

NEWPORT PAGNELL

Framework Travel Plan

JNY10094-04
Framework Travel Plan
Version -
25 October 2021

Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
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1 INTRODUCTION

Background

- 1.1 This Framework Travel Plan (FTP) report has been prepared by RPS on behalf of Bloor Homes Limited (BHL) to support the Outline planning application for the proposed development at Willen Road, Newport Pagnell. The development site, referred to as “the Site” and “Bloor Homes Site” hereon in, forms part of the wider Milton Keynes East Strategic Urban Extension (MKE SUE).
- 1.2 The proposals are for the development of up to 800 residential dwellings, a local centre, a primary school and sports pitches. The local planning authority and highway authority is Milton Keynes Council (MKC).
- 1.3 This FTP has been prepared in accordance with best practice and policy guidance. The document sets out a ‘framework’ within which each of the separate land uses will develop its own Travel Plan.
- 1.4 This FTP should also be read in conjunction with the Transport Assessment (Report ref: JNY10094-03a), also submitted as part of this planning application.

Development Proposals

- 1.5 The development proposals comprise:

“Outline planning application with all matters reserved except for means of access in relation to highway access from Willen Road and pedestrian/cycle access in relation to the crossing of the A422, for the demolition of the existing structures on site and the creation of a residential development of up to 800 dwellings comprising affordable housing, a primary school, local centre, public open space, red ways, sustainable urban drainage systems and all associated works.”
- 1.6 A plan showing the location of the Site including the redline boundary is included at **Appendix 1**. The illustrative masterplan for the Site is included in **Appendix 2**.
- 1.7 The proposals incorporate significant pedestrian / cycle improvements in the locality of the Site, as well as ensuring the Masterplan layout will be designed with pedestrians and cyclists at the heart of the design, to ensure permeability through the site and connectivity with the surrounding areas. In summary, the development proposals for the Site include:
- 1.8 These pedestrian and cyclist enhancements include:
 - The Willen Road northern and southern accesses with full crossing facilities;
 - Willen Road redways;
 - An internal route connecting the Site with the redway and Toucan crossing at Marsh End Roundabout (both of which will be delivered as part of the Caldecote Farm employment site);
 - To the north of the Site, a new pedestrian and cyclist bridge over the A422 Monks Way;

- To the south of the Site a connection to the wider MKE SUE;
- An internal connection to existing Footpath FP014;
- An internal Greenway providing a north to south pedestrian and cyclist link;
- Potential signalised pedestrian crossing on the northern arm of Marsh End Roundabout;
- A total of three new bus stops will be provided within the Site;
- Car and cycle parking provision will be provided in accordance with the standards outlined in Milton Keynes Council, Parking Standards SPD (January 2016); and
- On site delivery and servicing.

1.9 Further details regarding the development proposals are included in **Section 4** of this report.

What is a Travel Plan?

1.10 A Travel Plan is a long term management strategy that seeks to deliver sustainable transport objectives through action and is articulated in a document that is reviewed regularly. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also assist in meeting a range of other objectives, as discussed elsewhere in this document.

1.11 The Travel Plan involves the development of a set of techniques and targets that, when properly managed and monitored, can enable a reduction in the impact of travel and transport on the environment and reduce the development's overall carbon footprint.

1.12 Travel Planning is an on-going process which will grow and develop with time. A Travel Plan will reflect the changing circumstances faced by residents, employees and visitors, and the environment in which it operates.

1.13 A successful Travel Plan can bring the following benefits:

- An effective proactive approach to influence the travel behaviour of residents, employees and visitors at the site;
- Promote social inclusion and accessibility;
- Demonstrate environmental responsibility;
- Contribute towards road safety targets; and
- Contribute towards healthier lifestyles and residents.

1.14 A well-developed Travel Plan can help mitigate the traffic impacts of the development and the Government recognises their importance in achieving improvements in the transport conditions at local level, such as the amount of time and travel associated with the development, reduction of vehicle usage to the use of more sustainable forms of travel and overall promotion of environmentally friendly methods of transport.

1.15 This FTP aims to encourage all site users and visitors to travel by sustainable modes and to minimise car travel, in order to minimise the transport impacts of the development on the local transport network. The FTP covers all aspects of travel behaviour to, from and within the site, including:

- Residents' and visitor travel to / from the new dwellings;
- Parents, staff, pupil and visitor travel to / from the primary school;
- Employee and visitor travel to / from the local centre uses; and
- Servicing and Deliveries.

Framework Travel Plan Structure

1.16 The remainder of the FTP is as follows:

- Section 2: provides the Site Context;
- Section 3: includes a review of the relevant Transport Policy;
- Section 4: outlines the Development Proposals;
- Section 5: details the Aims, Objectives and Targets;
- Section 6: sets out the Travel Plan Measures;
- Section 7: details the Travel Plan Management;
- Section 8: outlines the Monitoring and Review Strategy of the travel plan; and
- Section 9: details the Action Plan.

2 SITE CONTEXT

Site Description and Location

- 2.1 This section of the FTP includes a description of the existing Site and the location in relation to the local environment (such as employment areas, schools, entertainment and recreational uses) and transport links. This section also considers the sustainability of the site as well as opportunities for walking and cycling and accessibility to public transport services.

Existing Situation

- 2.2 The existing site mostly consists of agricultural land, a former quarry and some residential uses. The southern parcel of land, where the development is predominately proposed, is bound by the A422 Monks Way to the north, Willen Road to the west and agricultural land to the east and south of the site.
- 2.3 The location of the Site including the redline boundary is included at **Appendix 1**.
- 2.4 The Site is part of the wider MKE SUE, which is a larger area of land that is allocated for development. **Figures 2.1** and **2.2** illustrate the Site area controlled by Bloor Homes and land ownership of the wider MKE SUE, respectively.

