

Draft Full Local Transport Plan 5.

Highways & Transport

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Milton Keynes Draft Full Local Transport Plan 5

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Section 1 - Introduction

Milton Keynes is a special place. We have created the largest designed city in Europe, internationally known for our modern heritage.

Our individual grid square estates are complemented by our older towns and villages, each with its own character and community.

Our vibrant economy has provided jobs with good prospects for young people, and we can walk and cycle safely and move around by car more easily than in any other place.

Everywhere, rich, peaceful landscapes surround our homes. Our networks of parks and lakes are gifts which keep on giving.

Our city centre is one of the nation's most popular places to go shopping both locally and regionally.



Figure 1 : Aerial view of central Milton Keynes looking eastwards along Midsummer Boulevard

We can easily travel around the city by car and our Redways provide traffic-free routes for walkers, cyclists and e-scooters. Being a good place to do business, which good transport links plays a significant role in, has made Milton Keynes the fastest growing city in the country.

Since the early 1950s, this part of north Buckinghamshire has been popular with families moving from London. Pioneers moved to what was originally publicised as Bigger, Better, Brighter Bletchley and then to Milton Keynes: City of Trees.

The original 1970 ambition for the new city was to grow to around 250,000 people and we have already exceeded that point. Our city's strategic location, broadly halfway between London and

Birmingham, and Oxford and Cambridge, has supported our city's rapid growth and will boost our economy even further. But continuing to grow does not by itself guarantee success.

Unfortunately, today not everyone shares in our city's prosperity. It can be difficult for some residents to get around our city or to access a good job.

It is well known that Milton Keynes is currently a car-based city, shaped by the unique grid road network and the relative affluence of our population.

The city's horizontal and vertical grid roads provide easy connectivity across the city by car, with journey times that cannot be matched by public transport or active travel, making car travel the most convenient option for many journeys. Consequently, the private car remains the dominant mode of transport for most of our residents. Nearly 80% of households in the city have access to at least one private car which is much higher than other similar-sized towns and cities in the UK.

Public transport usage in Milton Keynes is notably lower compared to other UK towns and cities of a similar size. Private vehicles account for over three-quarters (77%) of the modal share, compared to London which has only 39% modal share for private vehicles. This presents an opportunity for Milton Keynes to explore ways to improve public transport services and encourage greater use of sustainable travel options.

Transport in Milton Keynes - why we need to change

Over the next 25 years, our city is expected to grow significantly, with the population projected to reach 410,000 by 2050. This anticipated growth means the transport network must evolve to meet the needs of our residents, visitors and businesses.

To prepare for the city's future growth, more residents and visitors will need to travel sustainably, travelling by public transport, walking, wheeling and cycling. We are committed to maintaining the relatively free-flowing road network that we continue to enjoy in Milton Keynes and will not support growth that comes at a cost to this. To achieve this, it is essential that we provide better transport options for everyone.

We must also consider the 20% of households in Milton Keynes who do not have access to a car, putting them at a considerable disadvantage to those who do have access to a car. Our transport system should work for everyone, ensuring accessibility and fairness for all residents and visitors.

Delivering a gradual change in our collective travel behaviours will not be achieved only through regulations or restrictions on car usage, and such measures would be neither popular nor effective. Instead, we must focus on making non-car travel options more appealing by addressing the relative time, cost, convenience and comfort compared to car travel.

By enhancing the provision of sustainable forms of transportation, we can also improve air quality and reduce CO_2 emissions. This is crucial if we are to meet our environmental targets, protect the natural environment and promote healthier communities.

From where we are now, we must adapt our transport network and our travel behaviours. To create a more sustainable Milton Keynes, we must overcome barriers to greener travel and address the challenges of growth, congestion, climate change, and public health.

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Purpose of the Local Transport Plan

Transport is a big part of our daily lives, enabling us to go to work or school, and to reach family, friends and local services. We need to plan and prioritise our transport network to ensure it works in the most efficient way for a wide range of users and their needs.

The Local Transport Plan 5 provides a reference point for how we will maintain and develop the transport system, address travel issues we face, and set out the role of transport for enabling future housing and economic growth in Milton Keynes.

The Local Transport Plan 5 covers the entire borough, including Milton Keynes city, the older towns of Bletchley, Wolverton, Stony Stratford, the adjacent towns of Newport Pagnell and Woburn Sands, and the wider rural borough including the villages of Olney, Sherrington, Hanslope and Bow Brickhill.

The plan also casts an eye over the borough's boundary with neighbouring local authority areas, and how Milton Keynes connects to the wider transport network and to surrounding towns including Northampton, Bedford, Luton and Aylesbury.

Local Transport Plan 5 covers a 25-year period, enabling us both to consider the more immediate requirements in the short term, and start planning for the significant changes our city will be going through over the medium to long term.

Importantly it complements and builds on our Milton Keynes Strategy for 2050 which sets the way forward for the next era of making our great city greater.

The Strategy for 2050 recognises that our city is a place different to any other, with our network of parks and lakes within a few minutes' walk of homes and our distinctive grid road system, Redways and iconic city centre, animated by our extensive public art collection.

The Strategy for 2050 offers Seven Big Ambitions which together act as our promise to those living in the borough today and those who wish to make their homes here in future. We will:

- Strengthen those qualities that make Milton Keynes special
- Make Milton Keynes a leading green and cultural city – by global standards
- Ensure everyone has their own decent home to rent or buy
- Build safe communities that support health and wellbeing
- Provide jobs for everyone by supporting our businesses, and attracting new ones
- Offer better opportunities for everyone to learn and develop their skills
- Make it easier for everyone to travel on foot, by bike and with better public transport.

The proposals and policies in this Local Transport Plan 5 will help guide us toward achieving these ambitions from a travel and transport perspective.

The Local Transport Plan 5 supersedes the Local Transport Plan 4 – the Mobility Strategy 2018-2036 which was adopted in March 2018 – and provides a more up to date perspective on existing and future transport conditions and requirements across Milton Keynes.

Structure of Local Transport Plan 5

The Local Transport Plan 5 document is split into the following sections:

Section 2 - About Milton Keynes

- The city, its origins, and 'New Town' status
- The rural area

Section 3 - Transport in Milton Keynes Today

- Road Network Hierarchy and Features, including Car Parking, and Electric Vehicle Chargepoints
- Passenger Transport (bus, coach, MK Connect and MK Metro)
- Active Modes
- Railways
- Road Freight
- Taxis, Car Sharing and Community Transport

Section 4 - Transport Policy Context

Section 5 - Local Housing and Economic Growth

Section 6 - Local Priorities (Findings from our LTP5 Public Survey)

Section 7 - LTP5 Vision and Objectives

Section 8 - Transport in Milton Keynes in the Future – our Key Policy Areas

- Roads, Traffic and Parking
- Travelling Safely
- Improving Public Transport
- Enabling and Encouraging Active Transport
- Future Transport

Section 9 - The Effects of our Plan on Carbon Emissions

Section 10 - LTP5 Implementation Plan and Funding Requirements

Section 11 - Setting Targets and a Monitoring Plan for LTP5

The LTP5 does not contain the full details of every aspect of our transport system, a full description of our asset management approach or our transport modelling projections, for example, for reasons of practicality. Such a document would be cumbersome and onerous for anyone other than a specialist to read. Instead, by necessity, it extracts key information from a suite of other workstreams which have their work reported separately in their own bespoke documents, and uses these to form the evidence base and indicative delivery plan.

The LTP5 is therefore effectively a 'parent document' which draws together the various policies, strategies and programmes from a number of individual workstreams across the transport sector in MK and presents them in a single strategy document. The detail underpinning these workstreams simply could not possibly be included in the LTP5.

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For example, full details of our existing bus services, levels of subsidy, capital and revenue expenditure on public transport and usage figures are available to view in the annual BSIP reporting documents that are submitted to DfT that can be viewed on the Council website.

Similarly, for more details of our MRT proposals, there are numerous substantial reports and assessments available to view on the Council website that couldn't be included here for reasons of volume.

Our Local Walking and Cycling Implementation Plan (LCWIP) sets out our aspirations for improving our Redway network in more detail than is practical in the LTP5, and our Parking Surplus report sets out how any revenue surplus generated from parking is re-invested into transport schemes and subsidies across MK.

We also have a suite of Modelling documents which report the tests of various growth scenarios associated with our MK City Plan 2050 undertaken on our MK Multi-Modal Transport Model (MKMMM). It is this modelling work that has identified our need for highway and other improvements across the network and their timing but those reports are far too large and detailed to be included in the LTP5.

These are just some of the documents that have informed this LTP, and it has only been possible to include pertinent extracts of these in this document.

A list of the other documents that may be of interest to the reader and will add more detail in specific subject areas of transport is included in the references section at the end of this document.

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Section 2 - About Milton Keynes

Our city was conceived in 1967 as a 'new town', part of a wider programme of new towns built across the country to ease housing pressure in London and to promote regional development.

The location was chosen for its strong potential for expansion, and would go on to subsume several existing towns and villages, including Bletchley, Wolverton and Stony Stratford, as well as the village it derives its name from.

Milton Keynes forms the northern part of the ceremonial county of Buckinghamshire and since 1997 has been formed of a unitary authority responsible for all local services in the area including transport. Milton Keynes officially became a city in 2022 after being awarded city status by Queen Elizabeth II as part of the Platinum Jubilee Civic Honours Competition.

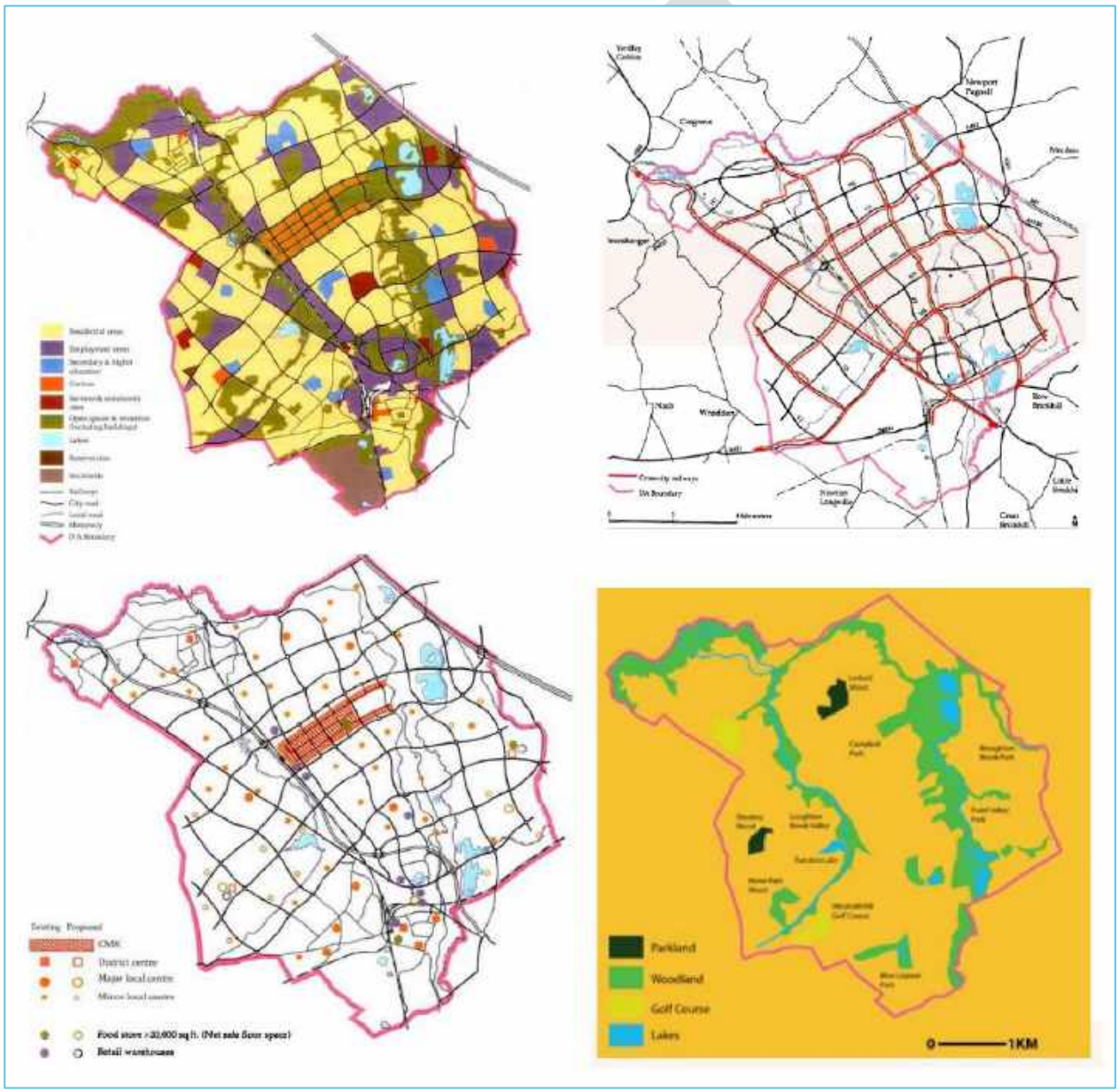


Figure 2 : Milton Keynes settlement pattern

The city centre, also referred to as Central Milton Keynes (CMK), is a regional centre with around 40,000 people working in offices, shops, restaurants and our cultural and leisure sector; almost a

quarter of the city's total jobs and around 60% of our overall office floorspace are in CMK. Like the wider city, it is laid out in a grid format of 'horizontal' Boulevards and 'vertical' Gates.

Historically, Milton Keynes' development around the city centre has focused around the establishment of new estates and housing grid squares built and expanded in the 1970s and 80s, including Lakes Estate, Netherfield, Beanhill, Stantonbury, Fishermead, Bradville, Great Holm, and Coffee Hall, as well as around the existing historical settlements including Bletchley and Newport Pagnell.

The 1970 Plan for Milton Keynes aimed for at least half of the households in the new city to own their home. From the mid-1980s onwards, more private housing was developed for owner occupation. Today, only about 10% of Milton Keynes households live in Council owned housing.

Many of the early Milton Keynes estates built in the 1970s are now in need of substantial investment to ensure homes and associated infrastructure meet modern standards, but also to improve access to good jobs and skills. Furthermore, these early estates generally comprise very low-density housing with ample provision of off-road parking. Many of these estates lie close to the city's bus network and are within a 20-30 minute walk of the city centre.



Figure 3 : Beanhill – one of the earliest housing developments in Milton Keynes

The city has expanded over the last fifty years, with more recent housing developments coming forward mostly on the edges of the city and in some more central areas. These newer developments include Fairfields and Whitehouse on the western edge of the city, and Brooklands on the eastern edge of the city. Many of the newer estates comprise a mixture of low-density housing and higher density apartments.



Figure 4 : Whitehouse Park and Oakgrove – examples of more recent housing developments in Milton Keynes

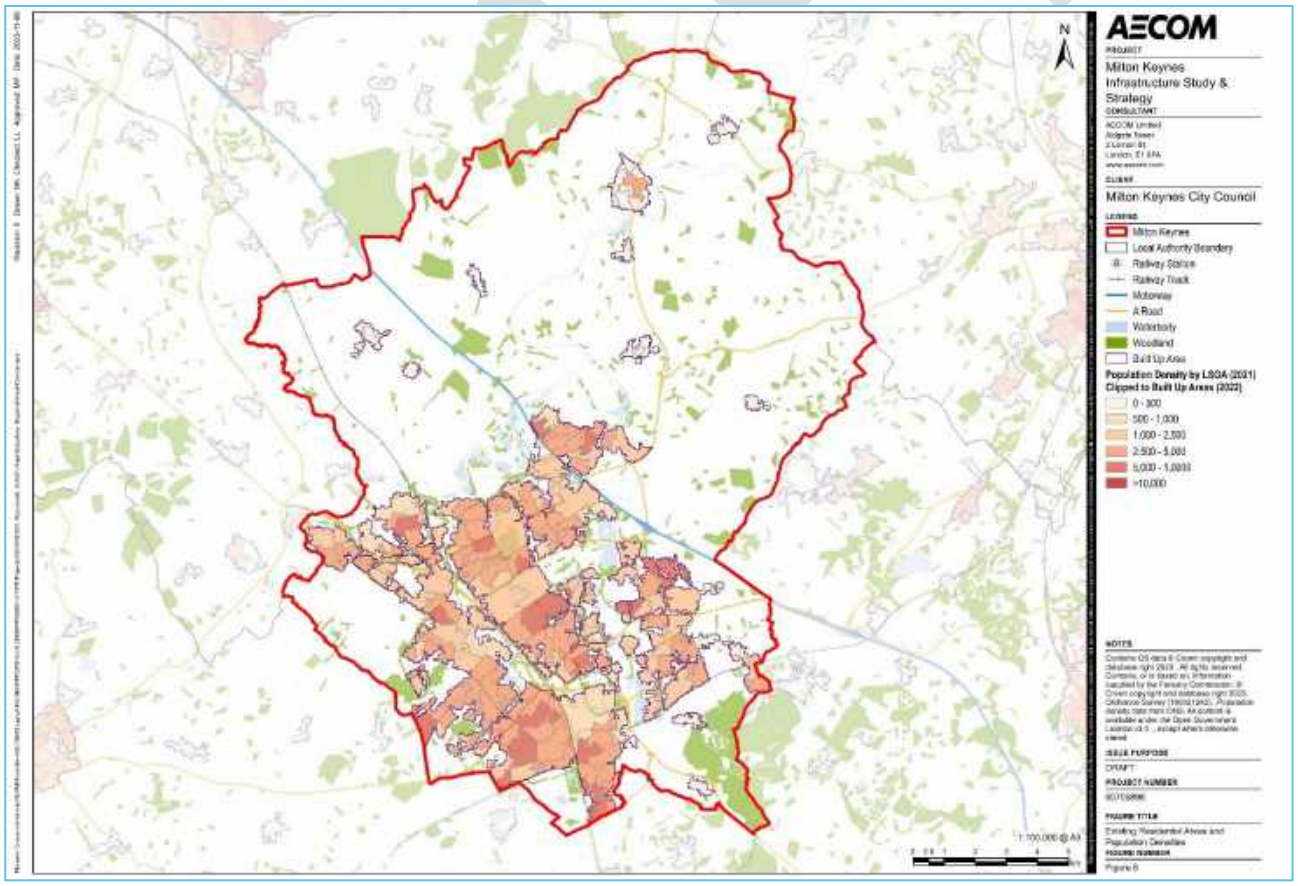


Figure 5 : Existing Residential Areas and Population Density

Milton Keynes is strategically located between London to the south (approximately 50 miles), Birmingham to the north (70 miles), Oxford to the west (30 miles) and Cambridge to the east (40 miles).

Milton Keynes is located near to several other key urban centres, including Northampton to the north, Bedford to the east and Luton to the south.

Nationally important transport corridors route through Milton Keynes - the M1 motorway connects London and the North of England, and the West Coast Main Line is one of the country's busiest railway routes linking London, the Midlands, North of England and Scotland.



Figure 6 : Milton Keynes and its strategic location between major cities and economic centres

In the 2021 census, Milton Keynes was recorded as having a population of 287,060. There is a larger number of people aged 25 to 64 years old, showing a strong working age population. A greater proportion of the population is aged between 0 and 15 years (school years) than over 65.

