination in CMK. It is already well know that 'off highway' interchanges inevitably slow bus services down, and this combined with the fact that the Gates the bus services would use under this approach are the heaviest trafficked roads in CMK, being the main entry/exit routes, leads this author to question whether any time gain for cross city buses would in practice materialise. Furthermore, most passengers on buses entering/leaving CMK are traveling to/from CMK – only a minority are traveling through. Putting a priority on that minority and 'forcing' the majority to interchange or walk further to their destination in CMK seems illogical.

It is acknowledged that removing buses from Midsummer Boulevard could create opportunities to enhance the public realm and pedestrian environment – perhaps the underlying motivation behind the alternative bus routing strategies outlined? However, given the overriding need to support and improve public transport there is frankly no alternative available to the current Midsummer Boulevard bus route that is consistent with the wider transport objectives.

Surely a better approach would be to look creatively at how in the longer term the environment on Midsummer can be improved with public transport in situ – and in this context the removal of cars and the introduction of low emission/zero emission (hybrid?) buses could merit further study. Such moves could create design opportunities along Midsummer Boulevard whereby public transport even with larger vehicles in greater numbers than today can be accommodated without unacceptable compromise to the 'public realm'.

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2.3 Midsummer Place

It follows from the above that if the opportunity to reintroduce citywide public transport through Midsummer Place could be seized then it should be taken – the unfortunate 'diversion' via lower 9th Street, Avebury Boulevard and Saxon Gate is already 'costly' in delays to public transport and this situation can only get worse particularly with the Saxon Gate/Avebury Boulevard junction, which buses must negotiate, being one of the busiest in CMK.

Whilst the prospect of 'dirty' diesel powered buses in Midsummer Place may be unrealistic, perhaps low emission or zero emission hybrid buses may be a reasonable future aim, particularly if grade separation with pedestrians can be achieved. (It is understood that planning conditions/agreement(s) attached to the Midsummer Place development recognize this possibility). It may also be that this prospect can be used as 'leverage' for a future bus fleet upgrade.

2.4 Institutional Framework

The present deregulated public transport marketplace mitigates against the co-ordinated planning of urban bus services and is financially inefficient in its call on Local Authority resources to 'plug the gaps' in the commercial route network. A Public Authority specified network operated by private operators via tendered contracts would in this writers view provide a more coherent and cost effective bus system in MK

There may be some opportunities of moving in this direction within current legislation (i.e. via 'Quality Contracts') although new powers more similar to those applying in London may be required. The key point is that moves in this direction can potentially be a ***'game changer'*** in achieving the longer term objectives for public transport in MK and should therefore be thoroughly explored as a matter of priority and pursued with vigour.

2.5 Secondary Bus Services and other contributors

There is a range of 'secondary' bus services that could be considered that would augment and reinforce the primary bus network, some of which are already included in the Core Strategy and/or the Alliances emerging Parking and Public Transport Plan. Those favoured by this writer are:-

- A CMK 'small bus' 'Hopper' service linking developments within CMK including parking and extending into Campbell Park.
- A 'Central Area' small bus service linking housing areas immediately surrounding CMK with the centre, possibly incorporating a 'demand responsive' element.

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Expert Panel 2: Parking and Public Transport (Outputs)

It may be that the two could be combined. These are not likely to be commercial, and would need careful planning to ensure that they complemented rather than competed with the primary Citywide bus network.

There are a series of other elements to the overall transport strategy which can all contribute to the requirements to shift modal split away from car drivers. These include:-

- Park and ride
- Car share and car club schemes
- Taxis and private hire cars
- Walk (particularly enhanced in CMK by the increased provision of housing in the City Centre already underway)
- Cycle
- Rail

All of the above have important roles to play in contributing towards delivering the required modal shift, and in combination their contribution becomes substantial. However individually these secondary bus services and 'other contributors' have fairly modest impacts on the overall picture. Whilst this in no sense detracts from their importance, and effort needs to be put into all of them, ***it will remain the case that by far the most significant contribution in strategic terms to shifting modal split for trips into CMK will have to come from the primary citywide bus network***, as illustrated in the Core Strategy Update and Transport Strategy figures.