Figure 2.1: Plan Detailing Bloor Homes Controlled Land

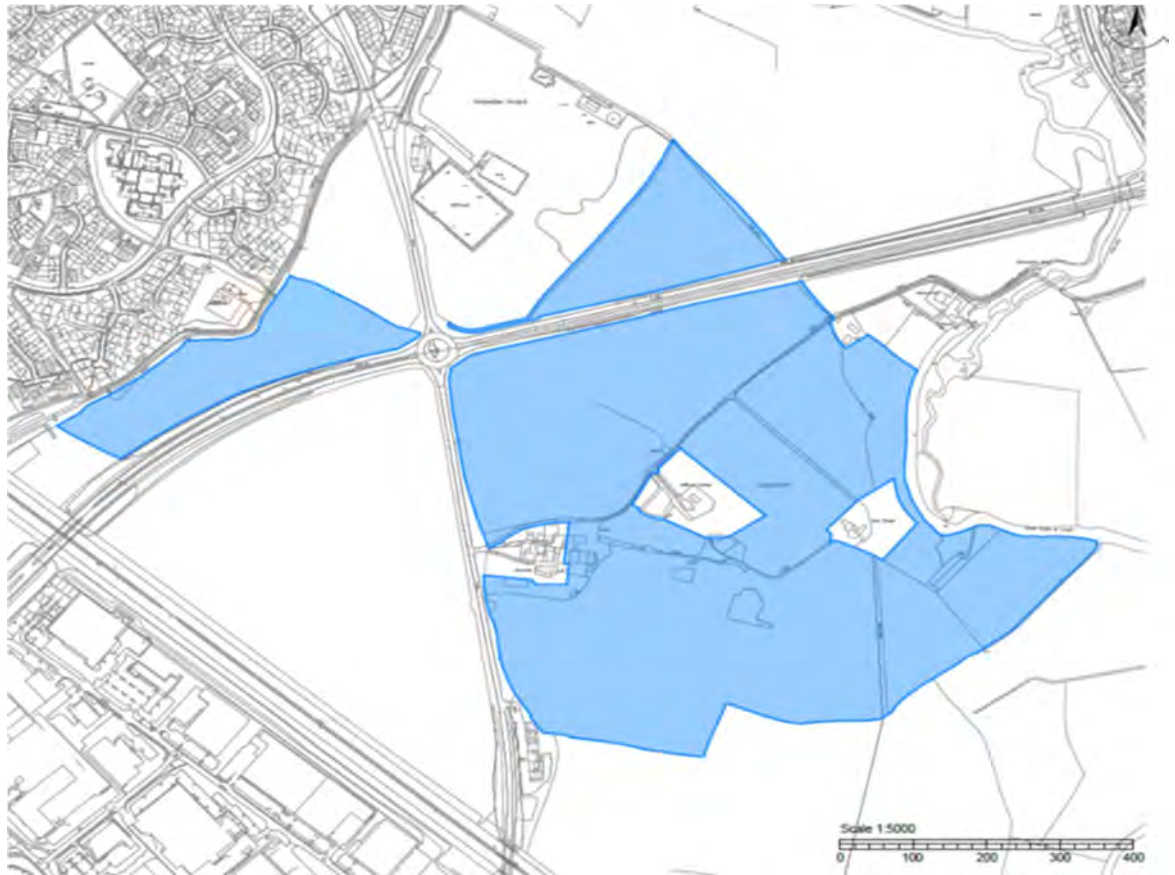


Figure 2.2: Plan Showing Ownership of Wider SD12 Allocation (Extract MKE SPD, MKC)



- 2.5 In the wider context, the Site is located at the north-western corner of the wider SD12 allocation to the east of the M1 motorway, south of Newport Pagnell. The M1 motorway runs on a broadly southeast / northwest alignment to the south of the site and the A509 is located further east of the site and has a north / south alignment. A plan showing the wider transport network is included at **Appendix 3**.

Pedestrian Access

- 2.6 Existing public footpaths (Moulsoe FP007 / Moulsoe FP014 and Moulsoe FP015) are local to the Site and provide connections across the dual carriageway of the A422 Monks Way, linking the Site to Newport Pagnell and Tickford. Pedestrians following the footpaths are currently required to cross the dual carriageway and the central reservation. A plan illustrating the existing footpaths (including Public Rights of Way (PROW) and Redways) within the local area is included at **Appendix 4**.
- 2.7 The Moulsoe FP007 and Moulsoe FP014 footpaths join at the dual carriageway of A422 Monks Way, circa 250 metres east of the Marsh End Roundabout. The Moulsoe FP007 extends from the north of the A422, connecting with Willen Road (N). Whilst the Moulsoe FP014 extends to the south of the A422 in a northwest / southeast alignment through the Bloor Homes Site and wider MKE expansion area, connecting to Tongwell Street to the south.

- 2.8 No footway is currently provided along Willen Road (S) or on the A422 Monks Way. A short footway is provided on each side for the length of the bridge where Willen Road crosses the M1, to the south of the site. This footway is circa two metres in width on the western side of Willen Road and circa three metres in width on the eastern side. Street lighting which extends across the footways is provided along the length of Willen Road.
- 2.9 No pedestrian crossing facilities are provided at the Marsh End Roundabout to the north of the site (Willen Road (S)/A422 Monks Way/Willen Road (N) junction).
- 2.10 Short footways and dropped kerbs with a central island on Willen Road (S) are provided on the northern arm of the Tongwell Roundabout to the south of the site. A pedestrian/cycle link is provided on the north side of Michigan Drive (Redway Super Route H4), connecting Willen Road (S) to Dansteed Way and to the residential areas of Milton Keynes further south. No footways are provided on Tongwell Street. The pedestrian/cycle link also runs along the northern side of Dansteed Way, connecting to the industrial, retail and residential areas further west.

Cycle Access

- 2.11 Cycling is an important mode of sustainable travel and is generally considered suitable for distances of up to three miles (4.8 kilometres) for regular journeys in urban areas, and five miles (eight kilometres) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design). Topography is not an impediment to cycling within the vicinity of the site.
- 2.12 There are a large number of cycle routes across Milton Keynes, and these are categorised as:
- Redway Super Route;
 - Redway; and
 - Leisure Route / Traffic-Free / Quiet Route.
- 2.13 The Milton Keynes Redway Super Route H4 connects the Site from the Tongwell Roundabout, to the south of the Site, along Dansteed Way. This route provides links to other Redway and traffic-free/quiet routes across Milton Keynes. There are also Redway and traffic-free/quiet routes to the north of the site, which provide connections to Newport Pagnell.
- 2.14 A copy of the existing cycle map for Milton Keynes is provided in **Appendix 5**.

Pedestrian and Cycle Assessment

- 2.15 To enable an assessment of the viability of walking between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.
- 2.16 Current transport planning policy seeks to locate new developments in areas where there is a choice of transport modes available to access local facilities, particularly where people can travel by sustainable modes.
- 2.17 Manual for Streets (Paragraph 4.4.1) states the following:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”

2.18 Furthermore, Local Transport Note 1/04a (Department for Transport 2004), considers acceptable walking and cycling distances at Paragraph 3.10.3, stating:

“There are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1 km (0.6 miles)’ and for cycling, it is 4 km (2.4 miles)’ although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk, or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking/cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Tables 3.2 and 3.3 of Providing for Journeys on Foot, IHT 2000.”

2.19 The Institute of Highways & Transport (IHT) guidance, *Guidance for Providing Journeys on Foot (2000)* states in paragraph 3.32 and Table 3.2 that the preferred maximum walking distance to local facilities and services is circa two kilometres. The distances for various land uses, are set out in **Table 2.1**.

Table 2.1: Acceptable Walking Distances (metres)

Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Providing for Journeys on Foot (IHT 2000)

2.20 It is evident from **Table 2.1** that walking offers a great potential to replace short car trips, particularly, but not exclusively, for trips less than two kilometres.

2.21 **Table 2.2** identifies the walking and cycle distance and time to some local facilities and amenities measured from the proposed Northern Access for the Site. This table is not meant to provide an exhaustive list but rather an example of distances and travel times to some local facilities and amenities.