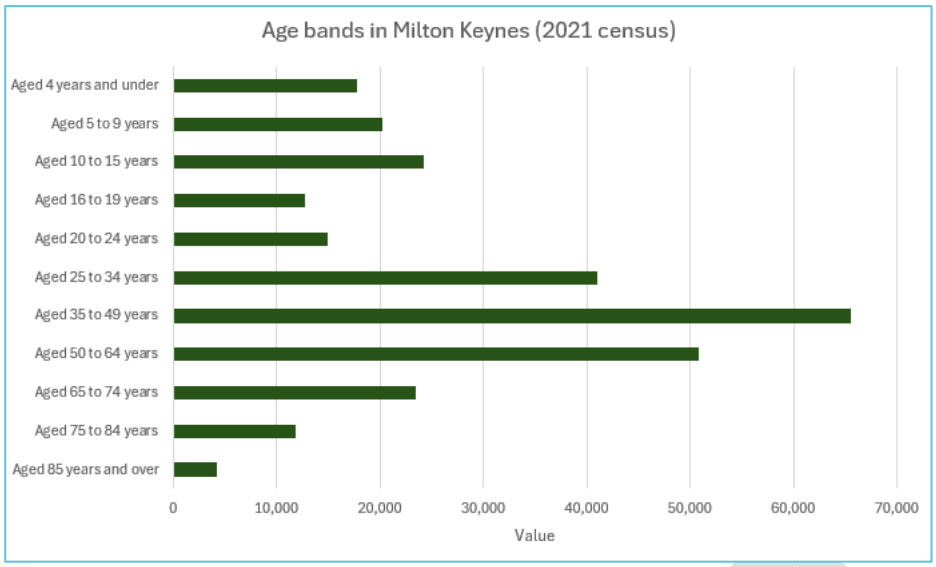


Figure 7 : Age Bands in Milton Keynes

Source: Nomis - 2021 Census Area Profile - Milton Keynes Local Authority

The median age of Milton Keynes has grown from 31 to 37 between 1991 and 2024. Throughout this period, the median age of Milton Keynes has remained lower than the UK median age, however the gap between the two has narrowed. This demonstrates that the age composition of Milton Keynes' population is changing more quickly than the UK as a whole.

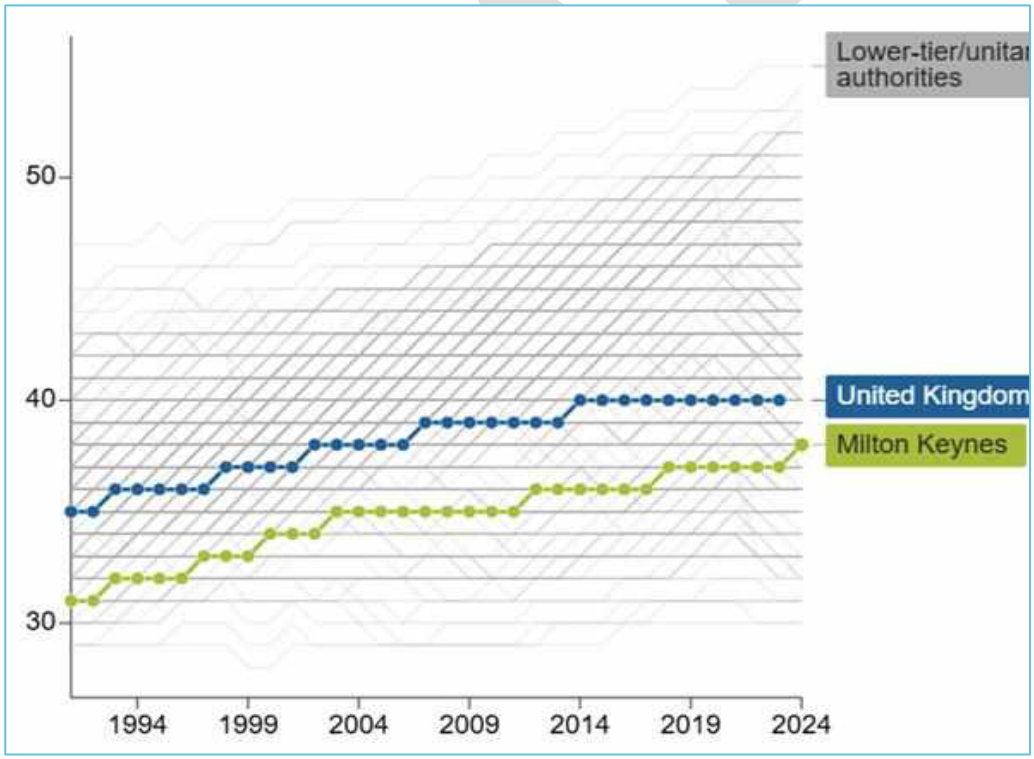


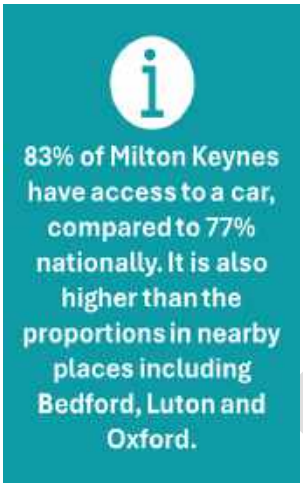
Figure 8 : Median Age in Milton Keynes and the UK

Source: ONS, Median Age, Census 2021

Milton Keynes' population is also growing rapidly. Between the 2011 and 2021 censuses, the population of the borough rose from by approximately 40,000 (an increase of 15.4%). This is the second largest increase in the south-east of England, after Dartford.

When comparing nationally, the population of England rose by only 6.6% in that period, emphasising the speed at which Milton Keynes is growing. Housebuilding is having to keep pace with population growth, with the number of homes growing by 2.4% from 2023 to 2024, the highest rate of any city in the country[1].





In 2021, 82.9% (around 94,000) of households in the borough have access to at least one car. This is higher than across England and Wales as a whole, which is 77%. It is a more varied picture across different parts of Milton Keynes, with 61.7% of residents in Central Milton Keynes having access to at least one car compared with 90.4% in the rural part of the borough including Olney.

The proportions of people with access to at least one car in Milton Keynes as a whole is higher than nearby Bedford borough (81.8%) and Luton (75%). The historical cities of Oxford and Cambridge, which have far more constrained roads, limited car parking in the centres, and a high student population compared to Milton Keynes, are lower still at 67.9% and 65.6% respectively.

Since 2011, the number of households in Milton Keynes has grown by 14%, but the proportion of those without cars or vans has grown by 4%, whilst those with 3 or more cars or vans has grown by 34%. This is reflecting a similar trend nationally of an ever-increasing number of multiple car households. One reason for this might be that more young adults with access to their own car are living with their parents, or potential house sharing, therefore resulting in more cars being attributed to a household

In a place like Milton Keynes we expect there will be areas with greater dependency on using a car, including areas within the city, due to lack of public transport links and distance from key services and retail centres.

Household size has grown very slightly in Milton Keynes from 2011 to 2021, from 2.5 to 2.52. Still, this is higher than the England and Wales average, standing at 2.35. This indicates that there are larger households and that is likely to positively correlate with higher numbers of cars.

[1] https://www.milton-keynes.gov.uk/news/2025/milton-keynes-among-top-cities-high-wages-housing-growth-and-innovation

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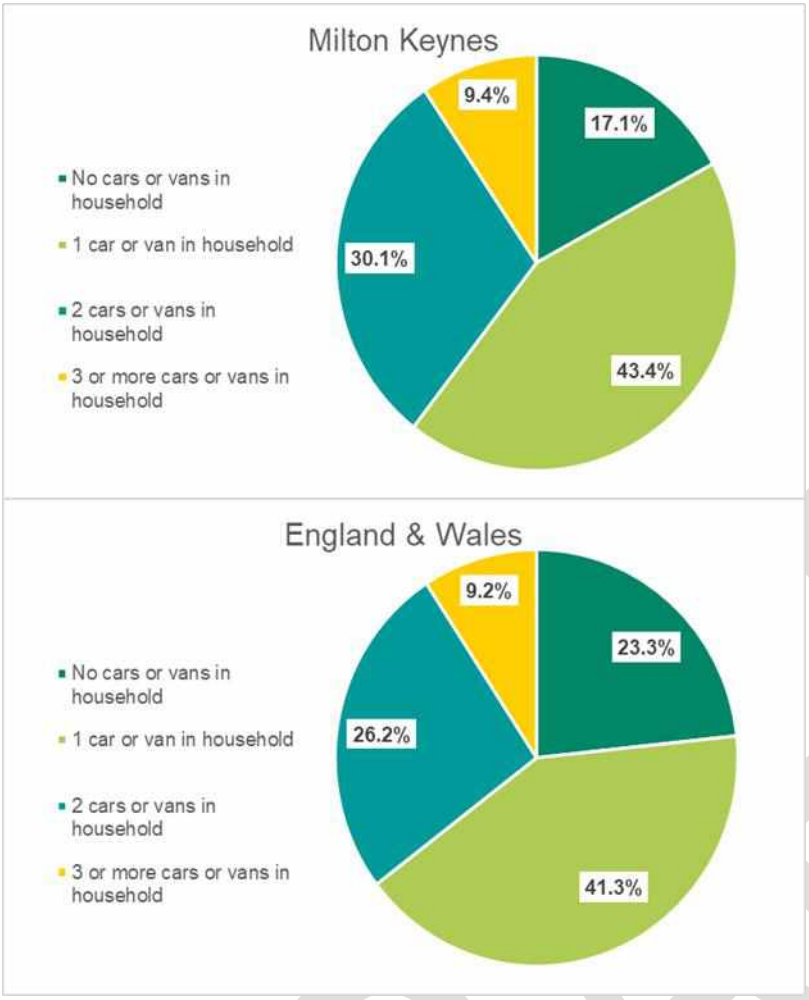


Figure 9 : Access to a Car in Milton Keynes and England & Wales

Source: ONS, Car or van availability, Census 2021

The highest proportion of our residents drive a car or van to get to work, with a significant proportion also working mainly at or from home. The next highest percentage is on foot, with the rest covered by other modes. Bicycle is particularly low, despite our extensive Redway network, though this may not include those who cycle to railway stations, for example.

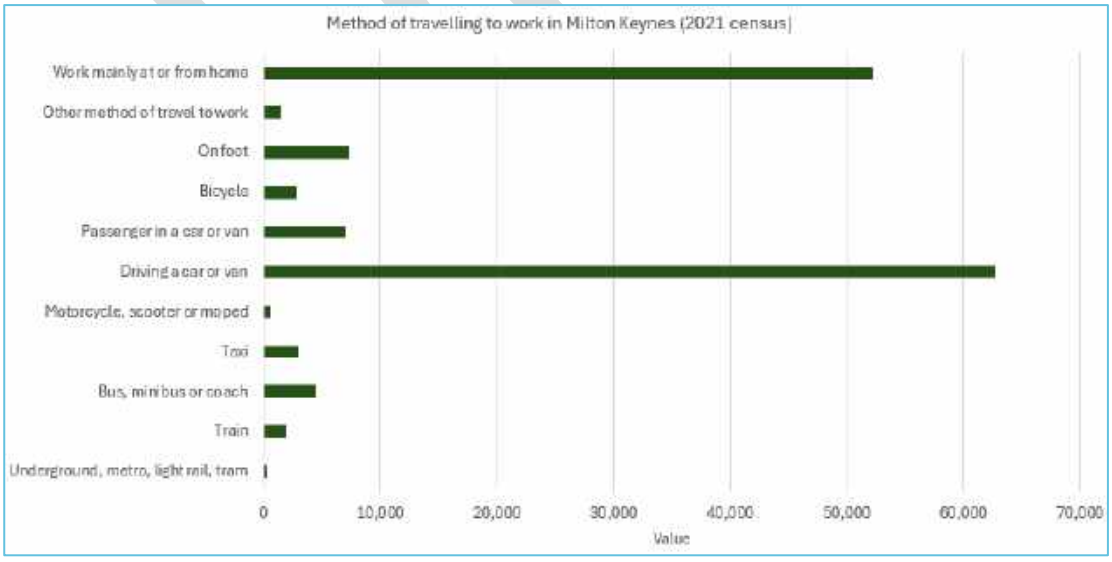


Figure 10 : Method of Travelling to Work in Milton Keynes

Source: Nomis - 2021 Census Area Profile - Milton Keynes Local Authority

Economy and Industry

65% of residents in our area are economically active, with 3% both economically active and full-time students, and 33% economically inactive. Working in shops and garages is the most frequent employment type, followed by human health and social work activities.

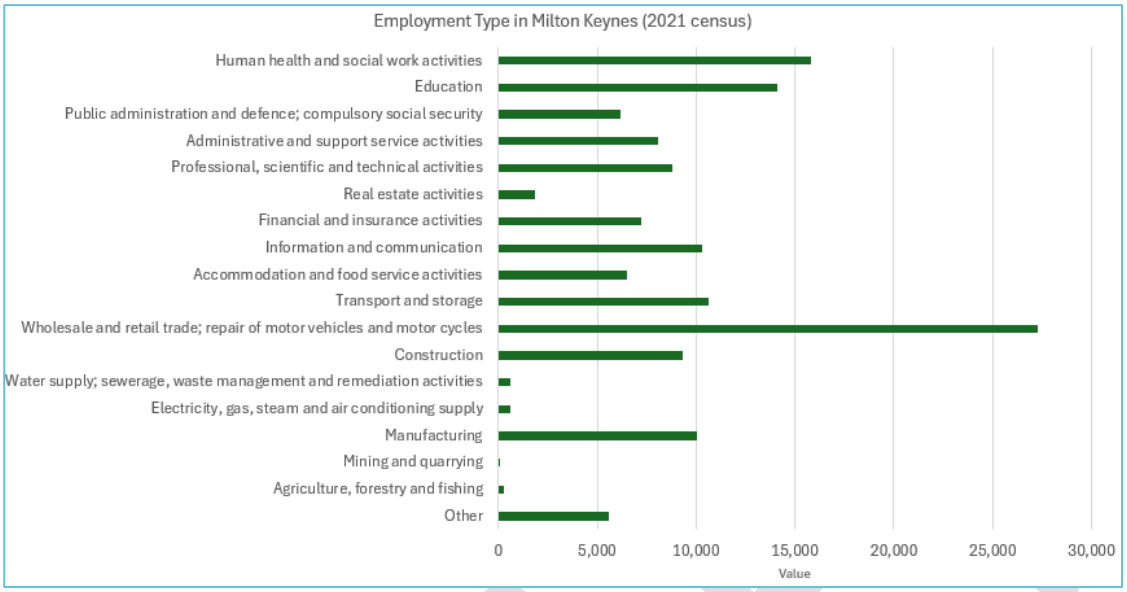


Figure 11 : Employment Types in Milton Keynes

Source: Nomis - 2021 Census Area Profile - Milton Keynes Local Authority

Milton Keynes' economy in 2023 was worth £16.7 billion Gross Value Added (GVA). GVA is a measure of the contribution of individual producers, industries or regions to an economy and is calculated as the value of the foods and services produced minus the value of the intermediate inputs used in the production process.



Milton Keynes has a GVA per filled job of £85,050 (2023), higher than the UK average of £66,402. We have a high-productivity economy relative to many areas of the UK, performing strongly in areas such as technology, finance and professional services, advanced manufacturing and automotive engineering, and logistics and distribution. This makes Milton Keynes a highly attractive location for businesses to locate and employment, with key implications for business-related transport and commuting trips.

Some of the large and notable employers in the city include Santander, Network Rail, Red Bull Racing, and the Open University. A report by the Centre of Cities looking at the drivers in wage variation across the country has shown that Milton Keynes has a strong performing high knowledge sector. Out of 62 cities in the UK, Milton Keynes ranks 4th in 'cutting edge' – a metric measuring the range in productivity of exporting activities in merging industries such as FinTech, software as a service, and neurotechnology among other things – only lying behind Brighton, London, and Cambridge.

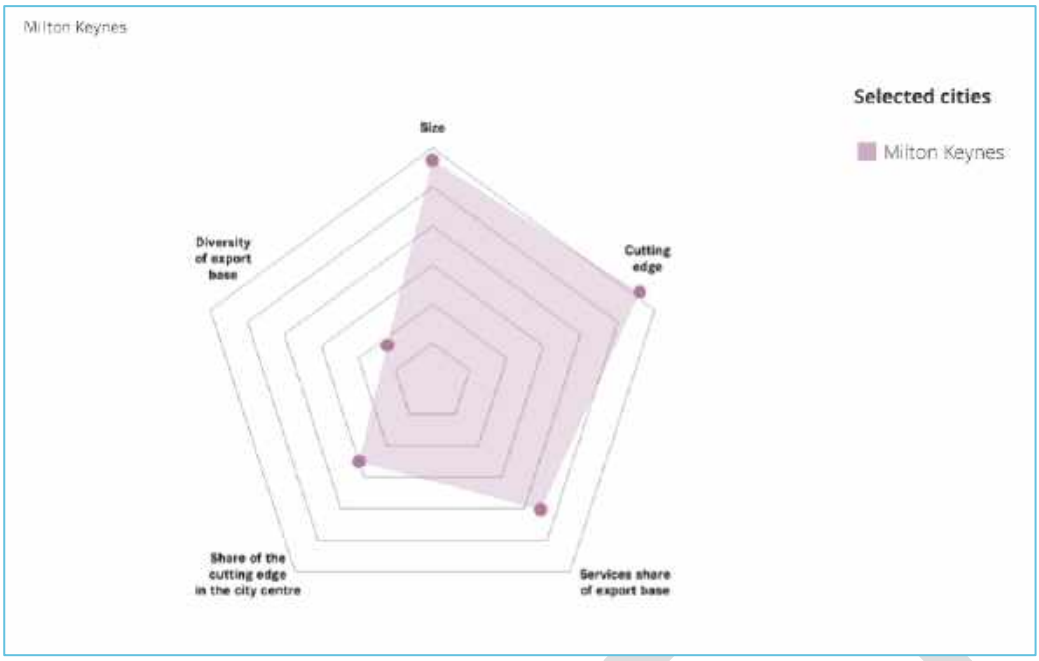


Figure 12 : Milton Keynes Export Base (the part of the economy that sells to regional, national and international markets) across five measures: size, cutting edge; adaptation; diversification and location.

Source: Cities Outlook 2025

The rural part of our borough

Our borough includes several towns and villages both on the periphery of the city and further to the north.

Woburn Sands, Bow Brickhill, Haversham, Little Linford and Moulsoe are distinct settlements which lie close to the edge of the city, whilst the small town of Olney (which lies about 5 miles north of the edge of the city) and villages including Sherington, North Crawley, Gayhurst, Stoke Goldington, Ravenstone and Hanslope lie in the rural part of our borough which sits to the north and north-east of the city.

Our rural population is around 21,653 which represents 9% of the overall borough population (mid-2022)[2].

Olney parish represents the largest concentration of our rural population at around 6,600 residents.

Some of our villages and hamlets are very small, for example Clifton Reynes has a population of around 148, and Gayhurst has population of around 127.

Unlike in our city, the number of people living in the rural part of Milton Keynes has not changed significantly over time and this is mainly due to there not being any major housing developments taking place, although some house building has occurred in the rural fringes of the city, such as in Woburn Sands, Bow Brickhill, and currently to the east of Milton Keynes between Newport Pagnell and Broughton.

The transport and travel needs and opportunities of rural Milton Keynes are distinct from the city, and this is recognised throughout the Local Transport Plan 5. We also recognise that the northern-most parts of the borough will have strong ties to places like Northampton and Bedford. For example,

[2] Milton Keynes Demographics | Age, Ethnicity, Religion, Wellbeing

Olney is a very similar distance to Bedford, Northampton, Wellingborough and Milton Keynes Central railway stations.



