

Mobility Strategy for Milton Keynes 2018-2036 (LTP4)

Mobility for All

March 2018



1. Introduction

1.1 Milton Keynes transport context

Milton Keynes is one of the fastest growing areas in the country seeking to deliver game changing growth and innovation which will lead to an expected level of population growth from 268,000 to c.400,000 people by 2050. This is the Mobility Strategy for Milton Keynes and will be the reference point for how the town wishes to maintain, improve and develop its transport system up to 2036. It also shows how Milton Keynes wishes to begin investing in the short term in the development of the town’s long term future transport system to 2050 to deliver the vision for transport set out in MK Futures 2050 and to ensure connectivity to new infrastructure such as East West Rail and Expressway as outlined in the National Infrastructure Commission’s final report *‘Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc’* and the council’s *‘First Last Mile’ strategy*.

Transport challenges for Milton Keynes:

- MK potential to grow from 268,000 to c 400,000 people by 2050,
- Additional 31,000 homes beyond the forecasts in current plans, mostly at the outer areas of the city resulting in further traffic growth to access
- Growth is an expectation for Milton Keynes meaning the current 16% net inward commuting is likely to increase bringing further pressure on the transport system.
- Mobility to the city a high priority for businesses and local residents and visitors.
- Milton Keynes’ ambition is to lead the way in transport innovation
- Reliable journey times for all modes of transport are needed for Milton Keynes to remain competitive.

Our Ambition

To accommodate this growth in travel demand, the city needs to:-

- Stabilise average journey times and ensure they remain competitive while promoting the development of smart shared sustainable mobility for all;
- Provide a fully integrated and accessible public transport system - “Mobility as a Service” (MaaS)
- Develop and promote a ‘First Last Mile’ culture for future technologies such as autonomous and connected vehicles and sustainable connectivity
- Ensure transport infrastructure is configured to enable the city’s future development and growth in travel demand to be accommodated based on the council’s ‘First Last Mile’ Strategy

Milton Keynes commits itself to an ambitious mode shift target to achieve a better balance between private car uses and alternative forms of travel.

Journey	Journey to work by Car / Other Modes (%)		
	2011 (Actual)	2030 (Target)	2050 (Target)
Central Milton Keynes	65 / 35	60 / 40	50 / 50
Intra-borough	80 / 20	70 / 30	55 / 45
Inter-borough	85 / 15	80 / 20	60 / 40

2. Our Transport Objectives and Outcomes

Support Growth and provide mobility for all – support the growth ambition of Milton Keynes and provide good connectivity throughout the Borough and beyond.

Outcomes

- a. *Reliable journey times* are essential to support accurate, consistent travel planning
- b. *A transport system to support growth*
- c. *Modern regulatory system* – work to improve the way transport regulations support improvements in our transport system.

Provide an effective network – provide a transport network that is well maintained, free flowing, and operating efficiently at all times.

Outcomes

- a. *An integrated traffic management system (UTMC)* to allow swift journeys where conditions allow and selective prioritisation of traffic during peak travel periods.
- b. *A well maintained transport system* – where repairs are completed quickly and to standard to support reliable journey times.
- c. *A transport system that is available, well maintained accessible and safe for all users*

Maximise Travel Choices – maximise the use of technology and innovation to both inform the traveller and to provide travel options.

Outcomes

- a. *Integrated journey planning available on smartphone devices* – so that travellers stay connected on the move.
- b. *Making the most of autonomous vehicles* - to significantly reduce the cost of travel while increasing frequency and availability of services.
- c. *Increasing Mobility as a Service (MaaS)* – enabling transport to be provided as a service reducing the need for car ownership.
- d. *Seamless integrated travel* – with single payment ticketing 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.

Outcomes

- a. *Supporting and encouraging use of active modes which deliver health & wellbeing benefits.*
- b. *Supporting and encouraging travel patterns which minimise CO₂ and other pollutant emissions*
- c. *Ensuring the safety of all travellers* is an essential outcome for all parts of the transport process and has proven benefits to the wider health, wellbeing and economic aspects of society.