2.22 A plan showing the existing local facilities in relation to the Site is included at **Appendix 1**.

Table 2.2: Local Facilities

Facility	Distance from the Northern Access Junction	Approximate Journey Time (Mins)	
		Walking	Cycling
Educational Facilities			
Green Park Primary School	1.75 km	19	8
Lovat Hall Pre-school	1.75 km	19	8
Tickford Park Primary School	1.85 km	20	8
Ousedale School (Secondary & Sixth Form)	2.05 km	23	9
Local Facilities			
Clean Slate Community Church	1.35 km	14	6
Tesco Express	1.55 km	16	7
Lloyds Pharmacy	1.55 km	16	7
Kingfisher GP Surgery	1.55km	16	7
Kingfisher Public House	1.65 km	18	7
Buckinghamshire Priority Dental Clinic	1.75 km	19	8
Sainsbury's Local	1.85 km	20	8
Post Office	2.15 km	24	10
Blakelands Hospital	2.85 km	33	13
Recreational Facilities			
Newport Pagnell Town Football & Social Club Ltd	850 m	8	3
Middleton Pool and Fitness Centre	2.15 km	24	10
Rebellion Fitness	2.45 km	29	12
Public Transport			
Willen Road Bus Stop (Southbound)	535 m	4	1
Willen Road Bus Stop (Norhtbound)	600m	4	2

2.23 **Table 2.2** demonstrates that a range of key facilities located nearby the Site are accessible by foot or cycle. Furthermore, it demonstrates that the site is reasonably well placed with regard to access to existing bus public transport services.

Public Transport

Bus

2.24 The nearest bus stops to the Site are located on Willen Road. Willen Road Bus Stop (southbound) is located on the eastern side of Willen Road, approximately 285 metres from the proposed northern access junction and provides access to bus routes 1 and C10 Cranfield Connect. The northbound bus stop is located on the western side of Willen Road, approximately 350 metres from the proposed northern access junction and provides access to the same bus routes.

2.25 **Table 2.3** summarises the routes and frequencies of the bus services from these bus stops.

Table 2.3: Bus Services and Frequencies

Route No.	Route	Average Frequency (per hour)				
		AM Peak	Mon - Fri Off Peak	PM Peak	Saturday	Sunday
Willen Road Bus Stop (southbound)						
1	Newport Pagnell – Tickford End – Downs Barn – Central Milton Keynes – Rooksley - Whitehouse	2	2	2	2	No Service
C10 Cranfield Connect	Bedford – Cranfield University – Newport Pagnell – Central Milton Keynes	1	1	1	No Service	No Service
Willen Road Bus Stop (northbound)						
1	Whitehouse – Rooksley – Central Milton Keynes – Downs Barn – Tickford End – Newport Pagnell	2	2	2	2	No Service
C10 Cranfield Connect	Central Milton Keynes – Newport Pagnell – Cranfield University – Bedford	1	1	1	No Service	No Service

Source: Arriva UK Bus / The University Bus (July 2021)

2.26 **Table 2.3** shows that two bus services are within acceptable walking distance of the site and provides access to areas including Newport Pagnell, Tickford, Central Milton Keynes, Cranfield University and Bedford. A total of three bus services are available in both the morning and evening peak hour periods.

2.27 The bus route network for Newport Pagnell is illustrated in a map contained in **Appendix 6**.

National Rail

- 2.28 Milton Keynes Central National Rail Station is located approximately 6.6 kilometres to the southwest of the site. The station is operated by London Northwestern Railway and provides access to 900 cycle parking spaces and 964 car parking spaces, of which 18 are designated for blue badge holders.
- 2.29 The station provides access to West Midlands Trains, Avanti West Coast and Southern, which route to a range of key destinations including London Euston, Manchester Piccadilly, Birmingham New Street, Selhurst, Blackpool North, Crewe, Northampton, Liverpool Lime Street, Clapham Junction and Edinburgh.
- 2.30 The station is also accessible via bus route 1 / C10 Cranfield Connect from Willen Road Bus Stop, (southbound) with an approximate 25-minute journey.
- 2.31 A summary of the frequency of services from Milton Keynes Central National Rail Station is provided in **Table 2.4**.

Table 2.4: Rail Services and Frequencies

Destination (Direct Route)	Average Frequency (per hour)				
	Mon - Fri			Saturday	Sunday
	AM Peak	Off Peak	PM Peak		
London Euston	5	5-6	6	5-7	5-7
Birmingham New Street	2	2-3	2	1	1-2
Clapham Junction	1	1	1	1	0
Manchester Piccadilly	1	1	1	1	1
Northampton	3	2	3	1	1-2
Liverpool Lime Street	1	0-1	0	0	0-1

Source: Traveline (July 2021)

- 2.32 **Table 2.4** demonstrates there are regular services operating from the station throughout the day between Milton Keynes and London Euston, Birmingham and Northampton. This allows residents of the proposed residential development to be able to reach areas such as London, Birmingham, Northampton, Manchester and Liverpool.

Local Highway Network

- 2.33 The Site can be accessed directly via Willen Road and to the strategic road network via the M1 Junction 14.

- 2.34 Willen Road forms the western boundary to the Site. To the north, Willen Road joins Monks Way (A422) and Willen Road (North) at a four-arm roundabout, known as the Marsh End Roundabout. Monks Way (A422) predominantly forms the northern boundary of the Site (part of the Site is on the northern side of the A422) The road has an east / west alignment and connects with the A509 and London Road at a four-arm roundabout to the east, known as the Tickford Roundabout.
- 2.35 To the south of the Site, Willen Road (S) bridges over the M1 and connects with Tongwell Street at a priority roundabout (Tongwell Roundabout). Tongwell Street provides access to the A509 via Pineham Roundabout, with connections to Milton Keynes city centre and the M1 junction 14.
- 2.36 The M1 forms the southern boundary to the Site. Access to the M1 is taken from Junction 14 located to the southeast of the Site, via the A509. The M1 routes north to destinations including Northampton, Rugby and Leicester, and south to destinations including Luton, Hemel Hempstead, Watford and London.

Baseline Travel Behaviour

- 2.37 As part of the Transport Assessment, a multi-modal assessment has been undertaken for the proposed development. **Table 2.5** outlines the forecast trip generation by mode for the residential uses. This is based on the 2011 Census method of Travel to Work data. Further details are included within the Transport Assessment report, submitted as part of this planning application.