Figure 13 : Olney

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Section 3 - Transport in Milton Keynes Today

1. Road Network Hierarchy and Features, including Parking, Electric Vehicles and Charging

Our city is recognised for its distinct grid road layout and numerous roundabouts.

The grid road system comprises what are referred to as 'horizontal' H-Ways (e.g. H6 Childs Way and H7 Chaffron Way) facilitating broad east-west movements, and 'vertical' V-Streets (e.g. V2 Tattenhoe Street and V3 Fulmer Street) facilitating broad north-south movements. H and V roads intersect at large junctions mainly consisting of roundabouts.

This city layout is unique in the UK at this scale and is more akin to many cities in North America. From its inception, the layout was planned and designed to be very car-orientated in a period when car ownership and usage was increasing rapidly.

The grid road network design principle is carried into the city centre, although here the roads are not as high speed or intended to facilitate through movements. In the city centre the key roads are referred to as horizontal Boulevards (e.g. Avebury Boulevard) and vertical Gates (e.g. Secklow Gate) and many of the intersecting junctions are signal-controlled.

The grid layout was designed to reduce traffic congestion and improve connectivity for motorised vehicles crossing the city. It offers multiple route options and affords some level of resilience in terms of offering diversionary routes in the event of roadworks, incidents and other types of road network disruption and closures.



While most of the grid road network remains at national speed limit (enabling motorists to travel up to a speed limit of 70mph on dual carriageway roads and 60mph on single carriageway roads) an increasing number of speed limit reductions have been applied in more recent years, such as the 40mph limits on stretches of the single carriageway H9 Groveway and V7 Saxon Street.

Traffic lights have also been added to some grid road sections, to address junction capacity and safety issues as they arise.

Contained within each grid square are land uses including residential estates, commercial and industrial areas and green spaces.

These grid squares are connected to the grid road network by local estate roads and are in some areas directly connected to each other by bridges and underpasses, enabling motorists, buses as well as people walking, wheeling and cycling to avoid joining the main grid roads.

Some grid squares also contain shops, community centres and schools. Others contain balancing lakes which help to control flood water levels in Milton Keynes.

Many of the grid squares, especially those further away from the centre, have a lower housing density compared to more traditional towns and cities which have grown organically. This is because the 1960s planners of Milton Keynes deliberately wanted to avoid the high-density layouts typical of older urban centres like London.

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Milton Keynes has been designed in many cases with larger plots and a wide separation between buildings and the surrounding grid roads. However, some of the older estates located closer to the centre such as Beanhill and Coffee Hall have denser housing, as well as the older towns that have been absorbed into the city such as Bletchley and Wolverton.

The verges either side of the grid roads help to separate and screen the roads from homes and other land uses, and many of these areas are attractively landscaped with trees which have grown and matured along with the city.

Access from the grid squares is typically provided between the main H-to-V intersections at priority junctions and occasionally smaller roundabouts. Gaps in dual carriageway central reservations enable motorists to turn right into and outside of side access roads, although a programme is underway to close some of these types of junctions to improve road safety.

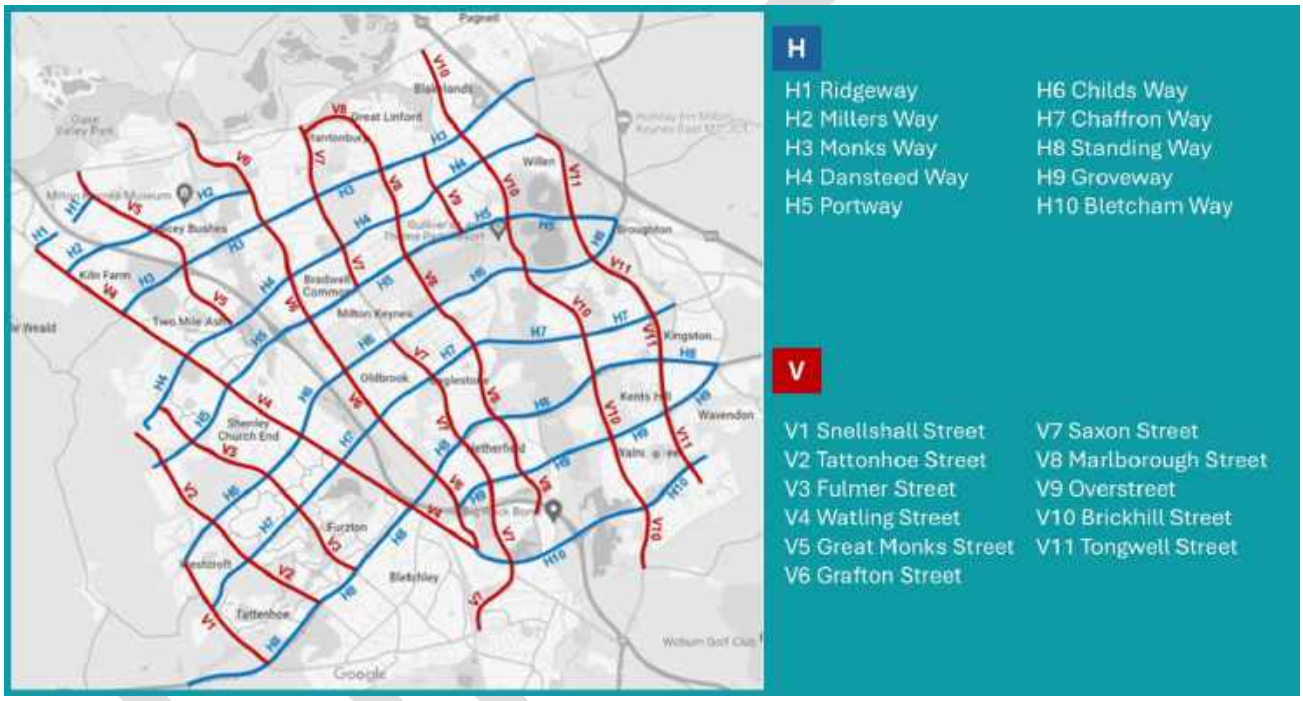


Figure 14 : Grid Road Network in Milton Keynes

None of our grid road roundabouts were signalised when the city was built, as the traffic flows did not require it. However, increasing vehicle numbers and congestion have led to the introduction of traffic signals at some roundabouts to allow these junctions to operate more effectively. These roundabout improvements will need to continue if we want to avoid significant delays and congestion in the future. For example, traffic signal improvements are being made to important roundabout junctions in the city, including Redmoor, Northfield, M1 Jn14, Monkston, Brinklow and Kingston roundabouts.



Figure 15 : Recently signalised Brinklow Roundabout including speed limit reductions

The largest strategic road running through our borough is the M1 motorway, connecting southwards to Luton, Watford and London and northwards to Northampton, Leicester, Sheffield and Leeds. This road is managed by National Highways. M1 Junction 14 is located within Milton Keynes and directly connects to the city's grid road network. Further south in Central Bedfordshire, M1 Junction 13 acts as a southern gateway to Milton Keynes via the A421 which forms H8 Standing Way within the city.

The A421 runs from Oxfordshire through Milton Keynes to Cambridgeshire via Bedford and is an important regional east-west road corridor. MKCC is highway authority for this road in the MK region, but it is part of the Strategic Road Network.

The A5, which is also managed by National Highways, connects southwards towards Dunstable and Luton and northwards to the Midlands and Wales. It is a high-speed, dual carriageway throughout the borough, with a series of large grade-separated junctions connected to the city's grid roads, and a large at-grade signalised roundabout either end of the city (to the south at Kelly's Kitchen near Fenny Stratford, and to the north at Old Stratford, in neighbouring West Northamptonshire).

The A509 travels through the northeast of Milton Keynes, including running through the middle of Olney which lies in the rural part of the borough, and connecting to the M1 (junction 14). The A509 runs northwards to Wellingborough and Kettering.

The A4146 connects to the A5 at Kelly's Kitchen roundabout and runs southwards towards Leighton Buzzard and then connects to the A418 which leads to Aylesbury.

Our rural towns and villages are connected by a network of smaller roads, many which are signposted as national speed limit. These include Newport Road which connects the A509 north of the city with Cranfield, and Newport Road/Station Road which connects the city with Woburn Sands.

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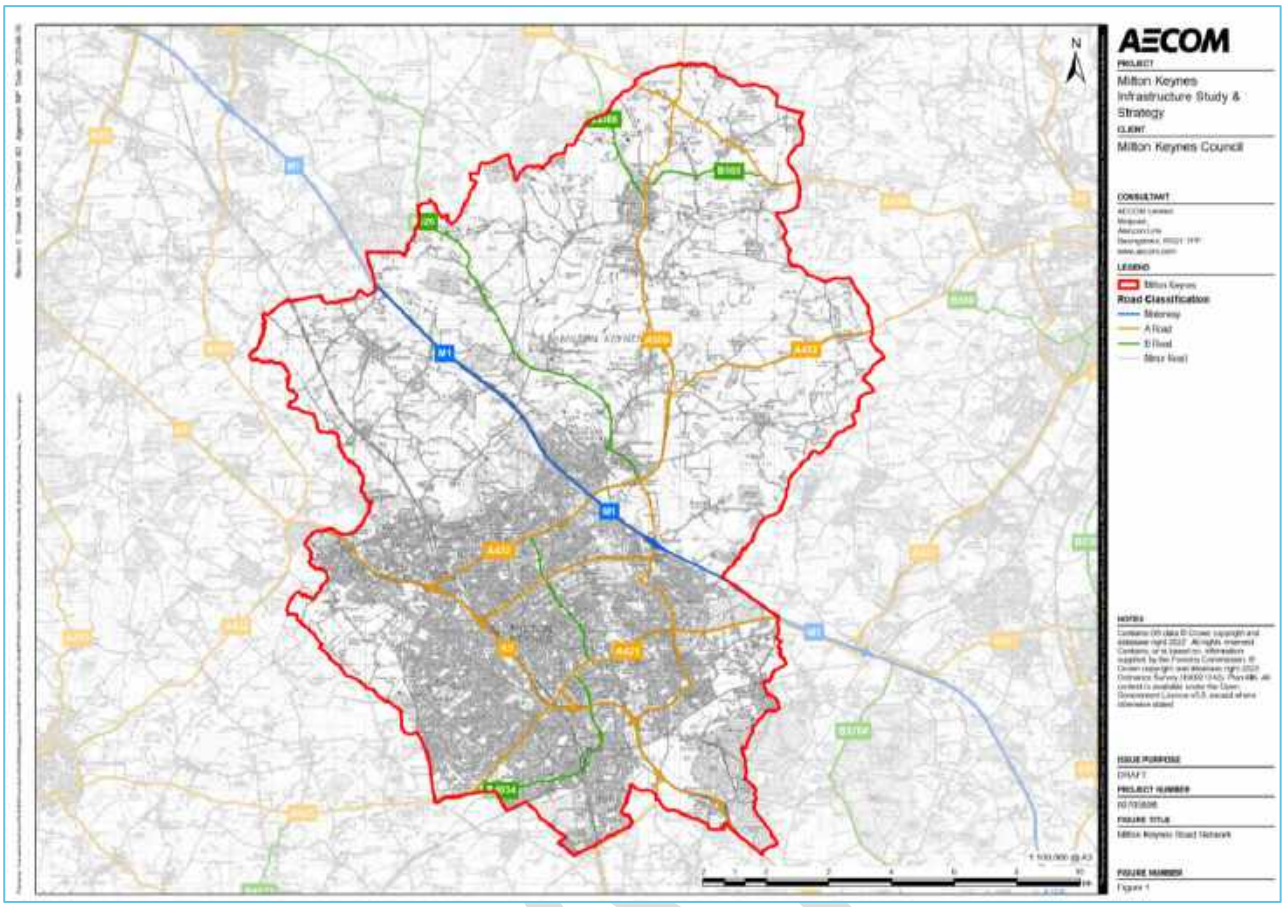


Figure 16 : Road network across Milton Keynes borough

Speed limits on these roads are generally lowered to 30mph in built-up areas including Stoke Goldington, Hanslope and Newton Blossomville.

****** image showing speed reduction in one of the villages, next to the "welcome to X" sign ******

E.g. (from Google streetview)



Road Safety and Accident Reduction

Each year we review collision reports to see where we need to make improvements to improve road safety. 20mph speed limits have been introduced on many estate roads. In some areas, traffic calming measures such as speed humps and road width restrictions are already in place to encourage lower vehicle speeds. As mentioned above, we have lowered speed limits on some of the city's grid roads and closed central reservation gaps to improve safety for road users.

Network Maintenance

The maintenance of our highway network is also very important, especially as potholes and other surface defects significantly impact both residents and businesses. We regularly inspect the road for any defects and use AI software to scan the road surface condition. This allows our engineers to plan where larger resurfacing works need to happen. We will continue to maintain our highway assets and deliver a high quality, well-managed road network.

Some of our roads and Redways run under or over the grid road network via bridge underpasses and overbridges, some of which were built during the early development of the city. This creates a challenge as many of these structures will reach the end of their design life at around the same time, leading to a significant funding challenge in the future.

Congestion Points and Planning for the Future

Despite having a comprehensive road network, including a lot of dual carriageway capacity, we do expect traffic flows to increase on the city's grid road network as well as on the A5 and M1 strategic routes. Current and future congestion points in Milton Keynes include along H3 Monks Way, H8 Standing Way, H9 Groveway and V4 Watling Street. Forecasts from our dedicated transport model show there are likely to be additional future capacity issues at M1 Junction 14, Elfield Park Roundabout and Bleak Hall Roundabout.

Milton Keynes's housing and growth goals depend on a transport network that can accommodate the increased traffic demands. This means upgrading the existing network or investing in new infrastructure where appropriate.

For example, new routes and extensions to the grid road network will be required to link emerging development areas to the rest of the city. We must also enhance safety, promote sustainable travel options, and support long-term resilience in our network.

Car Parking

In central Milton Keynes we have over 20,000 parking spaces, providing options for different lengths of stay, as well as spaces for disabled users, motorcycles, and electric vehicle charging points. Permit spaces are available for residents, employees, commuters, carers and car sharers. Blue badge holders may park free of charge in Council pay and display bays or reserved disabled bays, and these are located across all our car parks.

Parking is free at MK Coachway, with 350 parking spaces available, including electric vehicle charging. Bus services run from the Coachway into the city centre and surrounding residential areas. Bus tickets can be purchased directly from the driver, and more frequent users such as commuters can purchase longer term season tickets.

We also manage car parks in our more historic towns, and they are free of charge in the main.

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Figure 17 : Surface car parks surrounding the shopping centre in Central Milton Keynes

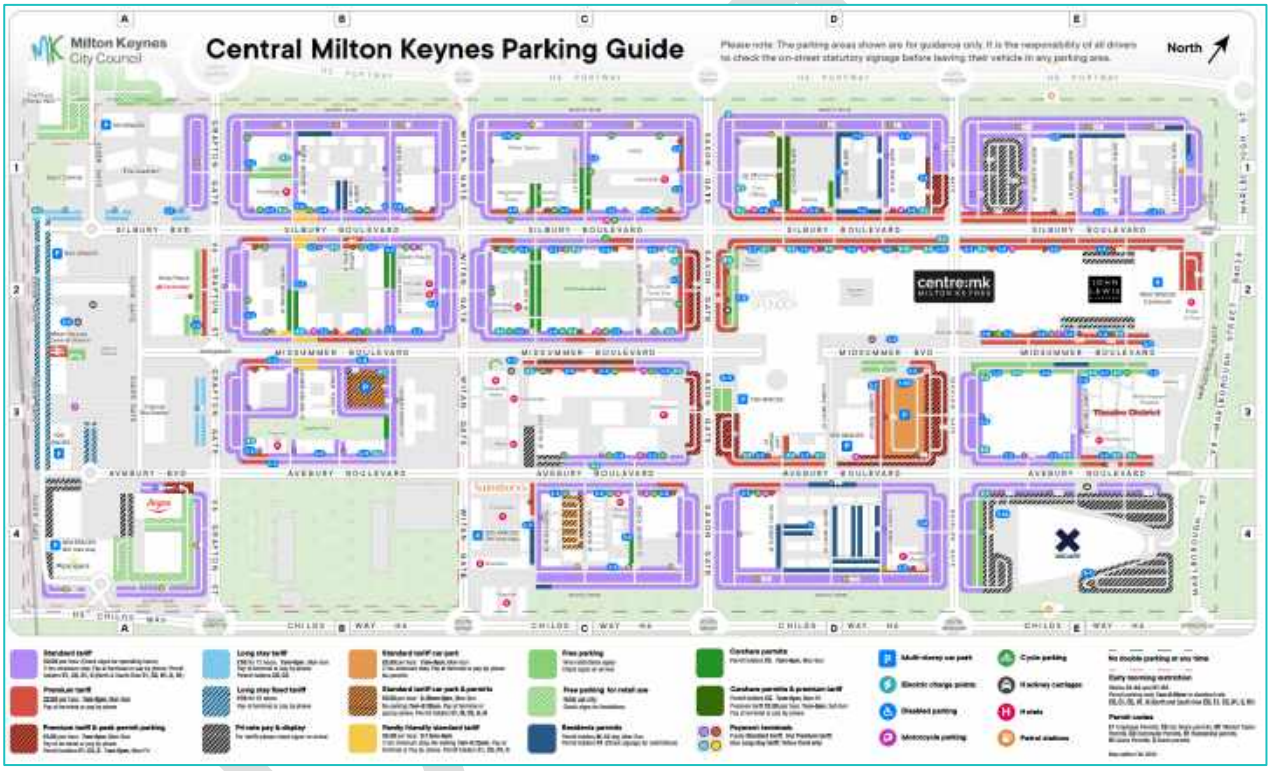


Figure 18 : Car Parking Zones in Milton Keynes city centre

Parking is both a necessity and a tool we use to help shape travel behaviour in Milton Keynes. The cost and availability of parking directly influence how often and where people choose to drive. By carefully managing our parking policies, we aim to encourage more sustainable travel choices while still meeting the needs of those who rely on private vehicles.

The revenue we generate from parking supports a range of complementary transport plans and initiatives. For example, in spring 2025, we introduced increases to parking charges in Central Milton Keynes to encourage more visitors to use public transport. Any additional surplus from parking revenue is reinvested into supporting local bus services and MK Connect.

As we continue to equalise the costs of driving compared to public transport, there will need to be further adjustment of our parking charges. The details of these changes will be included in a subsequent parking strategy which we will develop and consult on in 2026.



Increasing parking charges is rarely popular, but it becomes more palatable when any surplus revenue is allocated to transport projects that benefit the Milton Keynes community. It is also worth noting that parking charges in Milton Keynes are lower compared to some other large towns and cities. Addressing this difference has been a long-standing requirement for us, and steps have already been taken with the recent decision to increase parking charges in CMK.

In addition to the adjustment of parking charges, the CMK Growth Study suggests the infill of the city centre grid with more housing development, which will remove or displace some surface parking and reduce overall parking availability. Reliance on surface parking in central Milton Keynes will be gradually reduced as we promote a shift towards more sustainable modes of transport, such as Mass Rapid Transit.

Parking Enforcement and Regulation

There are parking 'hotspots' in certain areas where the effect of illegal or inconsiderate parking is having a negative impact on our communities. These issues are more prevalent in our traditional town centres such as Bletchley, where pavement parking is of great concern to residents and businesses. Pavement parking creates serious obstacles, particularly for our disabled community, but also other users such as young children or people with pushchairs, by blocking safe access along footways and by forcing pedestrians to make diversions which may put them at greater risk.