3. Delivery Plan

Introduction

This is a long term transport strategy. Delivery of initiatives to support the strategy are set out below across various terms of completion to reflect the anticipated transport requirements of connectivity to East West Rail by 2024 (short-term), Plan MK to 2031 (medium-term) and then looking ahead to the infrastructure needs to support the council's long term MK Futures development vision.



	Completion Term
Maintaining our current transport system	
UTMC: Implementation of an Urban Traffic Management Control System including bus priority measures at key pinch-point junctions to support ongoing innovation initiatives such as sensor deployment to create a city centre scale management system which improve journey times for all highway users.	Short
Freight Quality Partnership: Establish a Milton Keynes Freight Quality Partnership with membership from industry, freight operators, Police, neighbouring authorities and other key stakeholders to develop an understanding of freight, delivery and servicing issues and solutions that reconcile the need for access to goods and services in the context of local economic, environmental and social factors.	Short
Logistical planning: Establish freight consolidation centres and clean vehicle use, potentially located close to warehouse land in Milton Keynes.	Medium
Collaborate with neighbouring authorities: identify and deliver key cross border transport projects to support growth, housing and inter urban transport needs for road/rail transport, strategic park & ride sites and the development and piloting of new rapid transit systems such as Advanced Very Rapid Transport (AVRT) / Micro-Metro mass transit approaches.	Short

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| <p>Establish a Strategic Highway Infrastructure position: for the Oxford to Cambridge Expressway to connect the strategic highway network in Milton Keynes. The forthcoming Major Road Network needs to be well connected to the expressway and to set out wider strategic road requirements for the city eg. along the A421, A422, A5, A508, A509 .</p> | <p>Medium</p> |
| <p>Milton Keynes Grid Expansion: Expand the Milton Keynes grid system in parallel with expansion of Milton Keynes’ urban area along a high frequency, high density transit corridor and direct cycle corridors that link existing areas, transport hubs and CMK to new and existing residential areas.</p> | <p>Short</p> |
| <p>Connectivity to East West Rail: Western section expected to be delivered by Network Rail by 2024. Develop and promote an MKC position for connection to the East West Expressway. Ensure all rail stations on this corridor are linked to development sites and key destinations by viable sustainable transport options, such as a bus priority/mass transit network, maximising opportunities for interchange through provision of links for walking /cycling.</p> | <p>Short</p> |
| <p>Future transit corridors: Plan for bus priority corridors in Milton Keynes to convert to mass transit corridors in long term and link to Oxford – Milton Keynes – Cambridge future transit corridor.</p> | <p>Long</p> |
| <p>Local Highway Infrastructure: Provide additional road capacity at congestion hotspots where required and ensure infrastructure is future proofed to enable more strategic interventions, such as bus priority or mass rapid transit.</p> | <p>Short</p> |
| <p>Redway network upgrade and extension: The Redway network will be expanded into Central Milton Keynes, regeneration areas, new developments and where possible the old towns, cultural venues and sports centres. Cycling and walking will be given a high priority in city estates making them the most attractive choice for short and medium length trips in MK for many people. The Redway Super Routes programme will continue to enhance existing routes and extend along the grid road network in to new developments, employment centres and the old towns. These more direct ‘Super Routes’ will be suitable for making quick journeys and provide safe, attractive and efficient routes. Maintenance of the Redway network and Super Routes will be a high priority to improve the feeling of safety and security. Tools such as the Get Smarter Travel in MK journey planner will help people to plan their routes and compare journey times and costs between modes.</p> | <p>Short</p> |