Table 2.5: Multi-Modal Trips By Mode

Mode of Travel	Modal Share (MSOA 004 and 007 average)	Proposed Multi Modal Trip Generation			
		Morning Peak Hour		Evening Peak Hour	
		Arrivals	Departures	Arrivals	Departures
Train	3.6%	5	14	12	7
Bus, minibus or coach	4.2%	5	16	14	8
Taxi	0.8%	1	3	3	2
Motorcycle, scooter or moped	0.9%	1	3	3	2
Driving a car or van	72.8%	94	282	247	146
Passenger in a car or van	6.4%	8	25	22	13
Bicycle	3.5%	5	14	12	7
On foot	7.1%	9	28	24	14
Other method of travel to work	0.5%	1	2	2	1
Total	100%	128	387	339	201

- 2.38 **Table 2.5** shows that the proposed residential development is expected to generate 515 two-way person trips in the morning peak hour and 540 two-way person trips in the evening peak hour.
- 2.39 It is highly likely that most school trips will travel by the excellent active travel and bus connectivity, whilst home-school-home (primary) trips by private car will be minimal.
- 2.40 The primary purpose of the local centre will be to serve the needs of the new local community. Again, with the good sustainable mode connectivity, hence there will be very few home-local centre-home (primary) trips by private car.

3 TRANSPORT POLICY

Introduction

- 3.1 The emergence of Travel Plans has been an important development in transport policy. They demonstrate that the environmental improvement sought from the transport sector can be achieved at a local level and can contribute towards easing congestion, especially during peak periods.
- 3.2 A Travel Plan is a management tool that brings together a co-ordinated strategy and a package of initiatives to minimise the number and length of car trips generated by a development, while supporting more sustainable forms of travel and reducing the overall need to travel.
- 3.3 This Travel Plan concentrates on sustainability issues and outlines a package of initiatives that are designed to encourage more efficient use of the private car and promote a choice of alternate travel modes. In addition to the policy documents reviewed as part of the Transport Assessment (report ref: JNY10094-03), there are various publications on a national level which provide Travel Plan guidance. The policy context for the Travel Plan is summarised below.

National Planning Policy Guidance

National Planning Policy Framework (July 2021)

- 3.4 The current National Planning Policy Framework (NPPF), updated in July 2021, replaces the previous Framework published in March 2012 as revised in July 2018 and February 2019.
- 3.5 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel, in particular Section 9 'Providing Sustainable Transport'.
- 3.6 Paragraph 110 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- **Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
- **Safe and suitable access to the site can be achieved for all users;**
- **The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Modal Design Guide; and**
- **Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”**

- 3.7 In terms of planning applications NPPF states at paragraph 112(a) that development should:

“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second – so far as possible – to facilitating

access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”

- 3.8 Paragraph 113 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)

- 3.9 This Guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.
- 3.10 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.

Regional and Local Policy

- 3.11 National policy on transport and land use establishes broad policy objectives that reflect the Government’s aspirations for integrating land development and transport. Regional and local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities which, for this development, comprise:
- Plan: MK 2016-2031 (Adopted March 2019);
 - Milton Keynes East Strategic Urban Extension Development Framework, SPD (March 2020);
 - Milton Keynes Council, Parking Standards SPD (January 2016);
 - Mobility Strategy for Milton Keynes 2018-2036 (LTP4), Mobility for All (March 2018); and
 - Milton Keynes Council, A Highway Guide for Milton Keynes, A guide for developers (September 2018).

Plan: MK 2016 – 2031 (Adopted March 2019)

- 3.12 The new Local Plan for Milton Keynes, referred to as Plan:MK, was adopted by Milton Keynes Council in March 2019. Plan:MK now forms part of the council’s Development Plan and replaces both the Core Strategy (2013) and saved policies of the Local Plan (2005). The Plan:MK sets out the Council’s strategy for meeting the Borough’s needs until 2031.
- 3.13 A summary is provided below of the relevant policies to this FTP. Policy SD1 Place-Making Principles for Development, states that:

“2. Development integrates well with the surrounding built and natural environments to enable a high degree of connectivity with them, particularly for pedestrians and cyclists and for access to connected green infrastructure for people and wildlife;

16: Transport solutions maximise the opportunities provided by smart, shared and sustainable mobility solutions to deliver real alternatives to the private car (e.g. connectivity with existing and forthcoming rail services; rapid transit; driverless vehicles; shared vehicles schemes; coaches and buses)."

3.14 Policy CT2 Movement and Access, states that:

"A. Development proposals will be required to minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to services and support the transition to a low carbon future. Development proposals will be permitted that:

- (a) Integrate into our existing sustainable transport networks and do not have an appropriate impact on the operation, safety or accessibility to the local or strategic highway networks;**
- (b) Provide safe, suitable and convenient access for all potential users;**
- (c) Provide on-site layouts that are compatible for all potential users with appropriate parking and servicing provision in line with the Milton Keynes Parking Standards Supplementary Planning Document (January 2016);**
- (d) Offer maximum flexibility in the choice of travel modes, including walking and cycling, shared transport, and with accessibility for all potential users;**
- (e) Protect and where possible enhance access to public rights of way;**
- (f) Provide a public transport connection to the main points of service provision including nearest district or town centre, or community facilities; and**
- (g) Where possible incorporate the use of shared transport and low carbon 'green' travel modes such as electric vehicle charging capacity.**

C. Development proposals that generates significant amounts of movement or impact on level crossings must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a Travel Plan, with mitigation implemented as required. Development proposals which generate a significant number of heavy goods vehicle movements will be required to demonstrate, by way of a Routing Management Plan, that no severe impacts are caused to the efficient and safe operation of the road network and no material harm is caused to the living conditions of residents or the natural environment."

3.15 Policy CT3, Walking and Cycling, states that:

"A. The Council will support developments which enable people to access employment, essential services and community facilities by walking and cycling"."

3.16 Policy CT4 Crossover on Redways, states that:

“New development proposals should aim to protect and enhance the existing redways in the Borough. Where development proposals to crossover or remove an existing section of a redway, a safe crossover or convenient alternative route should be provided, which safeguards the existing network and does not impede or compromise the safety of highway users.”

3.17 Policy CT5 Public Transport, states that:

“A. Development proposals must be designed to meet the needs of public transport operators and users.”

3.18 Policy CT6 Low Emission Vehicles, states that:

“A. The Council will maximise the use of sustainable transport in developments, and support low carbon public and personal transport such as electric cars and buses;

B. The Council will require new facilities for low emission vehicles to be integrated into new major development schemes where local centres are proposal;

C. All new developments will be required to provide electric charging points in line with standards set out in the Milton Keynes Parking Standards;

D. Rapid and fast charging points will be located throughout Milton Keynes as well as at key locations including Central Milton Keynes, employment sites, railway stations, major retail and visitor destinations, outside schools, local centres and car parks;

E. To maximise the use of sustainable modes of transport, new residential developments will be required to provide electric charging points, at a rate of 1 charging point per dwelling at each dwelling.”

3.19 Policy CT8 Grid Road Network, states that:

“B. The complementary ‘redway’ network alongside the grid road allows for the safe and efficient movement of pedestrians and cyclists through MK, with grade separated crossings of the grid roads via bridges or underpasses.”