It is important that we take action to discourage illegal or inconsiderate parking. This may involve increasing parking enforcement efforts such as tow-away powers and more parking enforcement officers to tackle hotspots.

Residents have also raised concerns about parking problems across central Milton Keynes, often associated with places where people regularly gather, attracting many visitors from outside the community. We will continue to work with communities to address these issues and find effective solutions. This may involve introducing resident parking zones and permits, to ensure that parking spaces are reserved solely for residents, preventing external visitors or commuters, such as those parking near railway stations, from occupying these spaces.

In addition to the parking 'hotspots' across our city, we receive many reports about safety concerns around schools during drop off and pick up times. Inconsiderate parking, U-turns and impatient behaviour create significant risks for children travelling to and from school. This behaviour also deters families from choosing active travel options such as walking, scooting or cycling.

We are committed to working with schools to tackle these behaviours to ensure that there is a safe environment for pupils to travel to and from school without facing road dangers. This includes the implementation of zig-zag school keep clear markings and targeted parking enforcement.

Towards the end of 2025 we will gain camera enforcement powers, allowing us to introduce timed closures on streets outside schools with the most severe safety concerns and the highest risk to students. While these schemes were trialled previously, their success was limited due to lack of

enforcement capabilities. Once we have camera enforcement powers, we will be able to effectively implement these closures and roll out additional school safety schemes.

Electric Vehicles and Charging

We have around 56,000 plug-in vehicles in Milton Keynes. These include vehicles used on public roads that rely on plug-in technology to connect to an electricity source, such as battery electric vehicles, plug-in hybrid electric vehicles, and extended-range electric vehicles. Our ratio of plug-in vehicles per 100,000 residents is well above the UK average, positioning us as a leader in the adoption of this technology.

637 publicly available EV charge-points

One of the highest concentrations of charging points per 100,000 people in the UK

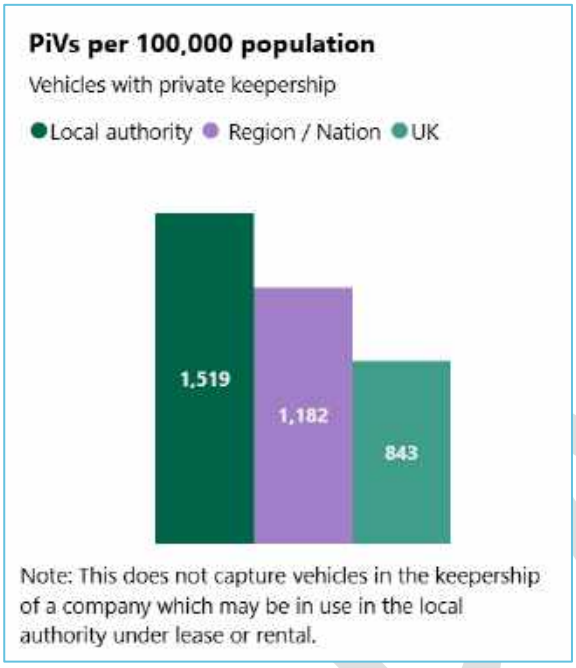


Figure 19 : Plug-in Vehicles (PIVs) per 100,000 Population in Miton Keynes

Source: https://commonslibrary.parliament.uk/local-authority-data-electric-vehicles-and-charging-points/

We have extensive electric vehicle charging infrastructure across Milton Keynes, with 637 publicly available charging devices including 171 rapid chargers or faster. As one of the first Go Ultra Low Cities designated by the Government, we have been at the forefront of promoting and supporting the uptake of ultra low emission vehicles. We are proud to be leading the way in EV infrastructure delivery, with one of the highest concentrations of charging points per 100,000 people of any local authority in the UK[3].

[3] https://www.gov.uk/government/statistics/electric-vehicle-public-charging-infrastructure-statistics-july-2025

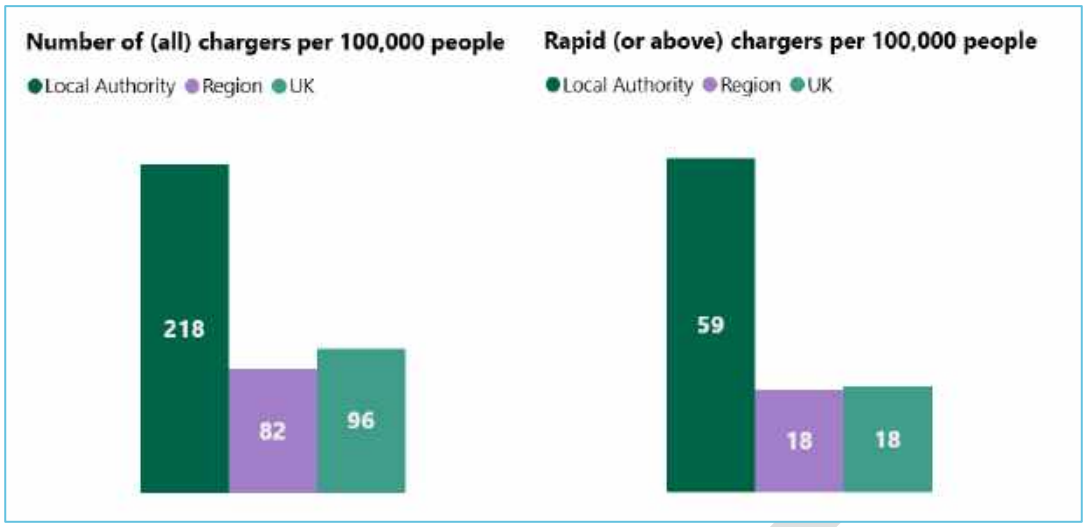


Figure 20 : Electric Vehicle Chargers per 100,000 Population in Milton Keynes

Source: Commons Library Parliament

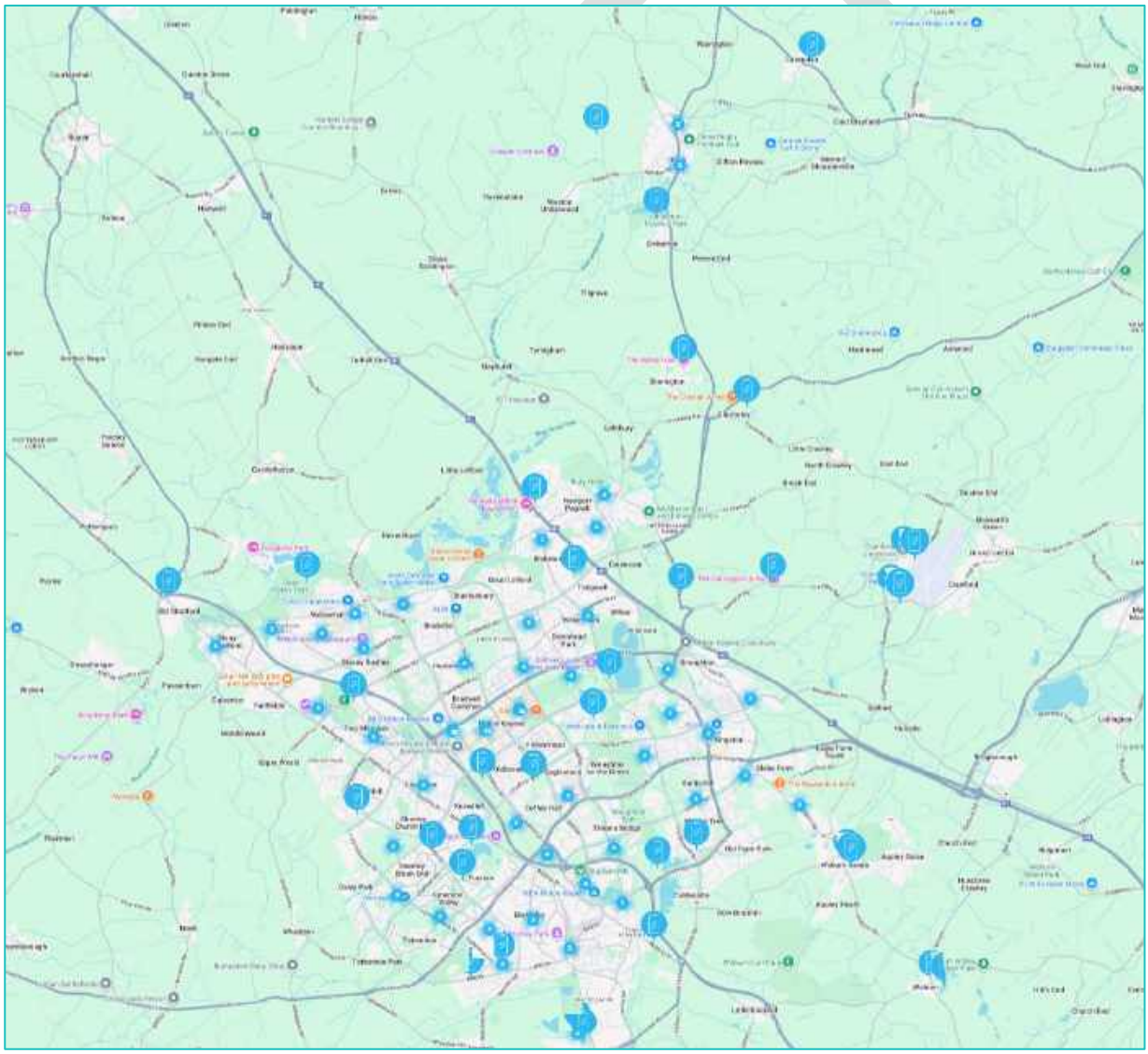


Figure 21 : Electric Vehicle Chargers Across Milton Keynes

Source: https://getaroundmk.org.uk/interactive-map

To support the growing demand for EVs, it is important to provide a variety of charging options to suit the needs of residents and businesses. This could include rapid chargers, or on-street chargers in more residential areas.

We recently ran the Kerbocharge trial[4], which is for users who do not have access to off-street parking. It allows residents to have a safe charging point without cables obstructing the pavement. Residents could apply for a home charging channel through the Council's website. Following the success of the trial, it was extended in 2024 for up to 100 more channels.

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[4] https://www.kerbocharge.com/locations/milton-keynes

2. Bus, Coach, DRT, and MRT Services

Improving passenger transport including buses is a top priority both nationally and locally. Nationally, the Bus Back Better strategy published in 2021 aims to make buses more reliable, affordable, and easy to use. Locally, we have our own Bus Service Improvement Plan (BSIP), and we work closely with local and regional bus operators through an Enhanced Partnership to make sure services meet our vision, goals and objectives.

These efforts also support the wider vision of our Strategy for 2050, helping people travel more easily and sustainably, including through a range of passenger transport options.

We are changing the way public transport works in the city. Until now, the low density of housing in Milton Keynes that allows for convenient door-to-door travel by car has led to an under-use of public transport, and in turn to an under-provision of bus services. This approach to planning has not made the most of the city's grid network, which offers more space and flexibility for a modern transport system.

Three main types of passenger transport service will cater for different journeys in Milton Keynes, and in combination will provide a more enhanced level of connectivity than what is available today. The three main types are shown in the image below and comprise our existing structured, timetabled bus network, our innovative MK Connect demand responsive transit (DRT) service, and our proposed MK Metro Mass Rapid Transit (MRT) system.

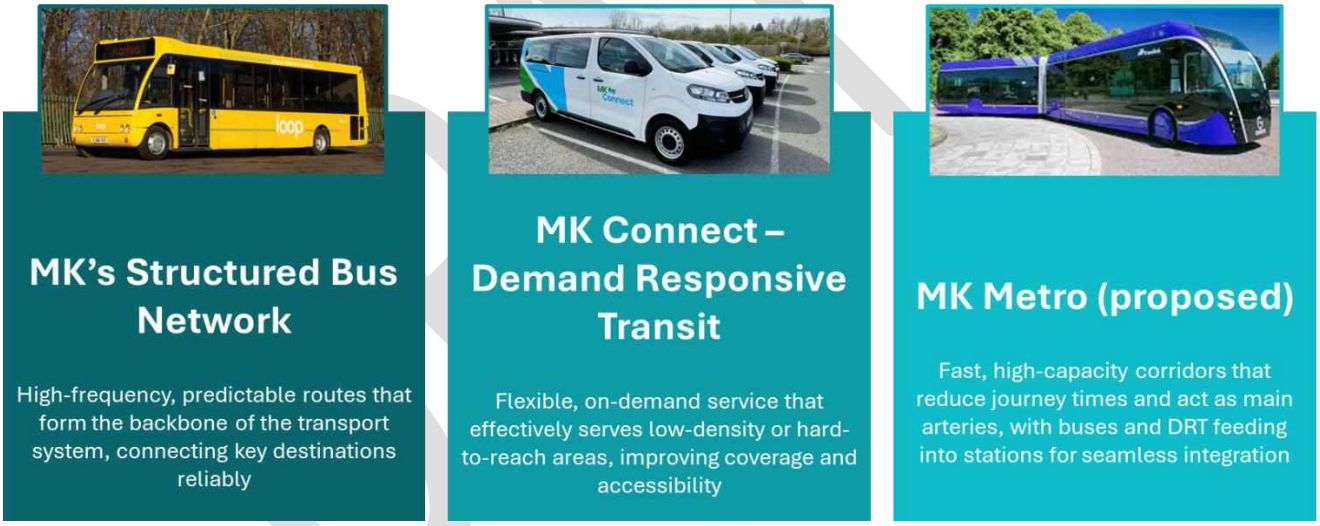


Figure 22 : Main Passenger Transport modes in Milton Keynes

In combination, these three passenger transport services will create a joined-up network that makes travel easier, more sustainable, and more accessible.

This section gives an overview of the current bus, coach, and DRT services, and introduces the role of the proposed MK Metro.

Milton Keynes' Structured Bus Network

We currently have 28 timetabled bus service routes operating across Milton Keynes. Seven operators run these services across the area with Arriva being the main provider, carrying around 85% of all bus passengers.

The busiest north–south and east–west bus service corridors together carry about half of all bus journeys.

Some bus services also connect to nearby towns, with Stagecoach running routes such as the X5 to Oxford and Bedford, and Uno's C1 and C11 routes linking to Bedford via Cranfield University.

Most of the network is run commercially, although we financially support six services and provide short-term funding for three others while efforts are made to boost passenger use.

Some notable enhancements have been made to timetabled bus service routes in recent years, including the introduction of Arriva's Loop service which was introduced in early 2025 and represents the most significant expansion to the city's transport network in over five years. The Loop's innovative route serves new destinations within Milton Keynes and enhances existing connectivity by allowing seamless travel across more of the city without the need to change buses. Destinations on the route include Central Milton Keynes, the railway station, Kingston, Woburn Sands, Bow Brickhill, the Open University and Milton Keynes Hospital.

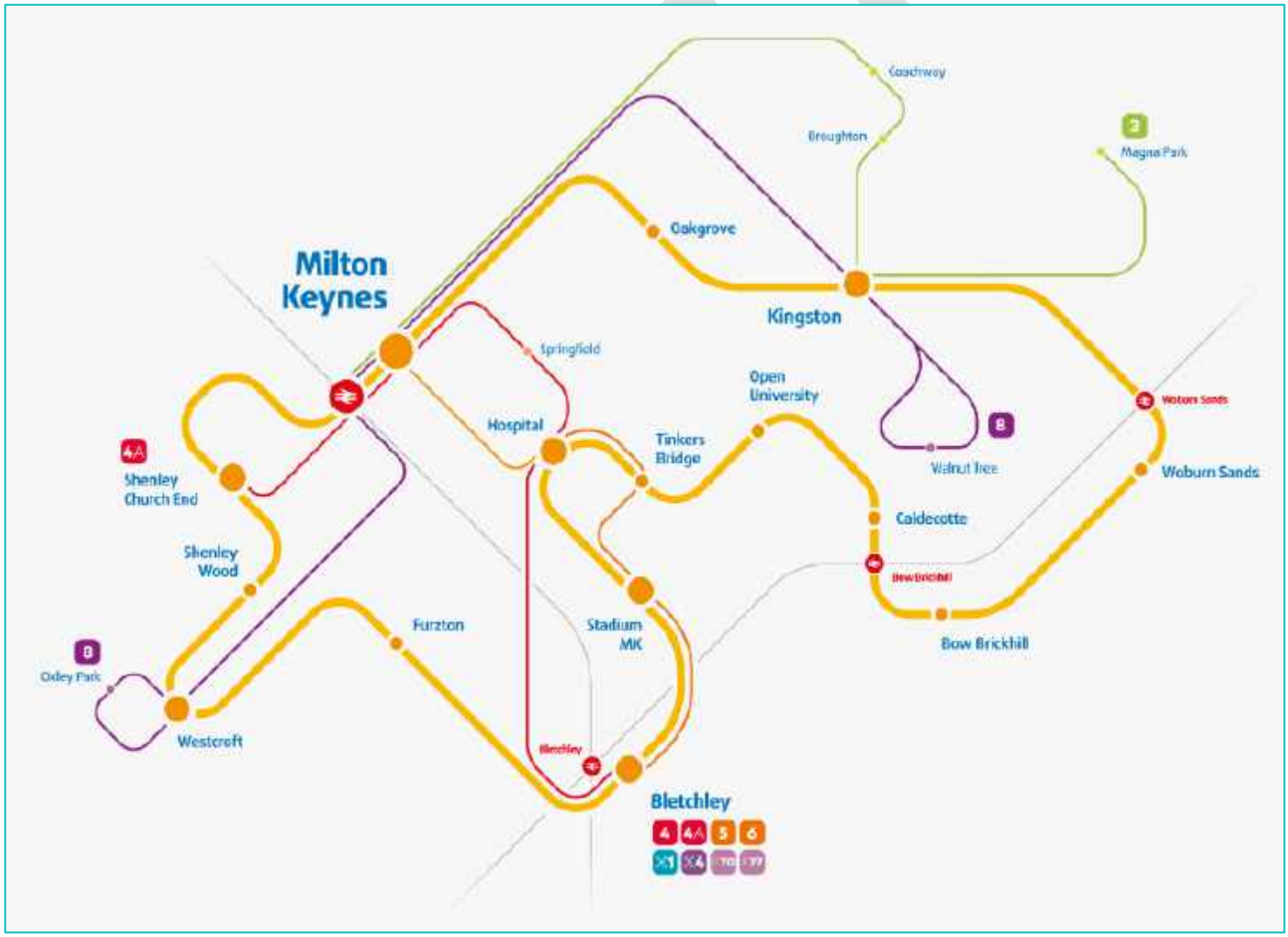


Figure 23 : Arriva Loop bus service map



Figure 24 : Urban Bus Routes in Milton Keynes

Source: Milton Keynes City Council

Service Levels

Buses generally run every 15 to 60 minutes during the day, with some areas benefiting from combined frequencies across multiple service routes of every 10 minutes. However, some parts of the city only see buses every half hour or less, which makes services less attractive compared with the car.

Service accessibility

Across the city there are around 1,000 bus stops, of which 500 have shelters provided. Bus stops are located both on the city's grid road network and within some of the city's estates in between the grid road network. Where bus services do not feed into the residential areas, people need to walk to

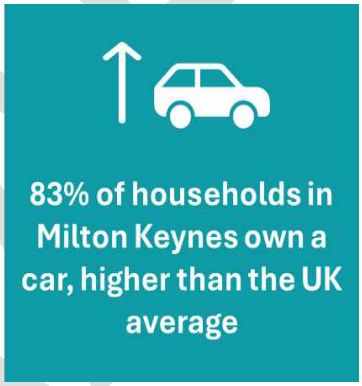
the nearest stop on the grid road. People should not need to cross the grid road network at grade because there are typically grade-separated underpasses or footbridges located near to stops.