- Parking supply:** Work with retail, business and developers to provide adequate car park capacity at point of need for key event driven locations (such as retail, leisure, business sector) to meet the growth needs of these sectors, including where possible, creation of a better balance between parking supply and land use (for example different multi-storey or build-over parking solutions). Short
- Review parking:** Identify and respond to changes required in parking supply through a consideration of factors such as the expected increase in visitor numbers and dwell time targeted for CMK, additional residential, retail, leisure and office developments likely to generate journeys and changes in transport methods. Benchmark CMK’s parking provision and parking costs compared to our “competitors”, including similar urban centres and comparable major retail/leisure destinations around the UK. In the medium term where there is oversupply consider converting conventional spaces to electric vehicle charging spaces and bicycle parking or converting space to alternative uses where possible. Medium
- Improve public realm and wayfinding:** Encourage more walking through improved public realm and wayfinding signage. Education and awareness raising programme, and development of partnerships to provide opportunities for walking and to create a walking culture. Short
- Road Safety:** Support delivery of new measures that undergo a Road Safety Audit with a targeted programme of education, training and promotion Short
- Support Safe Urban Driving courses:** support Safe Urban Driving courses throughout Milton Keynes to improve HGV driver performance. This will help to raise awareness of the presence of vulnerable road users and help prevent collisions. Short

Completion Term

Improving our public transport

- Provide new park and ride sites:** in the short term carry out feasibility work to assess potential for short term park & ride projects. In the long term work with neighbouring authorities to implement new park and ride sites where there is a high trip demand to the city centre from the north (eg.A5 and A509 / M1 J14), south (eg.A4126), west (eg.A421) and east(eg.J13) of CMK to support longer distance trips from outside Milton Keynes. Short Long
- Premium Bus Route Network:** Identify a core priority network of high frequency bus services that operate from early in the morning until late in the evening linking areas of high-demand. We will work in partnership with commercial providers to deliver these, aiming for levels of quality and journey times comparable to that of other modes. This may require physical road improvements and links to bus priority within an Urban Traffic Control System and in the longer term be converted to Bus Rapid Transit or Micro-Metro. Short
- Expand our existing local bus network and introduce bus priority lanes:** review the current bus network within Milton Keynes and expand to include bus priority lanes along key access routes to the city centre including use by multi occupancy vehicles (MOVs), powered two wheelers (PTW) and other sustainable modes in support of our mode-shift target where appropriate. Medium



Shuttle bus service to retail core at weekends: Consider free or discounted shuttle bus service to retail centre and rail station in CMK on weekends. Using park and ride service based on the development of out of town park & ride locations that intersect with known high volume commuter routes. Short

Ensure schools, higher education, GP & Hospital services and key employment locations are accessible by sustainable transport: Review access to schools, higher education and key employment locations by sustainable transport and consult with site owners to determine whether current services are adequate. Short

Demand Responsive Transport: Trials to be undertaken to prepare for medium term city wide solutions, potentially incorporating council funded community transport, home to school travel and other subsidised routes. Explore opportunities to use this model to improve accessibility in rural areas, not currently well served by public transport. Short

Milton Keynes Micro Metro: Milton Keynes is served by six rail stations – improve the connectivity as a ‘Micro-metro’ rapid mass transit system, particularly in relation to development to the south of the city including investment in station hubs for multi-modal travel behaviour to be expanded. Medium

Quality Transport Partnership: Re-establish a Milton Keynes Quality Bus Partnership as the principle forum to encourage and facilitate strategic partnership with bus operators to deliver a high quality high frequency bus service which leads to an increase bus patronage and a sustainable, commercial operated network wherever achievable. Short

Optimise public transport / mass transit access in new development areas: Ensure new development areas have capacity for rapid personal and mass transit access including priority routes on main and local roads along with high quality and well sign-posted walking connections to mass transit boarding points and good quality facilities. Medium

Expanding capacity for Central, Bletchley and Wolverton stations: improving public transit hub and local boarding points - upgrade these to improve first and last mile connectivity options as part of the East West Rail and East West Expressway configurations, including provision of shelters and real-time passenger information at more stops to build a convincing mass transit infrastructure. Medium/Long