Milton Keynes East Strategic Urban Extension Development Framework, SPD (March 2020)

3.20 The Milton Keynes East Development Framework was adopted on 10 March 2020. The SPD provides guidance on how the allocation of Milton Keynes East (Policy SD12 and other relevant policies) within Plan:MK should be planned and developed. The SPD will be an important material consideration in any future planning applications for development of MKE allocation.

- 3.21 A vision for Milton Keynes East is provided within the SPD as follows:
- Milton Keynes East will become a sustainable, high quality and thriving new community...It will integrate well with existing communities, respond to local context whilst also being future proofed to accommodate new means of mobility and ways of living; and
 - It will be designed...to provide a strong network of connected green spaces...a wide range of new services and facilities for the benefit of new and existing communities. It will prioritise active travel and sustainable modes of transport above private cars. Strong internal connectivity will be a key defining characteristic whilst facilitating strategic through movement of traffic that avoids conflicts with places which are for the enjoyment of people..”
- 3.22 The SPD document provides a movement framework for the Milton Keynes East area. The movement framework states that the existing Willen Road, will be retained and improved. Land will be safeguarded alongside the existing highway to allow it to be upgraded to grid road standard. Further improvements to Willen Road as part of the movement framework include the provision of a redway route along the western and eastern sides of the road.
- 3.23 At the northern boundary of the application site, a pedestrian / cycle underpass / bridge crossing of A422 / A509 is proposed to link the two existing public footpaths.

Milton Keynes Council, Parking Standards SPD (January 2016)

- 3.24 This SPD sets out the development-related parking standards for Milton Keynes. These standards include requirements for cycles and powered two-wheelers. Guidance for the provision of parking for people with disabilities is also included.
- 3.25 The parking standards will help to maximise the use of sustainable transport modes to, from and within the Site.

Mobility Strategy for Milton Keynes 2018-2036 (LTP4), Mobility for All (March 2018)

- 3.26 The LTP4 was adopted in March 2018 and it sets out the transport objectives for the future up to 2036. The key transport objectives are:
- **“Support Growth and provide mobility for all – support the growth ambition of Milton Keynes and provide good connectivity throughout the Borough and beyond.**
 - **Provide an effective network – provide a transport network that is well maintained, free flowing, and operating efficiently at all times.**
 - **Maximise Travel Choices – maximise the use of technology and innovation to both inform the traveller and to provide travel options.**
 - **Protect transport users and the environment – the safety of all transport users is a key part of this strategy as is the need to reduce transport pollution and CO2 emissions, protect the natural environment and promote improved public health and wellbeing.”**

Milton Keynes Council, A Highway Guide for Milton Keynes, A Guide for Developers (September 2018)

- 3.27 This document sets out the design considerations and minimum standards for new highways and associated infrastructure in Milton Keynes. Based on the scale of the development and criteria set out in this document, both a Transport Assessment and Travel Plan is required to support the planning application.

4 DEVELOPMENT PROPOSALS

Masterplan

- 4.1 The development proposals consist of up to 800 residential dwellings, a local centre, a primary school, sports pitches, associated car and cycle parking provision and associated highway infrastructure improvements.
- 4.2 A total of 650 units are proposed to be completed in 2031, with full completion (800 units) proposed for 2033.
- 4.3 Bloor Homes proposals have been carefully designed to:
- accord with MKC's requirements / aspirations for the MKE SUE, as set out in the MKE SUE SPD;
 - integrate with the proposed improvements for the proposed Caldecote Farm Employment site;
 - integrate with the infrastructure proposals associated with the wider MKE SUE allocation; and
 - integrate with the local transport and highway networks.
- 4.4 The exact local centre uses are not known at this Outline application stage; however, it is the intention that the local centre will serve the new local community with good walking and cycling connections, thereby reducing the need to travel distances and in particular trips by private car.
- 4.5 The illustrative masterplan for the development site is included in **Appendix 2**. The Future Context Plan at **Appendix 7**, shows the locations of the specific development proposals.

Proposed Access Strategy

- 4.6 Access to the Site will be via two new junctions on Willen Road: proposed northern access and proposed southern access.
- 4.7 The northern access (see BPI 1 on **Figure 4.1**) is located directly opposite the proposed signal-controlled access to the Caldecote Farm employment site; as such the northern access has been designed to fully integrate with the employment site access, in the form of a new signal-controlled crossroad junction. The signal-controlled junction arrangement will include at-grade crossings for pedestrian and cyclists. It should be noted that the existing access to Caldecote Farm (on the eastern side of Willen Road) will remain as a standalone access.
- 4.8 The southern access (see BPI 2 on **Figure 4.1**) is located approximately 190 metres to the south of the northern access on the eastern side of Willen Road. This will be in the form of a three-armed signal-controlled junction and will include at-grade crossings for pedestrians and cyclists. This access is located a short distance to the north of the existing quarry access, which will be closed in due course.

- 4.9 The Bloor Homes proposals includes widening of Willen Road south towards the Tongwell Roundabout (see BPI 3 on **Figure 4.1**), tapering down to a two-way single carriageway on the approach to the M1 overbridge. This forms a continuation of the Caldecote Farm employment site proposals to widen Willen Road (S) to a two-lane dual carriageway from the Marsh End Roundabout south to its proposed site access.
- 4.10 The integration within the masterplan to allow for a connection from the proposed Southern Access Road to the MKE grid road will also provide benefits for pedestrians and cyclists, with links to the wider MKE (see BPI 9 on **Figure 4.1**).
- 4.11 The internal road layout will be designed in accordance with MK Design Guidance and the MKE SUE SPD.
- 4.12 The vehicular access strategy was agreed in principle with MKC Transportation in July 2021.

Pedestrian and Cycle Access

- 4.13 The proposals incorporate significant pedestrian and cyclist enhancements ensuring that the development will have good connectivity with the surrounding areas, in accordance with NPPF Policy 112(a) and Policies CT1 (Sustainable Transport Network), CT2 (Movement and Access) and CT3 (Walking and Cycling) of Plan: MK and the aspiration of the MKE SUE SPD.
- 4.14 These pedestrian and cyclist enhancements include:
- The Willen Road northern and southern accesses with full crossing facilities;
 - Willen Road redways (see BPI 6 on **Figure 4.1**);
 - An internal route connecting the Site with the redway and Toucan crossing at Marsh End Roundabout (both of which will be delivered as part of the Caldecote Farm employment site);
 - To the north of the Site, a new pedestrian and cyclist bridge over the A422 Monks Way (see BPI 5 on **Figure 4.1**);
 - To the south of the Site a connection to the wider MKE SUE (see BPI 4 on **Figure 4.1**);
 - An internal connection to existing Footpath FP014;
 - An internal Greenway providing a north to south pedestrian and cyclist link (see BPI 8 on **Figure 5.1**); and
 - Potential signalised pedestrian crossing on the northern arm of Marsh End Roundabout (see BPI 7 on **Figure 5.1**).
- 4.15 The proposed pedestrian and cyclist bridge over the A422 accords with the aspirations of the MKE SUE SPD (see BPI 5 on **Figure 4.1**).
- 4.16 The indicative masterplan layout (see **Appendix 2**) illustrates the location of the overbridge to the north of the main section of the Site.