Some bus services feed into residential estates along their routes. For example Arriva's popular 8 route links the south-eastern and western parts of Milton Keynes via the city centre - in the south east of the city, the route diverts off H10 Bletcham Way and V11 Tongwell Street to serve the residential areas of Walnut Tree, Browns Wood, Old Farm Park and Wavendon Gate. However it sticks to the grid road network routeing past Kents Hill and Monkston residential areas to the north. Arriva's Loop service also uses the grid road network but diverts through the Oakgrove residential area, increasing accessibility to services. Using the grid road network enables services to travel faster and reduce overall journey times but may reduce accessibility to services in some areas. Also, the design and layout of some of the residential estates are more difficult for buses to navigate efficiently.

Bus services converge at key locations across the city, including in the city centre on Midsummer Boulevard, at Milton Keynes Central railway station, Bletchley bus station, and in the district centres of Wolverton, Kingston and Westcroft.

Patronage, Travel Patterns and Ticketing

Bus passenger numbers peaked at 10 million in 2018 but have since fallen to around 7.2 million journeys in the twelve-month period leading up to March 2024[5], partly the result of changing travel patterns during the COVID-19 pandemic. This is set against a backdrop of very high car ownership in Milton Keynes at 83% of households (compared to a UK average of 78%). Only 3.2% of residents use the bus to travel to work.





Enhancements in digital technology in recent years, including the ability to purchase bus tickets on smart phones and contactless payments, has improved the convenience of using bus services for some people.

Bus operators offer a range of ticket options, with multi-operator travel available through MK Move 'All in 1' smart card. The City Hopper scheme offers discounted bus travel within Central Milton Keynes. The DfT's £3 bus fare cap, which covers most services in Milton Keynes, has been extended to at least March 2027.

[5] Annual bus statistics: year ending March 2024 (revised), DfT

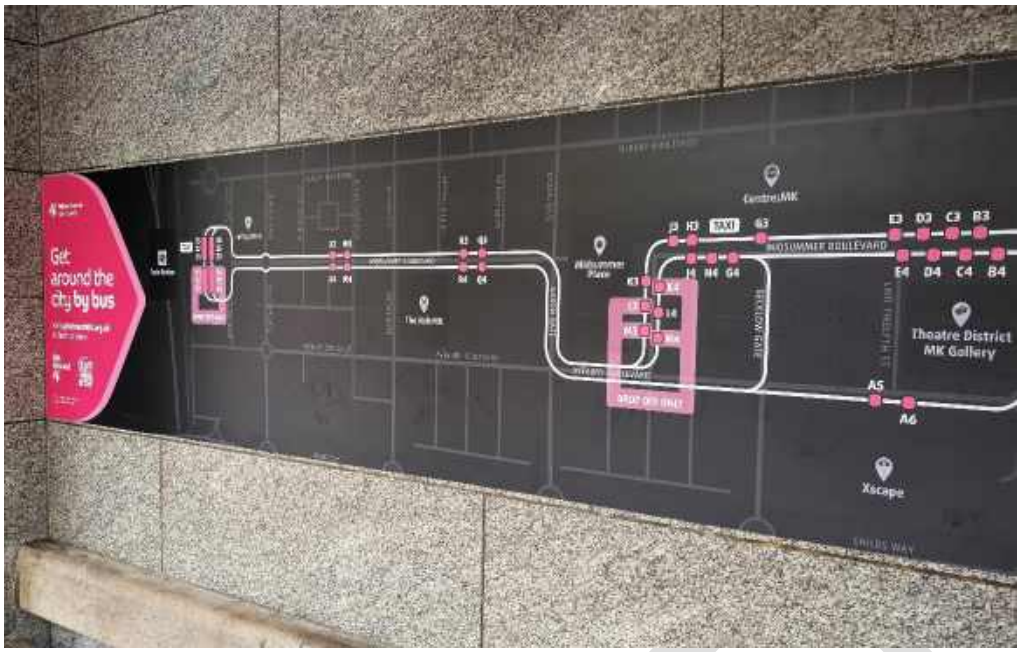


Figure 25 : Bus shelter in Milton Keynes city centre with a large-scale map of the City Hopper route

Service reliability

Despite the grid road system offering a greater level of road capacity and resilience compared with more traditional towns and cities, traffic has continued to grow and between 2009 and 2015, average journey times in the morning peak rose by 12%. This affects bus journey times where services need to route along or cross the grid road network.

Planned highway improvements which aim to address congestion issues and better manage traffic flows should also benefit bus services. For example the recent signalisation of the large Brinklow Roundabout will reduce congestion, leading to shorter and more reliable journeys on several bus services including Stagecoach MK1 and Arriva 3 and 8 routes.

Some bus priority infrastructure exists, including dedicated bus lanes, bus-only right-turning gaps in central reservations on dual carriageways and priority signals (bus gates) including on H6 Childs Way. This type of infrastructure will be used to facilitate the planned MK Metro along the city's grid roads.

Sustainable Services and Fleet Transition

Although we have some electric buses, there is still a way to go on sustainable bus infrastructure.

We want to see the decarbonisation of the bus fleet and the future introduction of zero emission vehicles. However, current passenger levels on services in Milton Keynes would make it difficult for operators to justify the scale of investment required to achieve this. For context, a single decker electric bus can cost between £350k and £500k.

We have been identifying our own sources of sustainable energy that would be available to power a bus fleet and have been at the forefront of trialling new technology, including a wirelessly-charged bus trial which commenced in 2014.

We also have a bus shelter replacement programme encouraging full recycling of old shelters and upgrading materials. Green roofs have also been installed on 15 bus stops across the city, in total

delivering over 8 tonnes of direct CO_2 emissions savings while around 65 stops now have solar-powered e-ink displays.

MK Connect

In April 2021, many subsidised bus services were withdrawn in Milton Keynes, and we introduced our demand responsive transport service, MK Connect.

This innovative solution works alongside the commercial bus network, directing passengers to a local bus where one is available. It fills gaps in areas without regular timetabled bus services, particularly benefitting rural areas and villages across Milton Keynes borough which have fewer or no bus services including Hanslope, Castlethorpe, Lavendon and Sherington.

In addition to supporting the bus network, MK Connect plays an important role in enhancing social inclusion by providing access to key services for those who may otherwise face mobility challenges, including older residents and people with disabilities.

The day-to-day operation of MK Connect is managed by the Council while the software platform is supplied by our technology partner Via. Users provide a pick-up and drop-off location and are then matched with a nearby driver. To ensure efficient journeys, the app asks users to meet the driver at a nearby stopping point, on average 250 metres away – a short 2 to 4-minute walk.



MK Connect provides more flexible travel options, particularly for rural parts of Milton Keynes. Services operate across the entire borough Monday – Saturday 6am-8pm. Payment can be made with debit/credit card via the app. A web portal and call centre can also be used for bookings.

The maximum price for a journey under 5km is £4, and prices are integrated with concessionary passes and fare caps.

The service has grown steadily and is now carrying over 9,000 passenger journeys per week.

The MK Connect fleet is a mix of vehicles, with at least half electric and 30% wheelchair accessible. Vehicles are small, with fewer than 10 seats, and operate under PHV licences.

MK Connect also plays a key role in new development locations, where it can respond to local travel patterns and resident numbers without the cost of operating a fixed bus route using much larger, heavier and costlier vehicles.

As these areas grow, we will ensure the right infrastructure is in place to support a transition to MRT or conventional fixed-route services once demand outgrows DRT.

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Figure 26 : MK Connect Popular Destinations and Fleet

Source: Milton Keynes City Council

Coach Services

Long-distance coach services complement our city's passenger transport service offer by providing connectivity to other places in the country.

Milton Keynes Coachway, near M1 Junction 14 on the eastern side of the city, is one of the busiest coach stations in the UK. It provides easy connections between long-distance coaches and Central Milton Keynes with regular local bus services. There are also 350 free car parking spaces for passengers and people wanting to take advantage of the bus services into CMK.

National Express is the main operator, offering services throughout the day to most major cities, as well as direct links to Heathrow, Gatwick, Stansted, Luton, and Birmingham airports.

The Coachway building includes a café/shop, toilets, seating, and cycle racks, along with facilities to book taxis or National Express coaches. Arrival and departure screens provide near-real-time updates for all National Express services, helping passengers plan their journeys efficiently.

This is the only location where long-distance scheduled coach services stop in the city, although some services route through the city to reach other places, such as National Express' 737 service linking Stansted Airport and Oxford.

MK Metro – our proposed Mass Rapid Transit network

To tackle some of the mobility problems in Milton Keynes head-on, we have been developing proposals for a Mass Rapid Transit System - MK Metro.

This will be a high quality, tram-like system using rubber-tyred vehicles on conventional roads with dedicated lanes, priority traffic signals and high-quality interchanges.

Based on similar schemes in other cities like Belfast's Glider and Birmingham's Spring networks, the MK Metro will offer a significant step-change in public transport quality and provision across the city.

Our vision for the MK Metro proposals, including the timescales and location of the routes, are explored in more detail in Section 8. While not here yet, the MK Metro proposals are already shaping the direction of bus services in Milton Keynes.

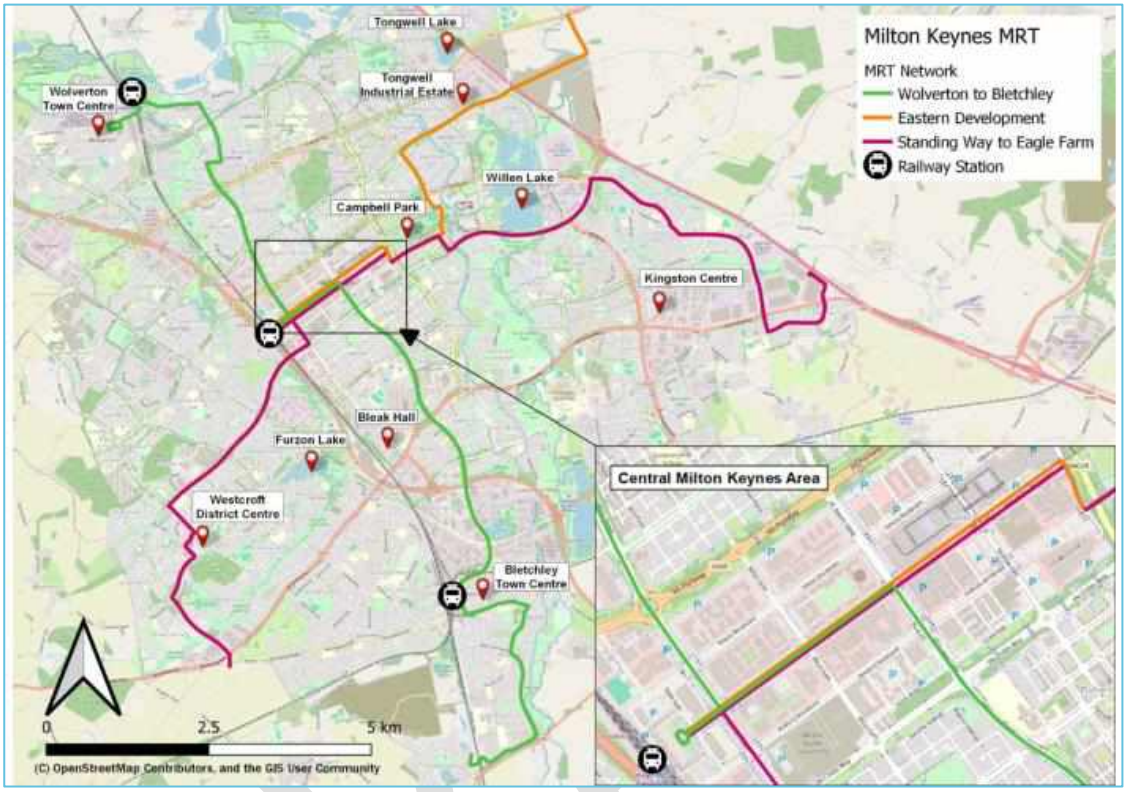


Figure 27 : Proposed MK Metro Preferred Network

Source: MK MRT Strategic Outline Business Case

An Integrated Network

Through the considered design of interchange points, where passenger transport services at the different levels intersect, a more seamless transfer can be ensured, with high quality waiting facilities and excellent connections to the walking and cycling network.

Integration of services and interchange is already facilitated by the provision of up-to-date and convenient information for passengers. City centre timetables have been moved into shelters, and new cases are being procured. The network includes over 100 real-time information LED signs, many with audio announcements.

Fifty battery-powered displays were added in 2023/24, offering flexible deployment where mains power is unavailable.

Autonomous Shuttles

Other innovative forms of transport could join our transport network in the future.

Since December 2024 we have also been trialling an innovative new service using StreetCAV (connected and autonomous vehicle technology). Funded by the Department for Transport, the trial

of these services has been extended, and the shuttles run between Central Milton Keynes Station and Hotel La Tour, 2.4km away.

Each vehicle has a capacity of eight passengers and operates under 15mph, making multiple pick-up and drop-offs along their route. These types of autonomous shuttle could form a new fourth level of passenger transport within Milton Keynes. It also points towards potential technological advancements in autonomous technology that could be adopted in the other forms of public transport in the future.



Figure 28 : Autonomous Shuttle in Operation

Source: Milton Keynes City Council

3. Active Modes

Active Travel in Milton Keynes

Active travel includes cycling, walking and wheeling. By promoting these modes, we can encourage healthier lifestyles, improve air quality, and reduce congestion.

We already have a fantastic off-road walking and cycling network running across our city, but sadly it is not as well-used as it should be. We must therefore make active travel the first choice for shorter trips, and to do so we need to make active travel routes and infrastructure attractive and high-quality.

We published our Local Cycling and Walking Infrastructure Plan (LCWIP) at the start of 2023, and we are prioritising projects that were identified, such as filling in a missing Redway link between Central Milton Keynes train station and the main shopping district, and in Bletchley such as along Buckingham Road and Saxon Street.

Redways

In Milton Keynes, we have over 200 miles of shared-use paths, known as Redways. The traffic-free network covers most of the city estates with some Redways extending out to connect to the older towns.

Some Redways run through the grid road estates, whilst others run alongside the grid roads and utilise bridges and underpasses to get across them.

Our Redway network is now expanding across the city, and we have developed a Redway design guide which ensures that all new extensions to the network are developed to a consistently high standard.

Redways do not extend much beyond the city's limits and there generally are fewer routes in the older towns of Wolverton, Bletchley,



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Woburn Sands and Newport Pagnell where space within the highway network including verges is more constrained.

Also, notably, the Redways do not extend into the rural part of our borough.

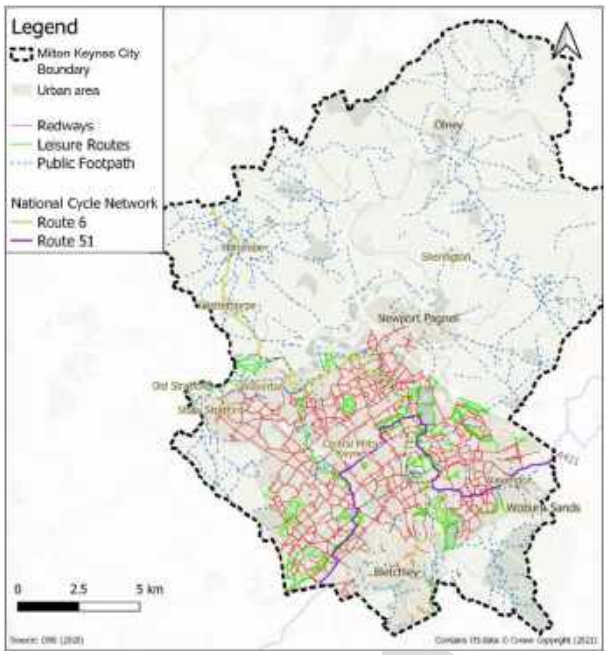


Figure 29 : Existing Active Travel Routes throughout the City of Milton Keynes

Source: Milton Keynes Local Cycling and Walking Infrastructure Plan (LCWIP), January 2023

We have identified a set of Redway Super Routes which are 'express routes' consisting of 13 existing Redway corridors that closely follow the city's grid roads. These are especially beneficial for commuter cyclists and those travelling longer distances across the city by bike. The renewal of these Super Routes is an ongoing project aimed at addressing key barriers to more people using the Redways. Improvements include new and additional wayfinding, cutting back vegetation which is encroaching onto the routes, better lighting, smoother surfaces, and extending the existing routes to reach more residents.



Figure 30 : The Redway Super Routes

Source: Get Around MK

In addition to our Redways, we have an extensive network of footways running alongside roads and footpaths feeding into our green spaces, as well as a towpath running alongside the Grand Union Canal which threads its way through the city between Wolverton in the north and Bletchley in the south.



Figure 31 : Extensive network of footpaths running through attractive greenspaces (example is from Campbell Park)



Figure 32 : Grand Union Canal running through Campbell Wharf

The following two maps show the estimated journey times on foot and by bike to the city centre (The Point). The first image shows estimated walking journey times up to 20 minutes which corresponds to around a 1.5-2km walk distance (1-1.2 miles).

The level of connectivity as depicted in the map is quite uniform around the city centre, influenced by the grid pattern of roads. It covers parts (but notably not all parts) of Campbell Park, Springfield, Fishermead, Oldbrook, Bradwell Common, Conniburrow and Milton Keynes Central station.

The distance which can be covered by bike to reach the city centre is of course much greater. It is possible to reach the centre in under 20 minutes (a distance of around 4.5km (2.8 miles) from a large proportion of the city, but with areas including Bletchley, Wolverton, Wavendon and Newport Pagnell likely to require a longer cycle ride.