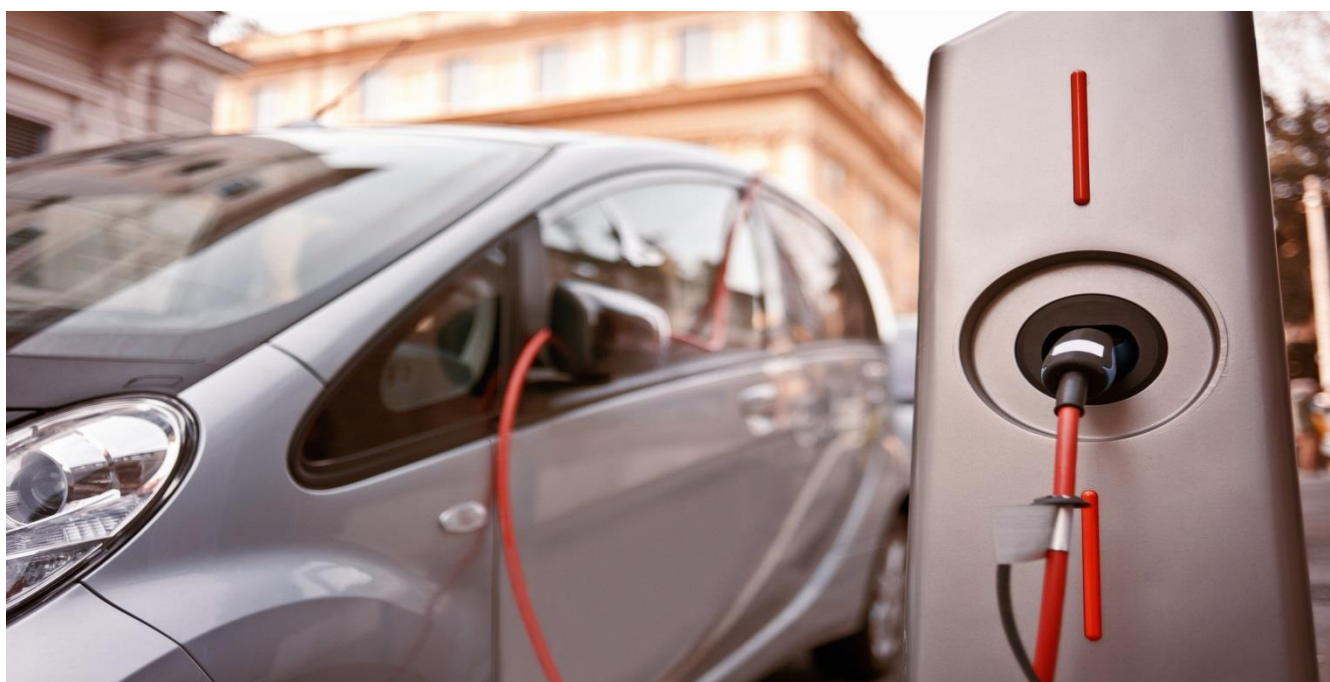
Rail Service Policy Position: Working with neighbouring authorities review and refresh the Council's rail service position to secure the best outcome for MK on East West Rail (EWR) services, number of stops, hours of operation, frequency of services; detail requirements for MK on post HS2 west coast line capacity opportunities such as improvements to Wolverton services, improved connections and more frequent services to regional centres in the Midlands, the north of England, Scotland and to London. MK's rail position includes its ambition to see the Bletchley Chord reopened to improve direct connectivity between MK Central and Bedford, and beyond, with the opportunity to transform MK Central into a national rail interchange hub. Short

Devolved Transport Powers: secure greater devolution of transport regulation to enable a more effective local transport system. Short term make the case for devolved powers and work to secure them, long term work with other bodies such as England's Economic Heartland (EEH) and the emerging Sub National Transport Body (SNTB) establish a locally devolved transport authority model either within MKC or with neighbouring authorities to enhance the transport system for the CaMKOx corridor. Short