3. PARKING AND HIGHWAYS

3.1 Parking Provision

An inevitable consequence of the 3 pronged strategy which this author sees as essential if good movement and access to and within CMK is to be maintained, is the provision of some additional parking. It is beyond the scope of this non-technical overview to be specific regarding numbers, but given the anticipated struggle facing public transport to attract even the more modest switch from car commuters into buses advocated above, a relaxation of future parking standards is likely to be required resulting in a significant additional provision of parking spaces. It should be stressed that successful implementation of the 'balanced' strategy advocated will require extremely careful phasing of this additional parking provision – too much too soon can undermine public transport improvements whilst too little too late can undermine the CMK economy and deter investors.

This additional parking provision is seen as a combination of 2 types:-

- peripheral multi-storey parking accessed off the outer Gates and/or peripheral grid roads (H5, H6, V8).
- Ground level 'on plot' parking within CMK and Campbell Park (some temporary).

Both these forms of parking can be served by the prospective 'Hopper' secondary bus service, which is likely to be needed in order to maintain acceptable accessibility between parking and development i.e. to augment walking as the main mode connecting development with car parks. (It is likely to become increasingly difficult to provide parking close to ones ultimate destination, in particular for commuters).

3.2 Road Capacity

The rationale for locating new MSCP's peripherally is to maximize accessibility from the outer Gates and peripheral grid roads, in turn limiting the additional traffic penetrating further into the city centre. However, the 3 pronged strategy advocated will require some increase in the capacity of the road system to get peak traffic into and out of CMK, and to handle such peripheral MSCP's.

The Expert Panel Meeting heard that the capacity/congestion 'pinch points' are the peripheral grid road junctions immediately surrounding CMK, and that these have already been subject to a 25% capacity enhancement which is already being taken up by continuing traffic growth, and that further capacity increase of these roundabouts is not feasible. Therefore the options for further capacity enhancement of the grid road 'box' surrounding CMK appear to be:-

- Grade separation
- Roundabout signalization (possibly part time)
- Roundabout replacement with signals

Grade separation is almost certainly prohibitively costly, is expensive in land, and previous feasibility studies have questioned the engineering feasibility in particular in vertical alignment terms. Roundabout signalization, whilst an option where sufficient stacking and circulation space can be created, has also been shown to be infeasible at most the grid road junction locations around CMK (in previous studies).

The option with most potential for increasing capacity into CMK is signalization of the current roundabout junctions on the grid road box (V6, H5, H6, V8) – 10 junctions in total. Clearly detailed feasibility studies would be required. However conceptually the key components would be:-

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- A state of the art signalized area traffic control (SATC) system throughout CMK and the immediately surrounding grid road box junctions, enabling tidal (directional) flows to be managed to maximize capacity during inbound (morning) and outbound (evening) commuter peaks, and at peak shopping times (Saturdays, Christmas etc).

- Signalized access/egress from peripheral MSCP's directly interfaced with grid road traffic within the wider SATC system.

- To the motorist, the grid road box would become more a part of CMK and less a part of the citywide grid roads (as has already happened on V6 (Grafton Gate) and V7 (Saxon Gate) through CMK. (The free-flow character of the grid network throughout the rest of the city would not be threatened by this limited central signalization).

- The H4 (Dansteed Way) and H7 (Chaffron Way) grid roads might be dualled to help keep non CMK cross-city traffic away from the signalized grid road box.

4. LONG TERM VISION

4.1 Mass Rapid Transit?

This term covers trams, monorail and guided buses.

The Alliances Parking and Public Transport 'Long Term Vision' proposes rapid transit on 'major transport corridors', one East-West such as CMK Station to M1 J14 Coachway and possibly beyond, the other north-South linking Bletchley with Wolverton via the Stadium, Bowl and CMK Station.