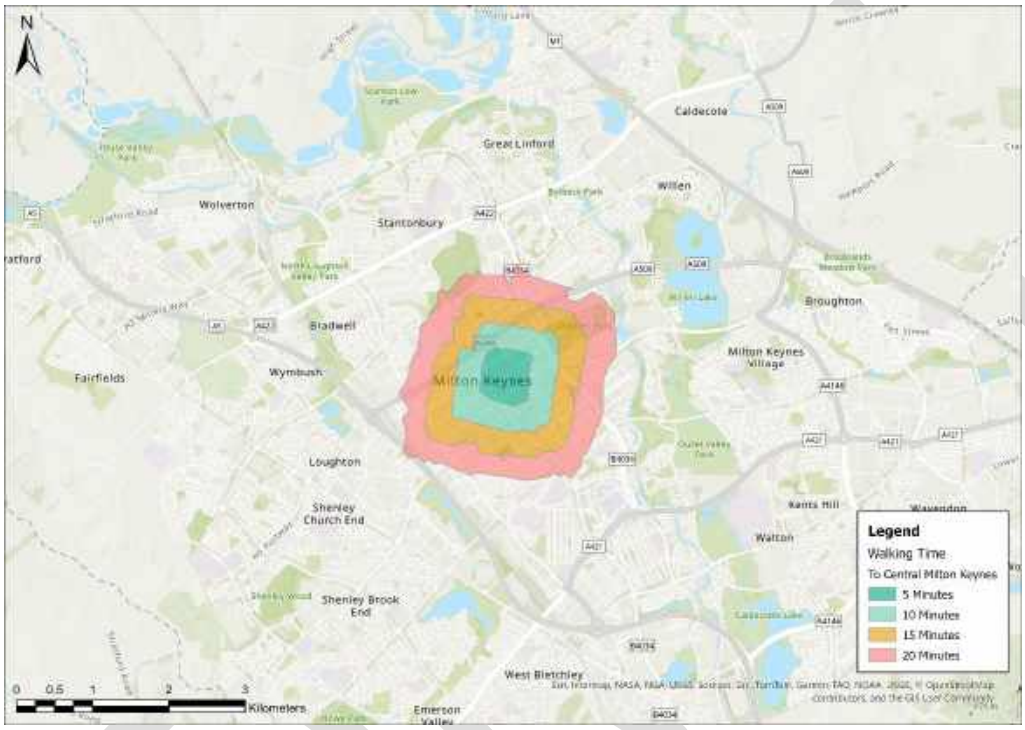


Figure 33 : Estimated walk times to the city centre

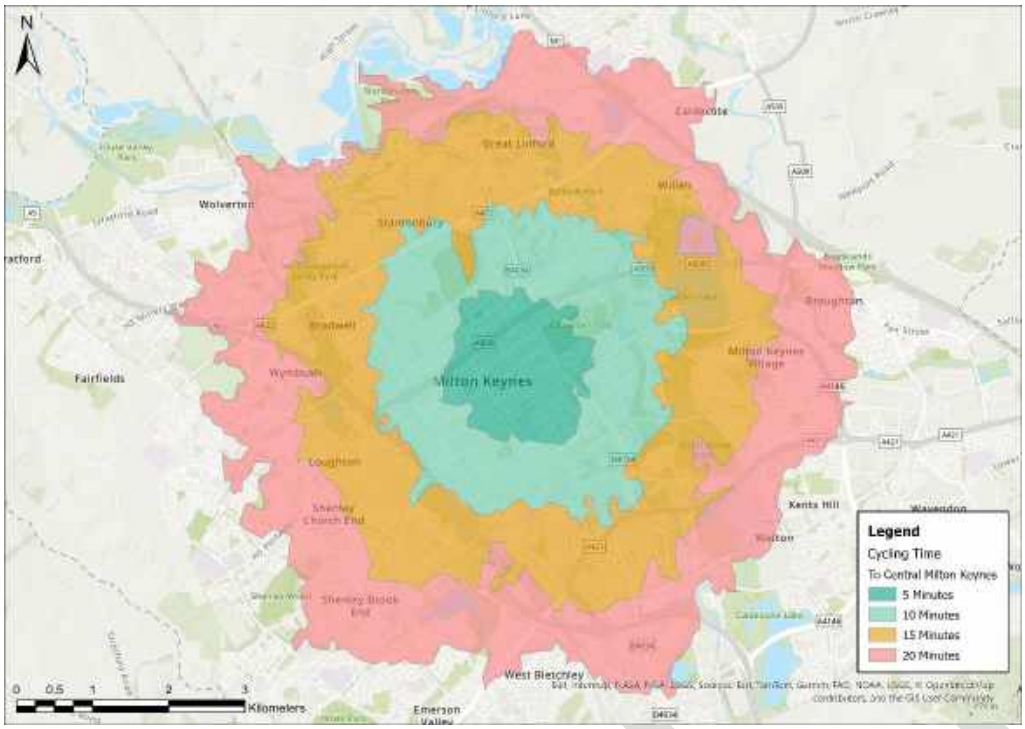


Figure 34 : Estimated cycle times to the city centre

There are also two National Cycle Network (NCN) routes. NCN 6 runs broadly north-south through the city via areas including New Bradwell, Great Linford, Woughton on the Green and Bletchley (and connecting onwards to Luton and Northampton). NCN 51 runs broadly east-west via areas including Far Bletchley, Furzton, Eaglestone, Walnut Tree and Wavendon (and connecting onwards to Bedford, Bicester and Oxford).

We have areas of high-quality public realm including attractive landscaping and places to sit.

A recent project includes an artwork installation in Milton Keynes Station Square covering over 3,000m^2. Titled, 'Walk With Your Dreams' the installation has been designed by British Nigerian artist Yinka Ilori drawing on the graphic weave of Nigerian textile patterns, and is designed to both celebrate Milton Keynes as a melting pot of culture and to act as a gateway to the city. The red and white striped patterns direct pedestrians to the underpasses while the whole piece creates a vibrant welcome to Milton Keynes.

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Figure 35 : Milton Keynes Station Square Artwork 'Walk With Your Dreams'

We are investing in other areas of public realm improvements, including in Bletchley Town Centre, which will create a more welcoming environment for pedestrians and cyclists. The works will include making Queensway (i.e. the high street) one-way for traffic from Albert Street to Princess Way to balance the needs and safety of people using different types of travel and transport; building a two-way cycle path along Queensway, Albert Street to Princess Way; and constructing raised table crossings on Queensway and all side streets making the streets safer for pedestrians, disabled people, and people who use mobility aids.



Figure 36 : Proposed changes to Queensway in Bletchley Town Centre

Not all parts of the city's public realm are currently of a high standard, and we continue to identify and prioritise works to improve surfacing and signage in areas in most need. Common issues include broken or uneven paving slabs and block paving, excessive weeds and encroaching vegetation, and missing, damaged or graffitied signage and other street furniture including bus shelters.

Image examples of poor quality public realm?



Figure 37 : Example of a vandalised bus stop

E-Scooters

E-scooters are currently operating as part of a DfT trial across the city (one of eighteen trials nationally). E-scooters have helped with mobility across Milton Keynes, especially for younger people, and they have been shown to remove hundreds of thousands of vehicle trips from the city's roads.

E-scooters are operated by Lime and Dott. Users can book an e-scooter through a mobile app, with discounts available for key workers, students and people on a low income. The e-scooters can be used on our Redways, cycle tracks and local roads, but they are not allowed on footways. E-scooters which are not operated by Lime and Dott under the trial are illegal to use on the public highway in Milton Keynes.

We have also trialled Geofencing technology which uses data to create virtual boundaries and allows the operators to switch off the power to an e-scooter if it is in an area it is not permitted to enter, or its speed can be reduced if there is a risk of conflict with vehicles or pedestrians. We work together with our operators to monitor the use and parking of the trial e-scooters in real time, which will help to identify where the 'hotspots' of usage occur. As indicated in the following image, the highest level

of usage of e-scooters occurs in the city centre. However they are popular in many areas of the city including popular leisure destinations such as Willen, Caldecotte and Furzton Lakes.

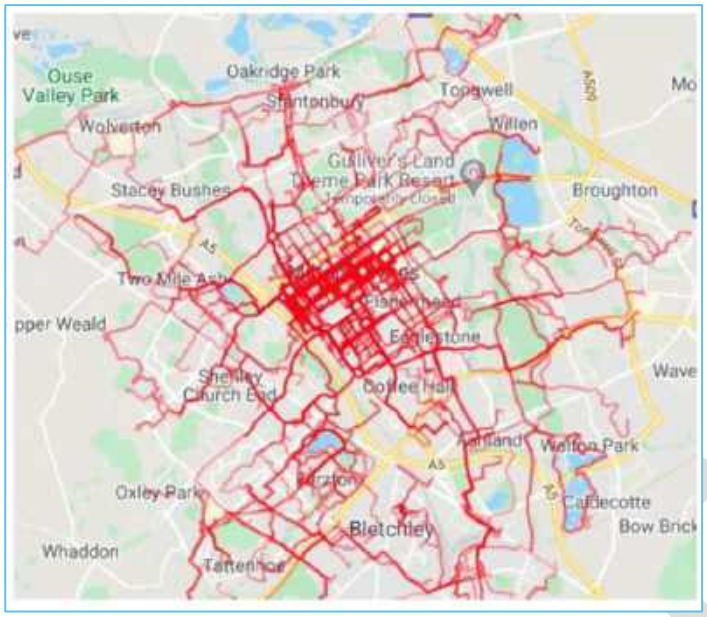


Figure 38 : Location of Lime 'Hot Routes' through Milton Keynes 2020-2021

Source: Milton Keynes City Council Local Cycling and Walking Infrastructure Plan (LCWIP), January 2023

E-scooter trials have not been without their difficulties nationally or in Milton Keynes. We are therefore minded to formalise the provision of an e-scooter hire scheme through a tender for a concession contract once the trial has ended (currently projected to be 2028), or before if permitted to do so. Our own bespoke contract will permit additional checks and balances to be imposed on operators to address the reported issues.

We are in dialogue with representatives of the disabled community in MK and listening to their concerns and issues[6]. As part of our Get Around MK travel initiative, we have established a stakeholder advisory group with representatives from the Police, Parks Trust, Santander, Cycle Forum, Operators, MKCC, Guide Dogs for the Blind, local businesses and MK Centre for Integrated Living. The role of this group will be to review the trial and offer recommendations for modifications to be considered.

As part of Get Around MK, several e-cargo bikes have been introduced with the aim of reducing congestion and emissions. Several e-cargo bikes are being used by the Council's tree and highway inspectors, and a fleet of 12 bikes are available for local businesses to lease at heavily reduced rates. This initiative supports businesses making deliveries across the city. As of 2023, the e-cargo bikes have covered 20,000 miles, delivering goods and services across the city.

As of 2023, Get Around MK's 12 e-cargo bikes have covered 20,000 miles, delivering goods and services across the city.

[6] https://getaroundmk.org.uk/get-connected/go-electric/e-scooter-trials

Cycle Hire

Several cycle hire options are available in Milton Keynes. Santander Cycle MK, which is operated by Nextbike, launched in 2016. Users need to register on a dedicated app, with a fleet of around 300 bikes which are accessible at 42 docking stations located across the city area.

As with e-scooters, users are not permitted to ride Santander bikes outside a designated cordon meaning that the bikes cannot be ridden into the more rural areas of Milton Keynes, although it does cover places like Newport Pagnell and most of Woburn Sands.



An electric assisted bike hire scheme is operated by Lime across Milton Keynes (alongside their e-scooters). Each e-bike is equipped with a 250-watt motor and a rechargeable lithium battery, helping riders to climb hills and cover long distances more easily.

Using the Lime app, users will locate the nearest e-bike which do not need to be parked in a designated area or docking station. Users then scan to unlock the bike using a QR code located on the bike.

Lime also offers a Lime Access membership pass with a 50% discount for people who hold a Jobcentre Plus Travel Card, Blue Light Card (for emergency service workers), Student Card and other eligible key worker IDs and passes.



Figure 39 : Santander cycle docking station

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Figure 40 : Santander Cycles MK app interface
Source: nextbike app



Figure 41 : Example of inconsiderate parking of e-bikes

Safety and Accessibility

It is important to consider how people walking, wheeling and cycling interact with one another. We are currently finalising our 'Redway User Guide' which sets out how Redways should be used considerately by everyone. It notes the potential value of improved signage and markings at locations where different users of the network converge or are potentially at risk of coming into conflict with one another.

We want to encourage more people to cycle in our city but also know that safety and perceptions of safety are a significant barrier to this. To help address safety concerns, we offer our Bikeability scheme which provides cycle training courses for everyone including school pupils. These courses are designed to help trainees prepare for on-road cycling, build confidence on local quiet roads and Redways, and navigate busier roads and junctions safely.

Additional 'Bikeability Plus' courses are also offered. These include learning to ride for beginners (Bikeability Learn to Ride), cycling safely together as a family (Bikeability Parent) and planning a cycle route to school or work (Bikeability Transition). Our Bikeability Fix course covers simple bike safety checks and maintenance.

We host regular Dr Bike workshops at Midsummer Place Shopping Centre, which is a free service for anyone. These workshops include checks on bike brakes, tyres, gears, and overall roadworthiness. If possible, the Dr Bike mechanics will fix problems on the spot, and if repairs cannot be completed immediately, they will advise you on the problem so you can visit a bike shop with a clear explanation. Alongside these checks, bike security marking is provided by a member of the Transport Team of Thames Valley Police. This involves applying a unique identifier to a bike, making it easier to trace if stolen.

We also work with our schools on pupil travel safety and road safety education, and we will continue to visit schools to deliver these important lessons. We also fund opportunities for some school children to attend Hazard Alley safety centre[7] in Milton Keynes, which is a fantastic real-life training venue for children to learn about all aspects of safety.

We would like to increase our activities and engagement with schools to enable more children to benefit from this valuable experience, subject to funding constraints.



Figure 42 : Hazard Alley Road Safety Centre

[7] https://www.safetycentre.co.uk/

Source: https://www.safetycentre.co.uk/scenarios-activities/road-safety/

Challenges

Our Redways face several challenges, for example limited crossing points under or over railways, waterways, the city's grid roads and major routes like the M1 and A5. There are also increasing concerns around anti-social behaviour and crime on our Redways. In winter, walking on the Redways can be hazardous if the quality of the walking environment is not maintained.

Some sections of Redways present challenges for our disabled residents and visitors, including steep gradients where Redways travel under or over the highway network, and where parked cars obstruct access or reduce visibility at junctions when crossing roads. We are committed to addressing these challenges and delivering accessibility improvements, such as re-profiling underpass approaches where possible, particularly in the vicinity of healthcare providers where we know large numbers of people with mobility issues need to access safely and with ease. Tackling these issues is crucial, as the Redways offer a good option to travel safely in wheelchairs, adapted cycles, or mobility scooters away from traffic.



Figure 43 : Example underpass with steep gradients in Milton Keynes City Centre holding photo

Funding continues to be a challenge, with the Council largely dependent on funding from the DfT and Active Travel England (ATE) to advance schemes and improvements. Local authorities across the country are graded 0 to 4 (with level 4 being the highest level) on their capability to make schemes that will support the objectives set out in the Government's Cycling and Walking Investment Strategy. The ratings focus primarily on local leadership, plans and delivery record. Currently, the Council's rating is at Level 1.

Our Level 1 rating limits the amount of funding we can currently access. We are very hopeful that our recent projects and initiatives to enable and encourage active travel, such as the new Redway at Newton Leys and the success of our Bikeability scheme, will result in us being upgraded to Level 2 in 2025 which will unlock greater active travel funding opportunities.

4. Railways

Overview of rail services in Milton Keynes

There are six railway stations in Milton Keynes: Milton Keynes Central, Bletchley and Wolverton on the West Coast Main Line (WCML); and Fenny Stratford, Bow Brickhill and Woburn Sands on the Marston Vale Line.

Rail services stopping at these stations connect to surrounding towns, including Northampton, Leighton Buzzard and Watford. This regional network supports access to employment, education, and services across the wider South East and Midlands, as well as providing leisure opportunities.

While the city itself is primarily designed around road infrastructure, rail still plays a role in local mobility. Stations like Bletchley, Wolverton and Fenny Stratford serve residential and suburban areas, whilst Bow Brickhill and Woburn Sands serve more rural areas.



Milton Keynes Central station is the largest station, offering local and high-speed long distance rail links to major cities such as London, Birmingham, Manchester, and Liverpool. Both Avanti West Coast and London Northwestern Railway services stop at the station. These frequent and fast services make our city an attractive location for businesses, commuters as well as leisure travellers. A journey by train to London Euston takes approximately 30–35 mins, to Birmingham around 58 minutes, and to Manchester around 95 minutes. Rugby, Coventry, Birmingham Airport, Liverpool and Crewe are also frequently served destinations directly connected to Milton Keynes.

The station facilitated around 5.5 million estimated passenger entries and exits between April 2023 and March 2024, ranking as the 33rd largest station in the country outside of London (out of 2,245 non-London stations)[8]. It is one of the busiest stations between London and Birmingham. 81% of all rail trips to/from the borough use Milton Keynes Central station.

Bletchley station serves the southern area of the city and provides London Northwestern Railway services connecting to London, Watford, Leighton Buzzard, Northampton and Birmingham.
However, it is not served by the fastest, long-distance Avanti West Coast trains. The station also lies at the western end of the Marston Vale line with services connecting to Bedford. It had around 964,000 estimated passenger entries and exits between April 2023 and March 2024.

Wolverton serves the northern part of the city with services operated by London Northwestern Railway to London Euston, Northampton and Birmingham New Street. There are far fewer services calling at this station compared to Milton Keynes Central and Bletchley, and therefore people living in the northern parts of the city such as Wolverton, Stoney Stratford and Bradville may choose to travel (typically by car) to Milton Keynes Central to access services, even though it is further away. Wolverton station had around 299,000 estimated passenger entries and exits between April 2023 and March 2024.

[8] https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage

Bow Brickhill, Fenny Stratford, and Woburn Sands are smaller stations on the Marston Vale Line between Bletchley and Bedford. These stations had between 6,000 and 20,000 estimated entries and exits between April 2023 and March 2024, reflective of the much lower frequency of rail services currently operating on this line.

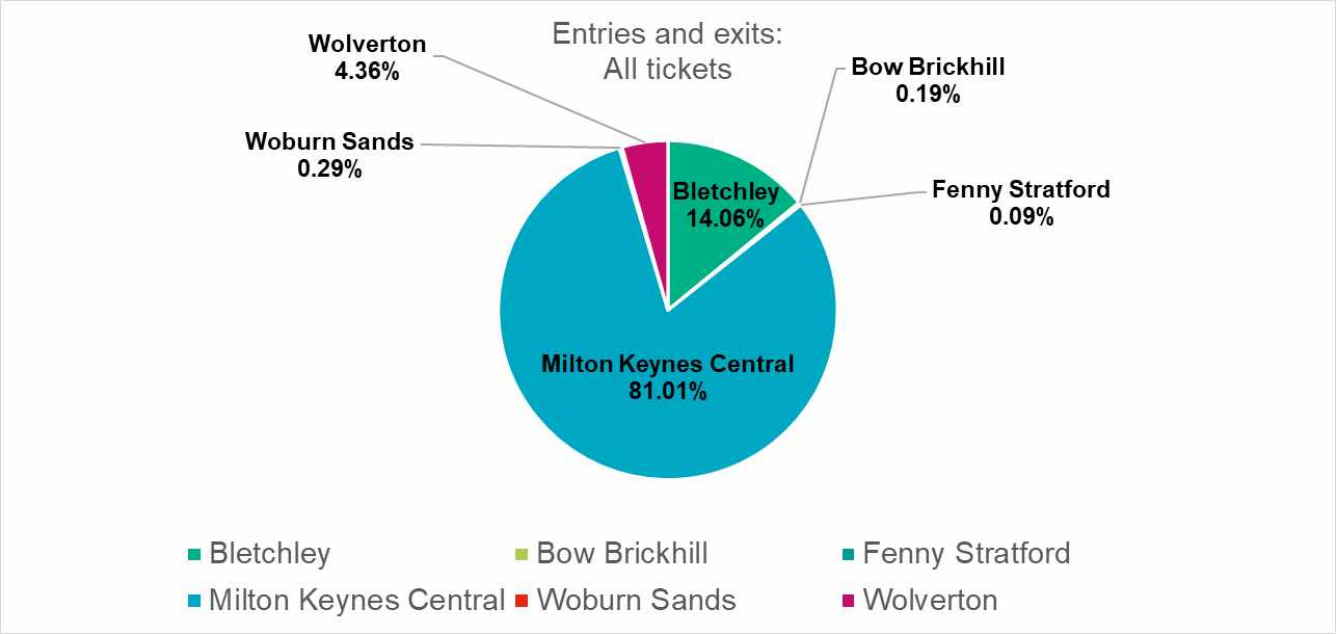


Figure 44 : 2023/24 entries and exits, all tickets, at the 6 stations in Milton Keynes

As the table below demonstrates, the main origin or destination station for the three stations located on the West Coast Main Line is London Euston. This highlights the importance London plays as both an economic and leisure attractor for people living in Milton Keynes.