Travelling more sustainably

Completion Term

Promote Sustainable Travel: Continue promoting sustainable travel across all transport types and locations including support for emerging fuel technologies for powered vehicles. Promote ultra-low emission vehicles (ULEVs) and the initiatives in the Milton Keynes Go Ultra Low City scheme. Invest in ultra-low emission modes (e.g. EVs) and associated charging infrastructure, while collaborating with private sector specialists and government innovation bodies to position Milton Keynes as the go-to UK test-bed for on and off-street CAV testing. Short



Electric Vehicle (EV) Charging Infrastructure: Capitalise on existing excellent city centre and key destination charging infrastructure to further develop EV charging infrastructure strategy for Milton Keynes, including requirements for enabled infrastructure provision for new development. Short

Access to Cycles: Introduce a variety of schemes to improve access to cycles for all ages, abilities and socio-economic backgrounds e.g. adapted cycles, electric bikes, short-, medium- and long-term loan schemes and affordable bikes for low-income/unemployed. The existing cycle hire scheme will expand to other areas of the city including the old towns, key destinations and transport hubs including Park & Rides. Working with developers MKC will ensure cycling incentives and hire schemes provide excellent cycling opportunities for new residents; supported by access to training and education activities. Short

Improved cycle and powered two wheeler (PTW) facilities around MK: Short
Increased provision of sold-secure cycle storage and trip-end facilities in the city centre and at key destinations including transport hubs, schools, higher education centres and employment centres. 'Park and Pedal' sites to be created and promoted, e.g. Milton Keynes Coachway and all new multi-modal hubs. Ensure a range of cycle and PTW parking is provided including space for larger bikes and adapted cycles. New high-density residential developments to provide high quality, sold-secure and easily-accessible cycle storage for residents with commercial developments providing additional trip-end facilities for employees.



Cycle training in businesses, schools and higher education and community: Short
Range of Bikeability cycle training provided to suit range of users, from primary school pupils to adults.

Partner with local businesses: Engage with local businesses to promote sustainable travel among their employees, agile working and flexible working hours to relieve peak hour demand. Short

Travel Planning in businesses, schools and higher education as well as new and existing developments: Deliver an engagement, promotion and monitoring programme supporting effective travel plan development and implementation. Update the council's toolkit of options for travel planning so that it contains options for Mobility as a Service, agile working and on demand car-share. Short

Incentivisation: Consider incentives / rewards for regular use of active modes, such money off vouchers. Short

Encouraging sustainable logistics: Encouraging last mile logistics companies which use electric fleets, freight bicycles (battery powered), or cargo bicycles to deliver parcels across the borough, including to CMK and Olney. Short

Completion Term

Increasing our use of technology

Smart Sensors: Installing a network of smart sensors covering MKC roads and parking and Redway assets to build a real-time open dataset of traffic flows and parking demand. By collaborating with local transit and bike-share operators it can help build a shared, open transport data network for deeper understanding of local patterns of human movement across all travel modes and providing travel information via apps or similar channels to a variety of transport users. Short



Autonomous 'last mile' deliveries: Collaborative approach between the Council, Freight Quality Partnership, Transport Systems Catapult and the Open University to follow and possibly trial emerging autonomous delivery opportunities for the 'last mile' delivery. In liaison with industry partners consider the establishment of a Protocol for Personal Direct Delivery (PDD) trials to establish Milton Keynes as the centre for innovation and testing of new transport concepts on its local transport network.

Trialling future transport technology: Similar to the current driverless pods trial in CMK, approach universities or companies or Transport Systems Catapult to discuss other opportunities for trialling new transport technology, such as MaaS or demand responsive cars, vans or buses. Short

'MaaS' Mobility Planning App for Milton Keynes: in partnership with local transport / car and bike-share operators establish an integrated journey planning and travel information mobility app for Milton Keynes, to enable residents and visitors to plan journeys using real-time information for any mode. Integration with public transport ticket purchasing would be advantageous. Short

Variety of payment options on public transport: Multi payment methods on buses across all operators – pay via smartcard, Apple pay, contactless cards, and cash. Offering an element of convenience. Short