- 4.17 The overbridge has been located to align with various constraints (existing sewer and easements) and required gradients to ensure inclusivity. As illustrated, this is slightly to the east of the Moulsoe Footpath FP014, and a slight diversion will be required. This will offer a safer crossing of the A422 than existing footpath and will cater for both pedestrians and cyclists, rather than pedestrians only, thereby representing a significant enhancement, which will benefit existing and future users.
- 4.18 The internal roads will provide easy and safe access for pedestrians and cyclists, and for motorised vehicles.
- 4.19 The masterplan includes a Greenway to provide a segregated pedestrian and cyclist route through the development, connecting with the A422 overbridge, as an alternative to the Willen Road redways.

Public Transport Strategy

- 4.20 In terms of the proposed public transport strategy for the Bloor Homes Site, the following measures are proposed:
- Appropriate bus infrastructure will be incorporated within the design of the development, in accordance with Table 4.2 of the MKE SPD and the Highway Guide for Milton Keynes. The internal road network has been designed to accommodate bus routes and bus stops;
 - The provision of three bus stops within the Site;
 - The southern access road will connect with the wider MKE, and the new grid road / potential future MRT;
 - Information will be made easily available to help promote the use of public transport within the local community. For example, the provision of high-quality public transport maps and timetable information to all new residents and employees; and
 - The Travel Plan will include other actions and measures to encourage travel locally and by sustainable modes, as against the private car, in the future to in order to minimise travel by private car.
- 4.21 The public transport strategy for the development site was been agreed in principle with MKC on 22 July 2021.

Parking Strategy

- 4.22 Parking provision (including blue badge, electric vehicle charging points, powered two-wheelers and cycle parking) for all use classes of the development will be provided in general accordance with the standards outlined in Milton Keynes Council, Parking Standards SPD (January 2016). Specific details will be provided within the reserved matters applications.

Servicing and Refuse Access

- 4.23 The proposed site accesses have been designed to accommodate large refuse vehicles, delivery vehicles and fire tenders. The internal roads of the proposed development will be designed to accommodate similar vehicles at the reserved matters stages.

5 AIMS, OBJECTIVES AND TARGETS

Aims

5.1 The aim of this FTP is to:

“Reduce the use of the private car and facilitate sustainable travel to, from and within the Site.”

Objectives

5.2 The aim of the TP will be achieved through the delivery of a series of objectives:

- **Objective 1:** Ensuring the site is accessible to all users including the mobility impaired;
- **Objective 2:** Raise awareness of the alternative travel options available and promote sustainable modes of travel including walking, cycling, by public transport, use of electric vehicles;
- **Objective 3:** Minimise the number of single occupancy car journeys to, from and within the Site;
- **Objective 4:** Promote the FTP and associated measures; and
- **Objective 5:** Maintaining a line of communication with residents and site users and other interested parties to ensure they have access to relevant travel information. This will help to continually evaluate their transport needs.

Targets

5.3 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. Targets should be ‘SMART’:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

Mode Share Targets

5.4 The suggested targets for the residential land uses of the Site are included in **Table 5.1**.

Table 5.1: Mode Share Targets – Residential Land Uses

Method of Travel to Work	Baseline Modal Split (Year 1)	Year 3 Mode Share Target	Year 5 Mode Share Target
Train	3.6%	4.0%	4.6%
Bus, minibus or coach	4.2%	4.7%	5.3%
Taxi	0.8%	0.9%	1.0%
Motorcycle, scooter or moped	0.9%	1.0%	1.1%
Driving a car or van	72.8%	69.7%	65.5%
Passenger in a car or van	6.4%	7.2%	8.1%
Bicycle	3.5%	3.9%	4.4%
On foot	7.1%	8.0%	9.0%
Other method of travel to work	0.5%	0.5%	0.6%
Total	100%	100%	100%

- 5.5 The baseline (year 1) targets are based on the forecast multi-modal trip generation. The year 5 targets relate to the 10% modal shift target as assessed within the Transport Assessment report.
- 5.6 The targets aim to increase the proportion of people travelling by sustainable modes, including train, bus, bicycle and on foot. The targets also aim to encourage car sharing and reduce single occupancy vehicle journeys.
- 5.7 It should be noted that baseline targets will be developed for the individual land uses as these come forward when Travel Plans are developed. This will allow realistic and achievable targets to be set, that are applicable to the respective land uses.

6 TRAVEL PLAN MEASURES

Introduction

- 6.1 This Chapter sets out the package of ‘soft’ measures that will be introduced in order to influence the way users travel to / from the site. Details of the ‘hard’ measures, which are incorporated into the design of the scheme, are included in **Section 4** of this report.
- 6.2 The proposed measures are predominantly aimed at the prospective residents of the development site. Measures will be identified for the other proposed land uses as the development proposals for these come forward. The measures will be reviewed and updated as the Site becomes occupied to ensure they are appropriate.

Welcome Pack

- 6.3 Allowing residents of the development to make informed travel mode choices is the main way of encouraging a move away from travel by the private car. Providing sustainable travel information to residents when they first occupy their new property will help engender an understanding of the sustainable alternatives that are available before less sustainable mode choices are made. As part of the role, the TPC will provide a Welcome Pack to each first homeowner upon occupation on behalf of the developer, which will include the following travel information:
- Explanation of the Welcome Pack and summary of Travel Plan objectives, targets, measures, alongside details of where copies of the Travel Plan are available and also details of the management personnel;
 - Contact details of the TPC;
 - Pedestrian and cycle network maps and information;
 - Bicycle equipment vouchers;
 - Information on the health benefits of walking and cycling;
 - Information regarding local businesses selling bicycles and protective clothing, and providing cycle maintenance services;
 - Published timetables for bus services operating in and through Milton Keynes;
 - Published timetables for rail services operating from Milton Keynes Central Rail Station;
 - Details of local businesses providing home delivery services;
 - Information on sources of travel information, both local and national (telephone numbers and internet links, i.e. Get Smarter Travel);
 - Promotion of national travel events (e.g. BikeWeek); and
 - Information about car sharing including Car Share Milton Keynes.

Information and Marketing

- 6.4 The marketing strategy will be a key part of the Travel Plan and will maximise the response to improved facilities and services. Communication is a key element of the Travel Plan and central to the Plan's success.
- 6.5 Giving the Travel Plan Initiatives a recognisable identify will assist in maintaining its profile, particularly over time. All Travel Plan initiatives will be identified by branded signing to increase awareness and the plan profile.