For the three stations on the Marston Vale Line, the most common origin or destination station is either Bletchley or Bedford which are the two terminating points of the line. The percentages are lower than the three stations on the WCML, suggesting that both ends of the route– are similarly sized attractors and that there might be more local traffic on the line. Through improvements to the Marston Vale Line as part of the next phase of the East West Rail project including increased service frequencies, passenger numbers are expected to increase.

There are also a small number of interchanges occurring between train services (i.e. people don't enter or exit a station) at both Bletchley and Milton Keynes Central, 5% and 4% of the total journeys respectively. This reflects trips changing from the Marston Vale Line as well as those potentially interchanging from stopping London Northwestern Railway services to faster Avanti West Coast services (and vice-versa).

Milton Keynes Central is the 33rd busiest station in the UK (excluding London) with over 5.5 million passengers annually.

London is the most popular destination for rail trips

Station	Annual station entries and exits: All ticket types	Main origin or destination station travelled from/to	% of journeys to or from main stations	% of journeys which are interchanges
Milton Keynes Central	5,559,150	London Euston	62%	4%
Bletchley	964,728	London Euston	57%	5%
Wolverton	299,474	London Euston	46%	0%
Woburn Sands	19,576	Bedford	28%	0%
Bow Brickhill	13,274	Bletchley	31%	0%
Fenny Stratford	6,420	Bedford	23%	0%

Table 1 : 2023/24 entries and exits, all tickets, at the 6 stations in Milton Keynes and % of journeys to or from main stations

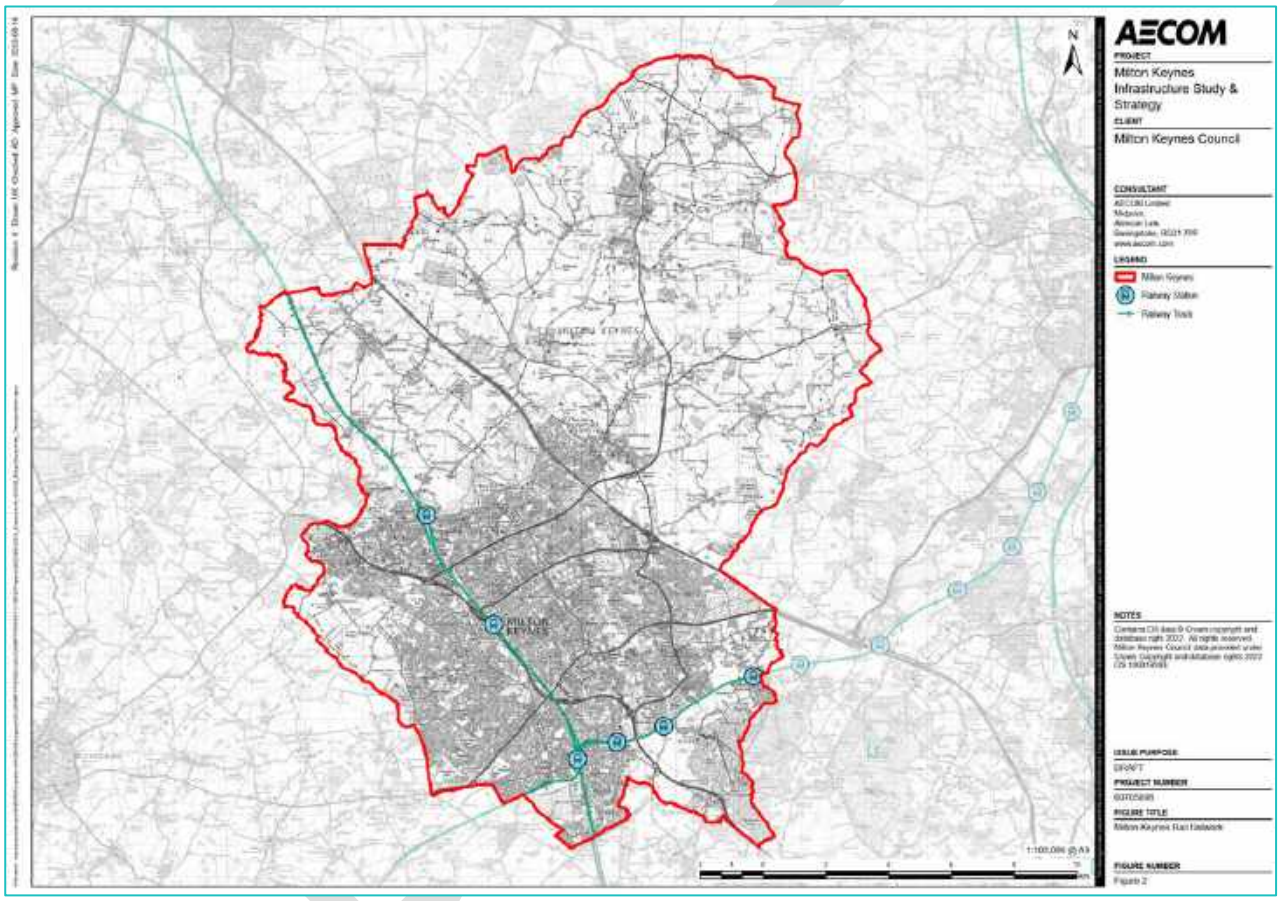


Figure 45 : Railway stations in Milton Keynes

Services on the West Coast Main Line

As of September 2025, the Monday to Friday off-peak timetable from Milton Keynes Central was:

Avanti West Coast:

- 1 train per hour to Liverpool Lime Street, via Crewe and Runcorn
- 1 train per hour to Manchester Piccadilly, via Stoke-on-Trent and Stockport
- 1 train per hour to Birmingham New Street, via Coventry and Birmingham International
- 3 trains per hour to London Euston (fast, or via Watford Junction)

London Northwestern Railway:

- 2 trains per hour to Birmingham New Street via Northampton and Rugby (also stopping at Bletchley and Wolverton)
- 1 train per hour to Crewe via Tamworth and Stafford
- 5 trains per hour to London Euston (mix of slow, semi-fast and fast services. Four services call at Bletchley and two at Wolverton)

Milton Keynes Central has previously had direct Monday-Friday off-peak services to Glasgow and Edinburgh, though following a timetable change people travelling to Scotland now need to change trains in Crewe or Birmingham. Direct trains do however operate on Sundays only with a journey time of around 4.5 hours.

Places like Blackpool North and Wolverhampton are also directly connected by rail to Milton Keynes at weekends.

East West Rail

The opening of the first phase of East West Rail (EWR) at the end of 2025 represents a key opportunity for connectivity in Milton Keynes, positioning our city at the heart of a new strategic corridor linking East Anglia and Oxfordshire. For us, this means enhanced access to innovation hubs, universities, and employment centres including the major centres of Oxford and Cambridge. This enhanced connectivity will fuel economic growth and support our role as a regional transport and business gateway.

The map below shows the full East West Rail scheme.



Figure 46 : East West Rail Route
Source: East West Rail | Project overview

The EWR project is designed not only to improve intercity travel but also to support local journeys, reducing reliance on road transport and encouraging more sustainable mobility. The upgrade of Bletchley station and the construction of a new station at Winslow (west of Milton Keynes in Buckinghamshire) will improve both access and passenger experience.

Construction of Phase 1 linking Oxford to Bicester, Bletchley and Milton Keynes is now complete and services will start in late 2025, operated by Chiltern Railways. This has involved construction of

two new ‘high-level’ platforms at Bletchley station that will be used by trains running between Milton Keynes and Oxford.



Figure 47 : A test train operating through the new platforms at Bletchley Station
Source: East West Rail

Planned Phases 2 and 3 are the future sections to Bedford and Cambridge. Phase 2 will improve the existing Marston Vale Line between Bletchley and Bedford including twin-tracking sections which are currently single track which will lead to an increase in the frequency and speed of services operating on this line. This is likely to mean stations like Woburn Sands will experience much higher passenger volumes in the future. Phase 3 will require the construction of a new railway line from Bedford into Cambridge and will be a more complex project to deliver in the longer term.

To complement EWR and address existing constraints, there are two separate interventions that we hope to see delivered which will benefit Milton Keynes:

- A new eastern entrance is required at Bletchley station to connect better to the town centre and to support its ongoing redevelopment. The existing station access and ticket hall lies on the western side of the railway line, facing away from the town centre. A new eastern entrance would open up a much larger station catchment area and would also help relieve stairwell and gate line congestion at the existing ticket hall.
- A new section of railway line joining EWR to the WCML to the north of Bletchley Station (known as the Bletchley North East chord) would allow direct passenger services to run from Milton Keynes to Cambridge without reversing at Bletchley, and to allow freight trains, especially intermodal services from London Gateway and Felixstowe ports, to avoid congested lines in North London and join the WCML at Bletchley via the EWR route.

EWR will integrate with Milton Keynes’ existing transport networks, including bus services, cycling infrastructure, and the Redway system, ensuring seamless multimodal connections.

The new rail link will also provide capacity to freight. It plans to allow for:

- up to two new freight services per day in each direction from Felixstowe via Cambridge through to Oxford and beyond;

- up to two new freight services per day in each direction from Southampton via Oxford, Bletchley and onto the WCML once the first phase of EWR is complete; and
- up to ten additional freight services per day in each direction between Oxford and Milton Keynes and beyond once EWR is fully operational.

This will facilitate new movements from the south (Southampton) and east (Felixstowe) carrying port containers. Though the number of new freight services is limited, EWR claim that it could remove up to a 250,000 lorry journeys every year – decongesting the highway network[9].

Station Accessibility and Integration

Milton Keynes Central station can be accessed by car, with ample car parking and a dedicated drop-off/pick-up area in-front of the station entrance. It is also well-connected by bus, with an interchange directly outside the station and served by several urban and inter-urban bus routes. There is also a taxi rank.

Walking and cycling are supported via the extensive Redway network leading up to covered cycle parking racks and lockers. Cycle hire is available including a Santander cycle docking station.

Two Redway routes cross over the West Coast Main Line near to the station, linking to residential areas to the west including Loughton and Great Holm.

There are lifts providing step-free access to all platforms as well as toilet facilities and shop kiosks located throughout the station. Adjacent to the station forecourt there are several food retail and coffee shops.

Bletchley station offers car parking, a taxi rank and small refreshments kiosk. The station is within a short walking distance of Bletchley bus station and Town Centre. Cycle parking is also available. There are lifts, accessible toilets and step-free access to all platforms. Buses do not stop immediately outside the station, but close by on Sherwood Drive and Buckingham Road.

Wolverton station offers car parking and is also accessible by bus routes which connect to CMK and Bletchley. There are Redway paths close to the station, and it also has cycle parking available. There is some step free access, but the station is not fully step free. There are no lifts, but there are accessible toilets. Work by Network Rail to address the gap between trains and platform was undertaken at Wolverton over Christmas 2025.

Fenny Stratford, Woburn Sands, and Bow Brickhill are smaller stations, primarily accessed on foot and by bike and with no dedicated forecourt areas. Fenny Stratford has 4 car parking spaces. Local bus services also connect these stations to surrounding areas, though facilities are more limited compared to the larger stations.

Woburn Sands and Bow Brickhill stations are connected to the Redway network, making it is easier to access these stations from nearby residential areas including Woburn town centre, Wavendon, Caldecotte and Tilbrook.

The following two maps show the estimated cycling journey times to Milton Keynes Central and Bletchley stations. It is feasible to cycle to Milton Keynes Central in 20 minutes from a large part of the city, with only the southern and eastern parts of the city including Bletchley, Walton, Broughton Great Linford, Newport Pagnell and Stony Stratford requiring a longer journey. The increasing use

[9] East West Rail Freight. Available at: https://eastwestrail.co.uk/planning/environment-sustainability/freight

of electric-assisted bikes will also help expand the areas around stations where cycle journeys can reasonably be undertaken, thus enlarging these areas on the map still further. Bletchley station can be accessed by bike from the southern and south-western areas of the city, as well as surrounding villages like Newton Longville (although noting that this would invariably require cycling on roads).

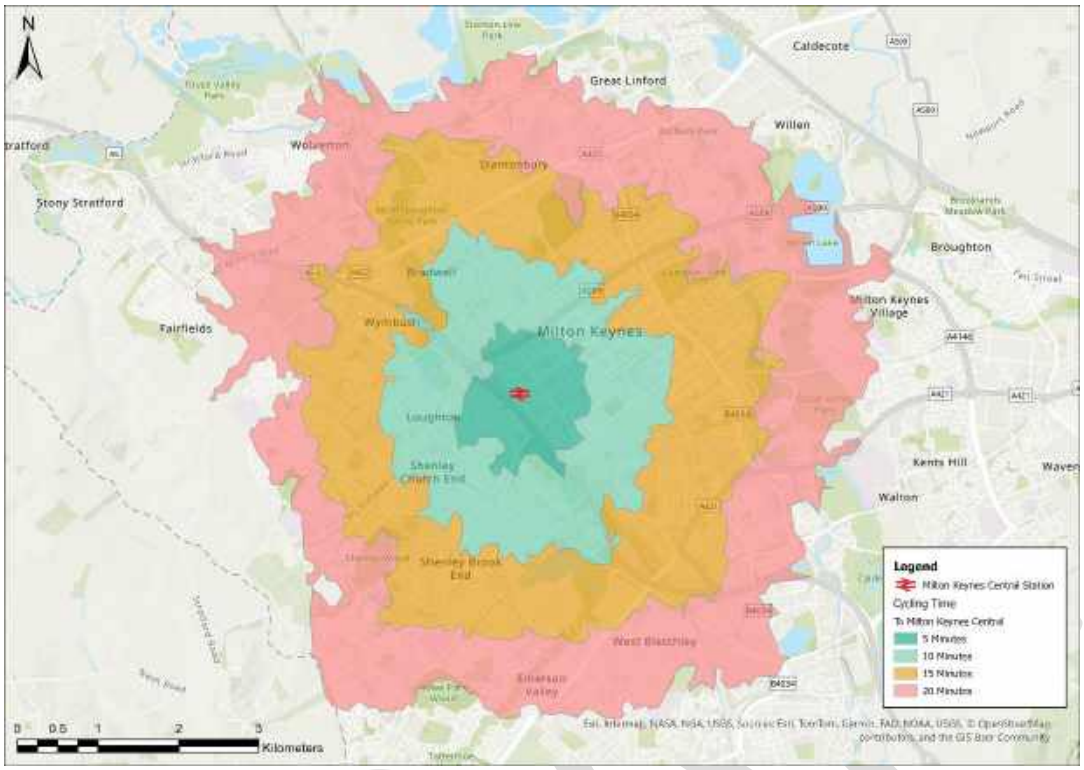


Figure 48 : Estimated cycle times to Milton Keynes Central station

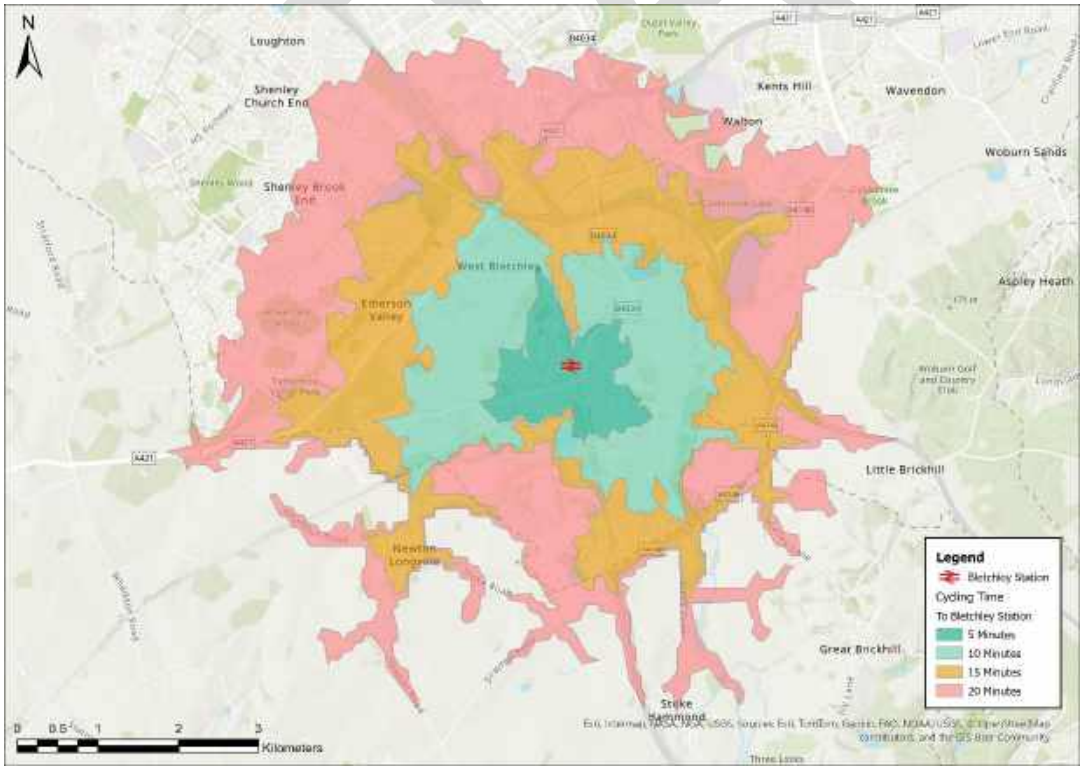


Figure 49 : Estimated cycle times to Bletchley station

Access from more rural areas

While the city area is well connected by train, the more rural areas of the borough to the north of the city, and the eastern-most fringes of the city, are not as well connected to stations, including Newport Pagnell, Sherington and Olney. These areas used to have better railway connections including a railway line linking Wolverton and Newport Pagnell (which is now an attractive Redway route) and a railway via Olney linking Bedford and Northampton. These lines closed in the 1960s as part of the Beeching cuts.

People needing to access train services from these areas are therefore more reliant on using the car, with few direct bus service connections. Where people have no access to a car or timetabled bus, MK Connect is an attractive option available to provide access to stations.

A journey by car from Olney to Milton Keynes Central (a distance of around 9 miles) in the morning peak period can take between 20 and 35 minutes. Olney is around the same distance from Bedford and Northampton stations.

High Speed 2

HS2 is a major new piece of high speed rail infrastructure currently under construction between London and Birmingham.

While it will not route through Milton Keynes, instead running through the Buckinghamshire countryside approximately 14 miles west of the city, HS2 will free up space on the existing WCML to enable more local and regional rail services.