Bus application for user devices: Smartphone Apps allowing for easy tracking of buses, live updates and ticket pricing across bus operators. Easy tracking of all bus services would provide convenience for customers. Offering easy journey planning and by providing end to end journey information, users will gain confidence in public transport. Short

Improved superfast broadband service: Improve coverage of broadband service to support agile working, real-time journey planning, demand responsive technology, car share opportunities and MaaS. The success of any real-time journey planning, remote working or demand responsive transport will not be possible without high quality internet coverage to overcome digital poverty in areas of poor internet and mobile coverage. Short

Prioritisation and funding approach

The Mobility Strategy informs the transport capital programme and local infrastructure plan [LIP] prioritisation process so that decisions can be made in future years according to available opportunities and funds to support initiatives for which detailed scheme proposals would need to be drawn up. It does not show schemes in detail.

Meetings take place on a quarterly basis to oversee delivery of the annual Transport Capital Programme.

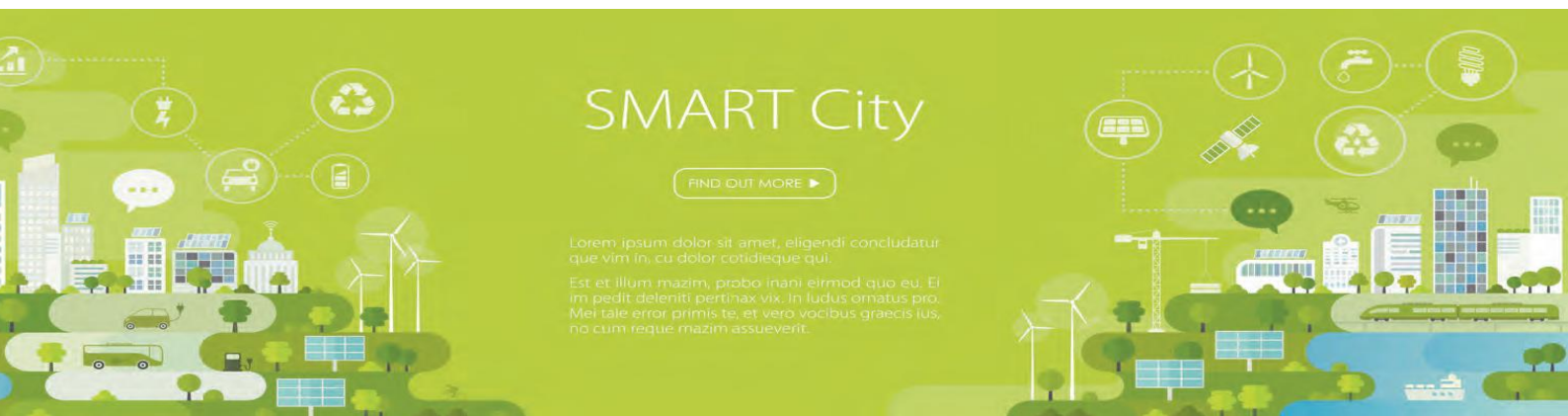


4. Monitoring Plan

MKC will monitor delivery of the strategy objectives and outcomes by using the following headline indicators and developing new indicators as required at programme and project level. The approach will consist of data collection and surveys, the MKMMM, public, stakeholder and partner involvement and performance monitoring.

Mobility Strategy indicators

Outcome	Measure	LTP3 Delivery	Mobility Strategy (LTP4) Target (by 2023)
Reliable Journey Times	Average Journey Time	13% increase in journey time per mile in the morning peak	Maintain current average journey time
	Public Transport travel time (average minimum)	15% decrease	Improve on current performance
Well maintained and available transport network	Road network condition	1%	Maintain or improve current
Increasing Mobility as a Service	Bus (later MaaS) Satisfaction	84% (2016), an increase from 73% (2012)	90%
Protect the environment	Air Quality	Olney Air Quality Management Area emissions remain below the LTP3 target of 40 µg/m ³	Maintain or improve on current performance
Ensure the safety of all road users	Road Safety	39% reduction in road casualties	Continued reduction of Killed and Seriously Injured incidents



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