Site-wide Website

- 6.6 Information on sustainable travel options will be provided on a site-wide website will be established prior to first occupation. The web-site will provide information about the Site and, local events as well as providing details about accessibility of the site. The web-site will be maintained and updated as necessary by the site management team and any data relating to accessibility will be updated by the site based TPC to ensure it is always relevant and contains up to date information. The travel section of the website will include the following information:
- The Travel Plan;
 - Information about the site including plans and information;
 - Information and plans showing cycle routes and facilities in the vicinity of the site;
 - Information and plans showing walking routes in the vicinity of the site;
 - Information and plans showing the bus routes in the vicinity of the site;
 - Access to information about national events;
 - Information about local initiatives and promotions to encourage mode shift; and
 - Results of monitoring surveys and notes from residents forum meetings.
- 6.7 The website will also include details of monitoring surveys and notes from site discussion forums, as well as providing links to relevant travel websites and the Milton Keynes Council website. Examples include:
- Travel around Milton Keynes - www.getsmartertravel.mk.org;
 - Cycle maps and cycle information: www.sustrans.org.uk;
 - Bus information via 'Traveline': www.traveline.org.uk;
 - Calorie calculator (gives you an idea on how many calories burnt by walking or cycling, www.eatwell.gov.uk/healthydiet/healthyweight/caloriescalculator);
 - Carbon calculator (this works out the equivalent amount of carbon used or saved when using a car / not using a car, www.actionco2.direct.gov.uk/index.html); and
 - Car Sharing – Car Share Milton Keynes.
- 6.8 The personal journey planner and other websites listed will provide links to current cycle maps, bus maps / timetables and the ability to calculate distances and calories used when walking and cycling to the Site.

- 6.9 In addition to the websites, further marketing of the Travel Plan to residents / employees of the Site will be required. Evidence indicates that TPCs who run vigorous marketing campaigns have shown that strong promotion results in a greater uptake of the sustainable travel alternatives. The hallmarks of successful travel planning are likely presentation, persistence and a readiness to use a variety of marketing tools and techniques.

Marketing

- 6.10 These can include branding the travel plan and building brand recognition, promotional events, incentives, special offers and prizes. Maximum visibility of the TP can be achieved through a combination of web based media, travel noticeboards, newsletters, emails and incentives. The relevant TPCs will employ a variety of marketing and promotional tools to promote and encourage sustainable travel to the site. Travel noticeboards will be erected, for example, at a prominent location such as at the new local centre, primary school.
- 6.11 All residents will be provided with a Welcome Pack prior to occupation. Residents will also be made aware of the Travel Plan at the sale and marketing stage. Each household will be offered information about sustainable travel options specific to them for their journeys to the site. For employees, the TPC will go through the various travel options available to them prior to starting at the place of work providing them with a personalised journey planner.
- 6.12 A copy of the relevant information contained with the Welcome Packs, including the name of the TPC will also be made available in any communal areas and at central locations within the Site.

Personalised Travel Planning

- 6.13 Personalised travel planning will be undertaken with residents to provide information on the sustainable travel options available. It also provides a channel of communication between the residents and the TPC to raise any transport issues/concerns.

Walking and Cycling

- 6.14 The following measures are proposed in order to promote walking and cycling to and from the development.

Walking

- 6.15 As well as the hard measures incorporated into the design of the development, walking will be encouraged by:
- Providing information about walking distances to local facilities;
 - Maps showing key pedestrian routes and facilities in the vicinity of the Site;
 - Details of health benefits of walking; and
 - Links to websites providing information about local walking routes, key benefits, local groups and events.

Cycling

- 6.16 As well as the hard measures incorporated into the design of the development (including cycle parking, new redways), cycling will be encouraged by:
- Providing information about cycling distances to local facilities;
 - Maps showing key cycling routes and facilities in the vicinity of the Site;
 - Details of health benefits of cycling;
 - Links to websites providing information about local cycling routes, cycle training / maintenance, key benefits, local groups and events;
 - Membership to local cycle share schemes will also be explored such as Lime Bikeshare company.

Public Transport

- 6.17 As well as the proposed public transport strategy set out earlier in this report, residents and other Site users' will be provided with a range of public transport information to encourage travel by this mode to and from the Site.
- 6.18 Travel by public transport will be encouraged by:
- Locations of bus stops in and around the Site;
 - Maps showing local bus / rail services;
 - Timetable information; and
 - Links to public transport planning websites and bus / rail routes companies.
- 6.19 The above information will be made available to residents (through the Welcome Pack) and other site occupiers/users through the website / travel noticeboards.

Car Travel

- 6.20 Although this Travel Plan aims to promote travel by alternative modes to the car, car travel will still be an important mode of travel from the development for some residents. The following measures are proposed.
- **Car Share Scheme** – promote the use of the car share scheme where possible to residents. The Welcome Pack will also contain information about Milton Keynes car sharing scheme and associated benefits of car sharing;
 - **Electric Vehicles** – EVCPs will also be provided within the development to encourage the use of dual fuel / electric cars. Travel by this mode will be encouraged; and
 - **Car Parking** – Within the development, car parking provision will be provided to comply with the parking standards outlined in Milton Keynes Council, Parking Standards SPD (January 2016) for the various uses. Parking will be provided for the mobility impaired.

Other Measures and Incentives

- 6.21 Travel Awareness type measures could play a key part of the Travel Plan, for example:
- Smarter working – the Applicant will work with the relevant companies to ensure that the Site can be connected in readiness for occupation;
 - Car-free days accompanied by small incentives to leave the car at home and personalised travel information provided beforehand for those that request it;
 - National Liftshare week promotions;
 - Walk to Work Day; and
 - Participation in National Bike Week events for example.

Summary

- 6.22 Identified above are various measures to support the aims and objectives of the Travel Plan. It is considered that provided the various messages identified are implemented, walking, cycling, use of public transport modes and car sharing will be effectively encouraged at the site.
- 6.23 The effectiveness of the various measures will be monitored and, through consultation with Milton Keynes Council; measures can be reviewed if required.

7 TRAVEL PLAN MANAGEMENT

Introduction

- 7.1 The future occupiers of the local centre and primary school are currently unknown, as such the purpose of this FTP is to provide a framework to ensure and assist the future occupiers travel to and from the Site in a sustainable manner.
- 7.2 The initial responsibility for the implementation of the FTP will be with Bloor Homes, who will identify a Travel Plan Co-ordinator (TPC) to manage, develop and implement the FTP into a full FTP. T PC's will also be appointed prior to first occupation for each of the respective land uses to oversee the individual Travel Plans.

