

# MK Local Cycling and Walking Implementation Plan (LCWIP)

Public survey results 2023



# Introduction

Milton Keynes City Council's Transport team commissioned Pell Frischmann, a specialist agency, to design 25 possible schemes for local areas to help improve cycling and walking links around the city. MK is well connected by the redway network with most areas benefitting from walking, wheeling and cycling connectivity to retail, industrial and residential areas. including the City Centre.

However there are areas that do not have any cycle paths or the existing infrastructure is in need of improvement. The MK Local Cycling and Walking Implementation Plan (LCWIP) was designed to address these issues.

Throughout September 2023, local residents, elected members, parish councils and other interested parties were asked to give their views on these options, saying why they preferred one option over another.

This is a summary of those results.

## Newport Pagnell & Olney

### **Scheme 162/171 Marsh End Road, Newport Pagnell**

Preferred option: redway link between Marsh End Road and High Street with a 20mph for the High Street to improve road safety.

### **Scheme 164 Railway Walk, Newport Pagnell**

Preferred option: to carry out maintenance improvements to Railway Walk including resurfacing the redway and cutting back vegetation.

### **Scheme 234 High Street, Olney**

A proposal for the High Street, Olney for a new one-way system on the roads adjacent to the High Street, East and West Street, a 5 metre wide redway on High Street through the town centre with repositioning of some parking bays was strongly opposed.

### **Scheme 249 Yardley Road, Olney**

Installation of a 3 metre shared redway, connecting the north of Olney to Olney Middle School and the town centre from Yardley Road, Olney was the preferred option.

# Milton Keynes - Central Areas

## **Scheme 42 H9 Groveway**

Preferred option at the H9 Groveway near the Open University campus is to install a 5 metre redway, with separate space for people to walk and cycle and to improve connectivity overall.

## **Scheme 46 Hospital Redway**

The preferred option to improve the Milton Keynes Hospital Redway and make it safer, more attractive and pleasant is to provide a 5 metre redway, with separate space for people to walk and cycle with better lighting, vegetation removal and resting points. This option was very highly supported by respondents.

## **Scheme 146 Fishermead to CMK**

The preferred option here is to provide a 5 metre redway that will link Fishermead to Central Milton Keynes, connecting the H6 and H7 redways. This will then allow people to walk and cycle through Fishermead and along Secklow Gate.

# Stony Stratford and Wolverton

## **Scheme 74 Stratford Road, Wolverton Road and High Street, Stony Stratford**

The preferred option for Wolverton Road, Stony Stratford is to improve the existing redway along Stratford Road. The redway would then be extended through Stony Stratford providing safe space for people to walk and cycle.

## **Scheme 75 Queen Eleanor Street and High Street, Stony Stratford**

The majority of respondents preferred a segregated redway for both cyclists and pedestrians with separate space for people travelling at different speeds, linking Stony Stratford High Street and Queen Eleanor Street and the wider redway network.

## **Scheme 107 Stratford Road, Wolverton**

There is a missing section of redway here linking up all of Stratford Road, Wolverton. The scheme would connect an existing redway outside Radcliffe School, to Wolverton Town Centre & the shops, restaurants, cafes and businesses. Overall the local community was supportive of this scheme.

## **Scheme 220 Windsor Street**

A new redway linking Windsor Street using the central alleyway was strongly supported. This will then connect the town centre, schools, shops, businesses and community to the redway network.

# West Bletchley

## **Scheme 14 Buckingham Road**

The aim is to link Buckingham Road between West Bletchley and Central Bletchley using a route between Whaddon Way and V7 Saxon Street. There is a section where there isn't space to fit a redway, so between the two suggested linking routes, going north onto Tattenhoe Lane was the preferred option.

## **Scheme 173 Sherwood Drive**

The preferred option to link Buckingham Road to Whalley Drive via Sherwood Drive , providing access to MK College, the Train Station, Bletchley Park is to widen the existing redway, providing separate space for people to wheel and cycle. Option A was preferred mainly for safety

## **Scheme 174 Rickley Lane**

The aim is to provide an access route for schools, Central Bletchley, MK College and the Train Station. A shared use redway on both sides of the road linking Whaddon Way to Buckingham Road via Rickley Lane / Church Green Road. This was the preferred option.

## **Scheme 101 Whaddon Way**

The popular option here is to install a 5 metre wide redway that replaces the existing footway and links north and south areas of West Bletchley via Whaddon Way connecting up with existing redways on Buckingham Road and Watling Street.

## **Scheme 39 H8 Standing Way**

Another section of missing redway link, the preferred option to remedy this is to provide a new bridge over Denbigh Hall Drive to create a more direct route on the H8 Standing Way between Kincardine Drive Underpass to Elfield Park Roundabout.

# Central and East Bletchley

## **Scheme 189 Water Eaton/Hunter Drive**

The preferred option is A which includes a section of new redway, utilising existing quieter streets and alleyway to link Water Eaton Road to Drayton Road and Hunters Drive. This will provide a walking and cycling route between the Lakes Estate, Central Bletchley, and local schools.

## **Scheme 190 Westfield Road**

Popular option is to provide a redway link connecting Water Eaton Road to Queensway. This will also then link up Westfield Road and the town centre to Scheme 189.

## **Scheme 191 North Street**

A new redway link to connect the north and south areas is preferred with North Street connecting Tavistock Street and Princes Way. This will provide a direct walking and cycling route from Bletchley Town Centre to the MK1 district & the rest of MK.

## **Scheme 192 Princes Way**

The preferred option was A to provide a new 3 metre redway on both sides of the road plus (on one side) a separate 2 metre footpath along Princes Way will link the V7 Saxon Street to Queensway.

## **Scheme 194 V7 Saxon Street**

Huge support for a scheme to improve the existing redway on V7 Saxon Street, connecting Central Bletchley with large retail areas and the rest of MK. Proposals include better crossing points and a wider Redway to make it safer and more pleasant to walk and cycle.

# Stantonbury

## **Scheme 291 V7 Saxon Street**

The majority chose Option B to provide a fully connected redway on both sides of the V7 Saxon Street linking the Railway Walk to the H3 Monks Way with a 5 metre redway on the east side and a 3 metre redway on the west side.

## **Scheme 24 H3 Monks Way**

Option B had a slim majority over Option A. Option B will utilise existing redway through estates and fix missing links with a new 3 metre redway. The redway will be on both side of the H3 Monks Way.

## **Next steps...**

We'll share the results of these consultations with councillors, parish councils and local communities.

The next stage will be to look at how we can implement these schemes into the locations factoring in other projects too.

We anticipate that these schemes will start to be constructed from xxxx

MKCC is committed to being a zero carbon city by 2030 and carbon negative by 2050. We will only achieve these goals by improving connectivity for sustainable transport and providing alternative methods to travel around the city.