This writer was a strong advocate of such a 'blue sky' concept throughout the period up to around 2005 – tram based with large park and ride sites on each line. Secondary local buses fed the transit lines, with intensification of development within the city along the transit lines, with the lines extending beyond the current city limits into 'expansion corridors' where additional development surrounded the transit lines. Such ambitious plans were ***critically dependent*** on these integral infill developments and expansion corridors in order to generate the levels of demand required to sustain these high capacity capital intensive systems.

In the event development plans have taken a different direction to the extent that any opportunites that may have existed to further such a concept have now disappeared, - in the writers view forever. This is simply a matter of numbers – travel demand on the one hand, and system capacity and cost on the other, and they don't match up. When the Alliance's vision refers to 'advanced mass rapid transit through major transport corridors' this writers firm advice is that this is not

'real world' – there are no 'major transport corridors' in MK existing or planned along which the demand for movement even approaches that required to sustain a rapid transit line - including the 'CMK Station, Retail Core, Campbell Park, Jn14/Coachway 'corridor'.

Whilst a 'showpiece' system, such as a monorail linking Station Square with the Retail Core, may be desirable in 'image' terms we should guard against the pitfalls of being 'seduced' into believing it would be an important component of the city's transport network. (The lessons of the monorail build to serve the Merry Hill Shopping Centre in the West Midlands at a cost of £22m some 20 years ago are instructive. Opened with great 'fanfare' in 1991, the monorail ceased operating in 1996 and was subsequently dismantled).

4.2 Personal Rapid Transit?

This term covers small emission free driverless vehicles computer controlled running on a network of segregated (elevated) tracks available 'on demand' at stations, with 'dynamic' routeing. It is a more sophisticated development of the 'people movers' seen at some airports, but covering a more extensive 'network'.

One such system 'BeemCar' was covered in the background papers provided to Expert Panel Members (and is remarkably similar to the 'AutoTaxi' concept developed in the 1970's at the Governments Transport & Road Research Laboratory). The Alliance's Long Term Vision (3) envisages such a system providing intra CMK movement including linking peripheral MSCP's to the rest of CMK.

This vision is conceptually attractive. However it is also fatally flawed. To justify the cost of such a system, it must have good coverage throughout CMK and potentially replace a high proportion of car trips within CMK (otherwise there is no real 'rationale' for such a system). This means that any PRT network would necessarily have a high capacity (throughput) if it were to achieve any significant impact on reducing car trips within CMK. To achieve this PRT vehicles would have to run at a reasonable speed, but with very short headways, resulting in insurmountable safety and public perception problems (i.e. if one vehicle stops suddenly the successive vehicles collide with it, or the occupants perceive that this will happen and feel insecure). To overcome this the speed must be low and/or the gaps between vehicles increased to the extent that the system no longer has the capacity to carry the large numbers of passengers necessary to make it viable in a large urban centre such as CMK.

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4.3 Buses Within a Balanced Strategy

Milton Keynes will not have a 'premiership standard' public transport system. That 'pipedream' is precluded by the low density dispersed land use form which mitigates against the high density corridor flows required for efficient 'mass' public transport.

However, the challenge of accessing an 'over-developed' city centre served by a grid road network optimized for non-radial (dispersed) traffic flows can possibly be met by a well 'balanced' development and transport strategy incorporating the following components:-

- A cautiously phased future development programme for CMK which acknowledges the inherent constraints in providing a transport system to efficiently serve it.
- An improved network of citywide bus services focused on CMK, traversing the centre along Midsummer Boulevard and possibly including emission free passage through CMK, an enhanced public realm without cars on Midsummer Boulevard and an institutional framework enabling the Council to specify the public transport and service quality it wishes to see. The 'primary' bus network would be reinforced by secondary services and other components together enabling the proportion of car journeys to the centre (in particular commuters) to be gradually reduced consistent with parking and road capacity, thus avoiding serious road congestion.
- Modest enhancement of parking capacity in CMK by a combination of ground level car parks and peripheral MSCP's, interfaced with a city centre wide state of the art signalized area traffic control system extending to and incorporating the grid road box immediately surrounding CMK

It is concluded that future CMK planning should consider incorporating a detailed examination and testing of the 'balanced' landuse/transport strategy described in this paper.

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