Travel Plan Co-ordinator

- 7.3 Bloor Homes will appoint a TPC who will be responsible for developing and implementing the TP. Once a TPC has been appointed, contact details will be passed to MKC. The TPC will be appointed prior to occupation of the site. It is considered that this role would be needed in a part time capacity only. Given the scale of the development it is envisaged that the TPC will on average spend 2-3 days a month managing the FTP.
- 7.4 The main responsibilities of the TPC are as follows:
- Develop and promote this FTP;
 - Ensure development of individual travel plans, as appropriate;
 - Implement measures identified within the FTP;
 - Compile Welcome Pack for residents with up-to-date travel information;
 - The TPC will act as the main point of contact regarding sustainable travel initiatives at the Site (including the main point of contact with travel planning officers at MKC);
 - Establish a Travel Plan forum group to discuss the Travel Plan and develop initiatives and measures with MKC officers, bus operators, local businesses and other interested parties;
 - Provide co-ordinated feedback to residents (and other local employment and school groups) to develop further opportunities for promotion and development of initiatives and schemes with MKC and other interested parties;
 - Promote and encourage the use of sustainable travel modes including the publicity and marketing material;
 - Promote the Travel Plan alongside national events and sustainable transport events;
 - Undertake personalised travel planning with residents and investigate incentives that will achieve the required level of mode shift; and
 - Review, monitoring and update of the FTP including travel surveys;

8 MONITORING AND REVIEW STRATEGY

Monitoring

- 8.1 The TPC will be responsible for the implementation and ongoing monitoring strategy of the FTP.
- 8.2 The objective of the monitoring process is to regularly assess the travel patterns of the residents, and site users' and identify whether elements of the TPs should be amended to reflect current travel behaviours.
- 8.3 The various stages to monitoring a Travel Plan are set out below:
- Baseline data is collected and analysed prior to Travel Plan implementation;
 - Travel planning measures are implemented;
 - Monitoring data is collected at a defined point in the future for comparison with baseline data;
 - The results are analysed and forwarded to Milton Keynes Council; and
 - If necessary, changes are made to the Travel Plan to improve its effectiveness.
- 8.4 Monitoring will be carried out through the baseline travel survey undertaken upon occupation of 100 units or within six months of first occupation. For the proposed school / employment uses, it is envisaged that a baseline survey would be undertaken within the first three months of occupation. Travel surveys will also be undertaken at years 3 and 5. Monitoring will be undertaken in accordance with the TRICS Standard Assessment Methodology.

Review

- 8.5 The TPC will review and update the TPs and associated marketing material periodically to ensure the available Transport information is up-to-date, with particular reference to the strategic sustainable transport improvements that the wider MKE SUE allocation is expected to bring forward.
- 8.6 The TPC would review the survey findings after each survey period. The purpose of the review is to establish whether the objectives and associated initiatives are being effective in progressing the TPs towards achieving the identified aims and targets.
- 8.7 As part of the review the TPC would identify those measures which prove effective and any that require amending to suit the needs of residents, employees and nursery parents.
- 8.8 The TPC would strive to deliver the outcome targets of the TPs. However, it must be acknowledged that travel choices are also influenced by external factors, beyond the control of the TPC and / or Applicant. Such external factors include parking charge strategies at trip ends, changes to local bus service provision, public transport fare increases and inclement weather conditions. Should the TPs not deliver the identified targets due to external factors this should not be considered a failure of the TPs but a recommendation for adjustment to local, current conditions.
- 8.9 Should it be necessary to revisit the outcome targets of the TPs, to reflect different travel patterns to those projected, this would be discussed with MKC .

- 8.10 The TPC would discuss any potential remedial actions (if required) with Milton Keynes Council following the results of the travel surveys. If the Travel Plan fails to meet the targets then the implementation of further appropriate measures will be considered by the TPC in consultation with Milton Keynes Council.
- 8.11 It should be noted that the above list is an indication of potential future measures, and is by no means considered exhaustive or prescriptive of what would be implemented. For instance, it is difficult to identify the precise form and scale of the mitigation measures as the appropriate interventions will be determined following a review of the performance against the headline target and also the secondary targets for each mode of travel.
- 8.12 The TPC will be the point of contact for communication with the Local Authority and other interested parties. Findings from the annual monitoring surveys, local authority discussions and FTP reviews will be communicated via the site wide website and forum group meetings as necessary to ensure the residents and employees at the site have a continual involvement in the Travel Plan development and can take ownership and responsibility for its success.

9 ACTION PLAN

9.1 A draft timescale for the delivery and implementation of the Travel Plan initiatives, including the intended outcomes and outputs, are provided in **Table 9.1** as an Action Plan.

Table 9.1: Action Plan

Action	By Whom	By When	Intended Outcome / Output
Travel Plan Management			
Travel Plan Co-ordinator (TPC)	Developer	Prior to 1 st occupation	Identify and appoint TPC to carry forward all tasks within the action plan
Provide Travel Information			
Welcome Packs for Residents	TPC	Prior to 1 st occupation	Provide sustainable travel information to all new residents
Travel Information Boards	TPC	Prior to 1 st occupation	Provision of travel information on notice boards in prominent location on Site
Website	TPC	Prior to 1 st occupation	Develop a sustainable site-wide travel webpage which is linked to developments main website
Promote Public Transport			
Provide route maps and details of Traveline (www.traveline.info), Transport for London (www.tfl.gov.uk/plan-a-journey) and National Rail (www.nationalrail.co.uk) journey planning websites	TPC	From first occupation and ongoing – Reviewed annually	Enhance awareness of journeys and encourage sustainable travel
Provide plans of local services / timetables and locations of nearby bus stops	TPC	Before first occupation and ongoing	Enhance resident’s knowledge and awareness
Promote Walking			
Provide plans of safe pedestrian routes to local facilities and services	TPC	Before first occupation and ongoing	Enhance resident’s knowledge and awareness
Promote Cycling			
Provide plans of cycle routes in the area	TPC	Before first occupation and ongoing – Reviewed quarterly	Enhance knowledge and increase awareness, encouraging cycling
Provide details of cycle training courses	TPC	Annually	Inform residents that Milton Keynes Council and “choose how you move” provide cycle training sessions.
Provide details of cycle events	TPC	Annually	Liaise directly with Bike Week organisers in order to arrange annual events in June

Action	By Whom	By When	Intended Outcome / Output
Travel Plan Management			
			for residents to increase cycle participation.
Car Travel			
Identify car sharing opportunities and include information in Welcome Pack	TPC	Before first occupation and ongoing	Enhance awareness that such opportunities exist
Provide details of EVCP's on Site	TPC	Before first occupation and ongoing	Enhance awareness that such opportunities exist
Review and Monitoring			
Initial Baseline Travel Survey	TPC	Within occupation of 100 dwellings / within 3 months of occupation	Undertake initial residential travel surveys
Travel Survey Reporting	TPC	Within 4 months of first survey being completed	Using the initial baseline travel survey data for the residents, check targets and measures are appropriate and realistic
Review	Developer	Within 6 months of monitoring surveys	Consider whether the TP targets are being achieved and whether any changes are required to be implemented, in order to achieve those targets.
Monitoring	TPC	Years 1, 3 and 5 after 100 th occupation	Undertake the travel monitoring surveys (modal split surveys) during years 1, 3 and 5 post occupation.
Monitoring Report	TPC	Within 6 months of monitoring surveys	Report the results of monitoring surveys to the Milton Keynes Council travel planning officer