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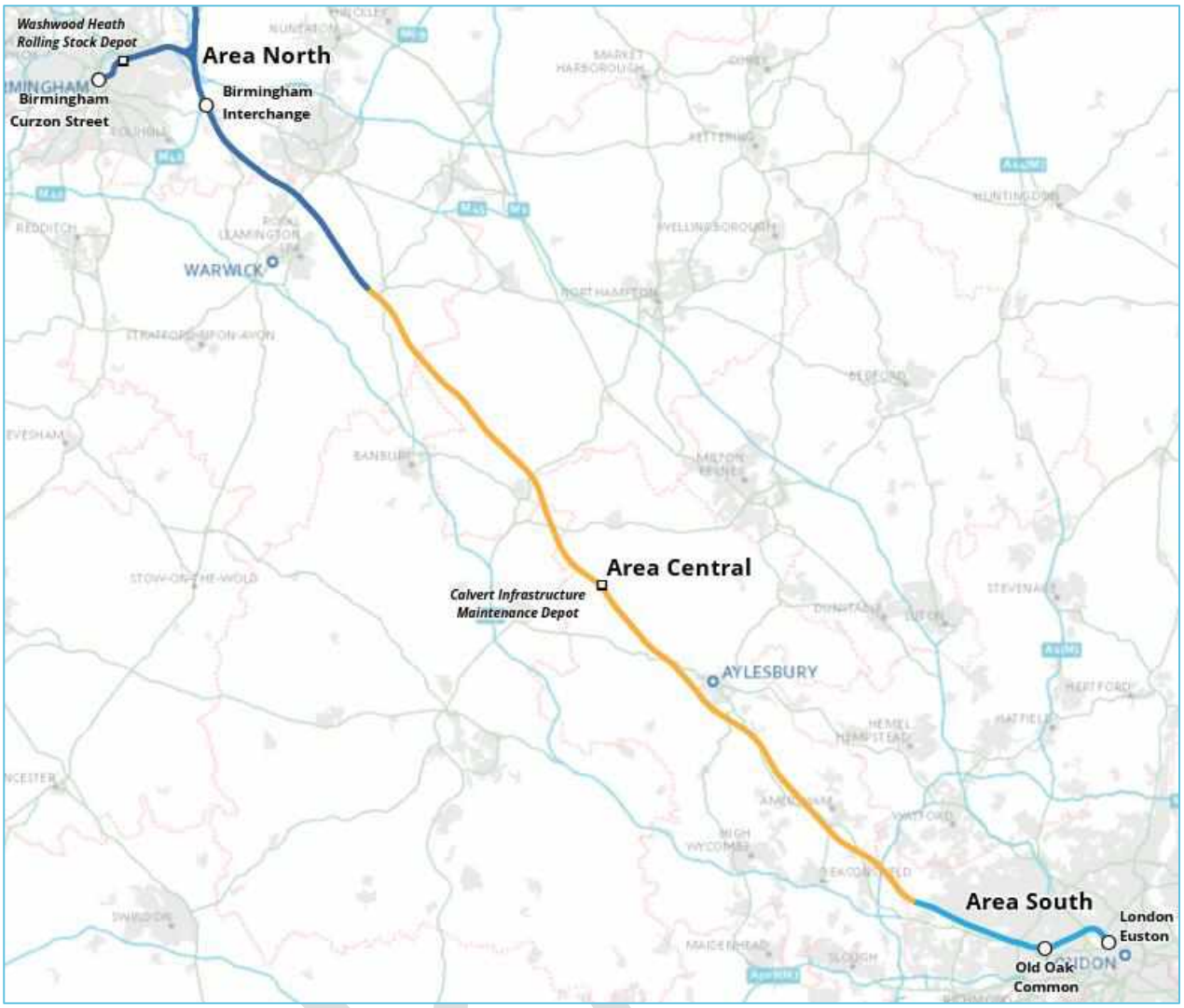


Figure 50 : HS2 Route

Source: https://www.gov.uk/government/publications/hs2-plan-and-profile-maps-london-to-the-west-midlands-index-and-key-plans

The WCML south section including the section through the city is the busiest mixed traffic railway in Europe and there is currently little space for additional passenger or freight services despite demand. The resilience of the railway in the event of an incident is also severely compromised by the sheer number of trains using the tracks on this section and the short signalling spacings between them.

In addition, Network Rail is looking at the potential for Milton Keynes Central to become a regional station hub following the delivery of HS2. Enlargement of the station's ticket hall gate line, overbridge and stairwells, along with an additional track and platform will cater for an increase in passenger flows and help to ease congestion which occurs when passengers navigate through the station. We consider this to be an excellent opportunity to improve the rail connectivity of Milton Keynes, and we will work with Network Rail to develop the proposals over the coming years, as HS2 nears completion.

Rail Freight

The only active rail terminal in Milton Keynes is the Cemex terminal at Bletchley, which receives a daily train of stone from the Peak District and can also receive sand and gravel by rail.

A former aggregates terminal at Wolverton and a nearby former rail connected warehouse are both no longer rail connected.

Containers from the major ports at Southampton, Felixstowe, and London Gateway tend to be transported to and from Milton Keynes by road. Opening of the EWR route will provide much more direct access from Southampton (from 2025) and Felixstowe (2030s) to Northampton and DIRFT (near Daventry). From these hubs, freight will be delivered to Milton Keynes by road.

EWR will also enhance regional rail freight capabilities, offering a new strategic corridor for east-west movements that complements the existing north-south freight flow on the WCML. By enabling rail freight to travel directly by rail between Oxford, Milton Keynes, Bedford, and Cambridge, EWR will help divert heavy goods traffic away from local roads, reducing truck flows through Milton Keynes that currently rely on the A421 and other east-west routes. This will help alleviate congestion on the local road network.

WCML is one of the most important corridors for rail freight. The line plays a key role in linking distribution centres and industrial hubs in the Midlands to ports such as Southampton, Felixstowe Dollands Moor (Channel Tunnel) and London Gateway. For Milton Keynes, this means direct access to a high-capacity, electrified freight route that supports the movement of goods efficiently and sustainably, reducing the pressure of lorry trips on the M1. The WCML's freight capacity through Milton Keynes is expected to grow when HS2 opens as increases in capacity lead to the creation of additional freight paths.

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5. Road Freight

Strategic role of freight in Milton Keynes

There are many reasons why Milton Keynes is well suited to providing a strategic role for freight:

- Central location in the South Midlands, roughly equidistant from London, Birmingham, Oxford, and Cambridge, allowing logistics firms to reach a large portion of the UK population within a few hours, making it ideal for next-day or same-day delivery operations.
- Directly adjacent to the M1, one of the UK's most important north-south road corridors, as well having the A5, A421, and A509 regional routes running through the city. More locally, the grid road system reduces congestion and improves traffic flow.
- A large and growing population, both in the city and surrounding area, providing a strong base of workers in warehousing, transport, and logistics.
- The West Coast Main Line, and in the future East West Rail, can both help to support intermodal freight in all directions. It is estimated that around 40 per cent of all freight journeys currently use the WCML at some point. Over 45 freight trains per direction per day use the WCML between London and Rugby.
- Numerous logistics parks and distribution centres are already established, including facilities for major retailers and e-commerce firms.
- Proximity to major airports, Luton being the closest, but also Heathrow, Birmingham, and East Midlands, enabling access to air freight services.

Several areas in Milton Keynes have significant freight operations, and the efficient road network within the city has led multiple businesses to invest in new facilities. Key areas generating road freight traffic include:

- **Magna Park Milton Keynes** (south east Milton Keynes, near to M1 Junction 13) - Key firms include John Lewis, who have a national distribution centre, and Royal Mail who have a parcel and mail distribution hub

- **Kingston** (south-east Milton Keynes) **–** Key firms include Culina Logistics as well as several manufacturers

- **Brinklow** (south-east Milton Keynes) **–** Key firms include Waitrose who have a distribution centre as well as several logistics firms

- **Tongwell/Blakelands** (east Milton Keynes) **-** Key firms include Mercedes-Benz UK, who have their national headquarters and a logistics presence, as well as Volkswagen Group UK

- **Snelshall West and Snelshall East** (west Milton Keynes) - Key firms include Marks and Spencer, DHL, Suzuki and Maritime Transport

- **Bletchley, Granby, Ashland and Mount Farm Park** (south Milton Keynes) – Key firms include Menzies Distribution and Domino's Pizza

- **Tilbrook** (south Milton Keynes)- Key firms include Yusen Logistics, Yamaha Music and Red Bull Racing's Formula 1 base.

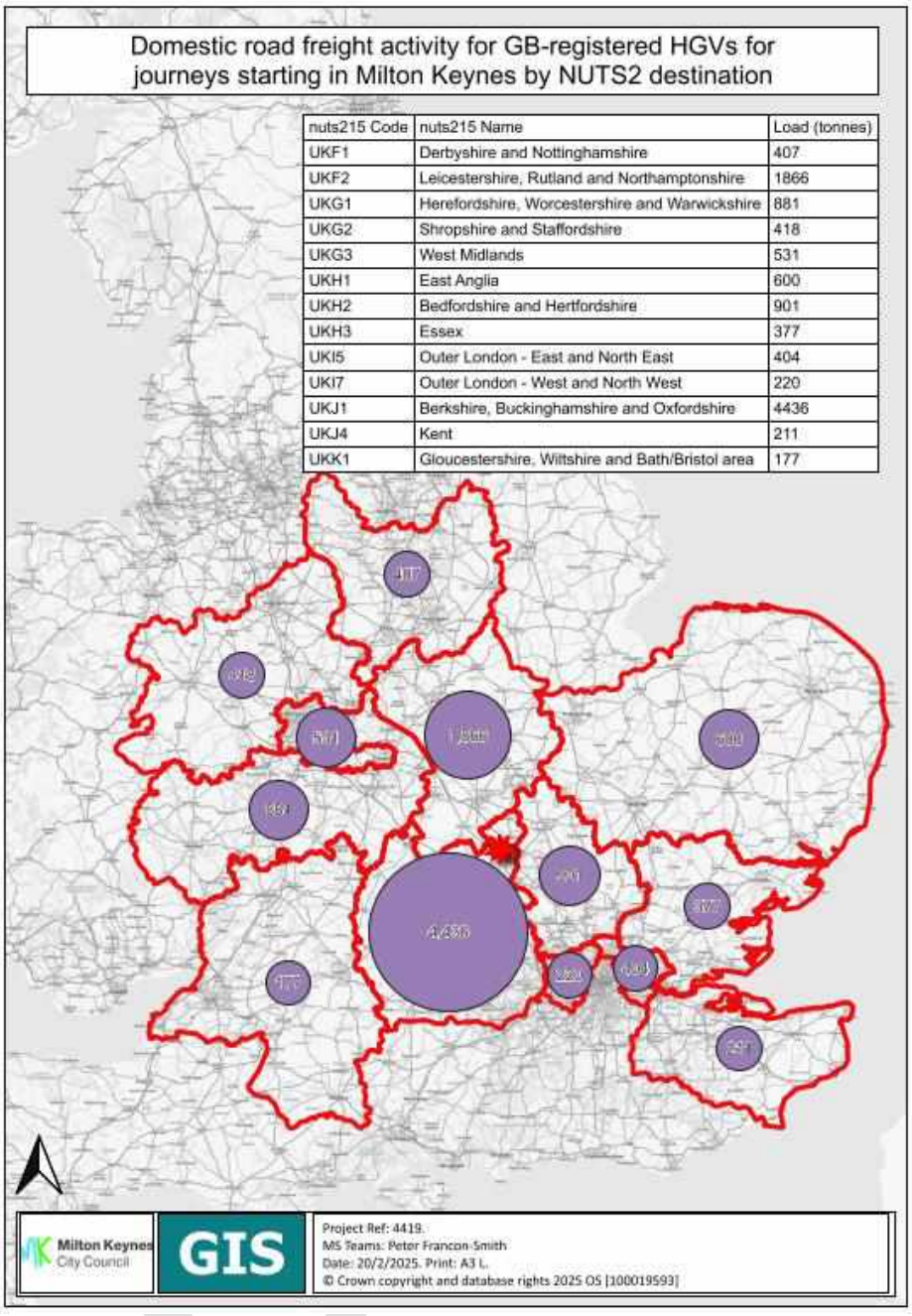
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A potential issue for us in Milton Keynes is how deliveries are routed to and from major logistics hubs on the city and wider borough roads. These hubs are typically designed for large articulated HGVs as part of wider 'hub and spoke' networks. In many cases, goods destined for addresses within Milton Keynes may first leave the city to be transferred onto smaller, last-mile delivery vehicles at another local hub. While this transfer to smaller vehicles is a positive step towards reducing congestion and emissions in urban areas, the fact that goods may travel out of and back into the city can introduce inefficiencies in the overall delivery process. An exception is Amazon, whose Magna Park facility is adjacent to a Royal Mail hub, allowing for more direct and efficient local transfers.

Road Freight Flows

Goods are transported between Milton Keynes and different areas across the country. The maps below show the most significant origins and destinations for HGVs. This places reliance on key roads like the M1 to connect areas to the north and south, and the A421 for connecting to areas to the east and west.

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nuts215 Code	nuts215 Name	Load (tonnes)
UKF1	Derbyshire and Nottinghamshire	407
UKF2	Leicestershire, Rutland and Northamptonshire	1866
UKG1	Herefordshire, Worcestershire and Warwickshire	881
UKG2	Shropshire and Staffordshire	418
UKG3	West Midlands	531
UKH1	East Anglia	600
UKH2	Bedfordshire and Hertfordshire	901
UKH3	Essex	377
UKI5	Outer London - East and North East	404
UKI7	Outer London - West and North West	220
UKJ1	Berkshire, Buckinghamshire and Oxfordshire	4436
UKJ4	Kent	211
UKK1	Gloucestershire, Wiltshire and Bath/Bristol area	177

Figure 51 : HGV volumes from Milton Keynes (2022 and 2023 combined) (Polaris)

Source: Polaris

Buckinghamshire, Oxfordshire and Berkshire have the highest volume of road freight journeys originating in Milton Keynes. This includes the large number of short distance HGV trips within Milton Keynes.

Freight Corridors

Milton Keynes benefits from several freight corridors that support efficient freight movement. The M1 motorway serves as a vital north-south route for national freight movement and runs close to several industrial estates including Magna Park.

The A5 and A421 link Milton Keynes to surrounding areas and assist with regional connectivity. The wider road network offers multiple parallel routes that help ease congestion and maintain traffic flow. This is especially valuable during incidents or roadworks, as it provides reliable alternative paths for freight vehicles, minimising delays and improving overall network resilience. These routes also provide effective links to the industrial areas noted above.

The M1 Newport Pagnell Motorway Service Area in the northern part of the city has dedicated lorry parking facilities. A truckstop is located close to M1 Junction 13 outside of the borough.

The table below shows the percentage of LGV and HGV movements of overall traffic on the A421 and A5 in Milton Keynes. The proportion of LGV and HGV traffic is much higher on these roads compared to other roads in Milton Keynes (excluding the M1). The presence of such a high proportion of larger, slower-moving goods vehicles will be particularly noticeable during weekday peak periods when there is generally a lot of traffic on these roads and at busy junctions.

	AM (8am-9am)		PM (5pm-6pm)	
	LGV	HGV	LGV	HGV
A421 (WB between Eagle Farm and M1 J14)	12.7	10.3	12.6	5.2
A421 (EB between Eagle Farm and M1 J14)	15.5	13.3	10.7	4.7
A421 (WB east of V8)	8.2	4.9	7.5	1.8
A421 (EB east of V8)	8.3	5.0	7.5	1.8
A5 (NB between H3 and A508)	14.7	8.7	15.8	2.6
A5 (SB between H3 and A508)	14.8	3.8	14.3	5.8

Table 2 : AECOM analysis from 2019 Milton Keynes Count data – LGVs and HGVs as a percentage of overall traffic

Source: AECOM

Sustainable and low-emission freight

When considering freight, it is important to appreciate that whilst road freight movements are dominated by goods moving through the area, particularly on the M1, there are also many shorter distance trips which potentially have a greater impact within the estate roads of Milton Keynes.

With the increase in online shopping, electric light goods vehicles (e-LGVs) present a significant opportunity for greener last-mile delivery. These vehicles offer a cleaner alternative to traditional diesel-powered vans, producing zero tailpipe emissions and operating more quietly. As e-LGV technology improves and charging infrastructure expands, logistics companies are increasingly looking to integrate them into their fleets to meet sustainability targets while maintaining delivery efficiency.

One of the most high-profile local goods delivery methods in Milton Keynes is the fleet autonomous delivery robots. The city has become a hub for autonomous delivery robot trials, beginning with Starship Technologies in 2018, which focused initially on delivering supermarket goods using the Redway network.



Figure 52 : Starship Technologies – autonomous delivery robots

More recently, parcel delivery company DPD launched its own trial using robots, which began operating deliveries within the city. DPD's initiative marks an expansion of autonomous delivery beyond groceries and could potentially be rolled out in other UK towns and cities.



Figure 53 : DPD autonomous delivery robot now operating in Milton Keynes

*Source: **Innovation - Green***

A separate freight strategy will be prepared as a supporting document to the LTP during 2026/2027.

6. Taxis, Car Sharing and Community Transport

Taxis and Private Hire Vehicles

Taxi services play an important role in providing connectivity in Milton Keynes, operating 24 hours a day, and serving those who are not able access their own car or public transport services.

Department for Transport data on taxis and private hire vehicles (PHVs) shows in 2024, there were 1,152 licensed taxis or PHVs in Milton Keynes, of which 17% were taxis. The number of licensed vehicles has grown steadily over the past decade, with a minor downturn during the COVID-19 pandemic. They are owned or operated by a range of private companies based in the city as well as national operators like Uber and Bolt who operate PHVs.

Both car-based, standard Hackney carriages as well as accessible taxis operate across the borough. There are dedicated taxi ranks at Milton Keynes Central and Bletchley stations, and designated areas for taxi pick-up and drop off in the city centre, at the Coachway and at other prominent destinations such as at large supermarkets.

We are working with taxi and PHV providers to ensure that vehicles are supporting the sustainability ambitions of Milton Keynes and working to deliver carbon neutral transport through the expansion of electric and hydrogen powered vehicles.

Challenges faced by taxis in Milton Keynes include maintaining sufficient revenue for MKC from licensing fees whilst also maintaining competitive rates against neighbouring local authorities.

Developing efficient integration between taxis and other modes is important, especially to limit the extent to which taxi provision can undermine the revenue generation of buses. There is increasing overlap between the boundaries of bus and taxi provision with the introduction of MK Connect which may be confusing to some people. However in the most part the various modes broaden the choice available for residents and visitors to complete a wide range of journeys.

Car Sharing and Liftshare Initiatives

Milton Keynes is the perfect location for journey sharing with around 60% of people who live in our borough also working in the borough.

The Get Around MK Lift share scheme, powered by Mobilityways, supports workplaces and individuals in finding car share partners for commuting.

We offer dedicated car share parking permits and priority spaces in key locations to incentivise participation in approved car share schemes. Milton Keynes Council Car Share is a parking permit for Central Milton Keynes employees who share a journey to work, £130 a year per person which includes free parking in all standard rate spaces and over 350 reserved car share bays in prime locations

Since 2022 we have worked with Enterprise Rent-a-Car, enabling customers to participate in their national car club. Cars in the scheme can be unlocked at the following locations:

- Eldergate, Central Milton Keynes
- Loughton Car Park, Bradwell Road
- Church Street, Wolverton

- Colindale Street, Monkston Park
- Midsummer Boulevard, Central Milton Keynes
- Queensway, Bletchley
- Saxon Gate, Central Milton Keynes
- Cofferidge Close, Stony Stratford (Coming soon)

Community Transport

While the rollout of MK Connect has increased options for people including those facing mobility challenges, there will be some groups of people who require additional support to meet their mobility needs.

Community transport services provide essential mobility for people who are elderly, disabled, or isolated, and who cannot access mainstream transport.

Operated by local voluntary or charitable groups, services include door-to-door minibuses, group transport, and accessible vehicles.

We support services through funding, coordination and promotion to ensure inclusive access to services and social opportunities.

Non-profit organisations including Milton Keynes Volunteer Drivers Service and BucksVision provide community transport services including accessible transport for elderly and disabled people, minibuses for local groups, and dial-a-ride services.

These services are designed to help people who may have difficulty using public transport, ensuring they can access essential services and social activities.

Home to School Transport

School bus routes are organised by Milton Keynes Council, including services linking to Milton Keynes College and St Paul's Catholic School.

Private operators such as Marshalls also operate school services with bus and coach vehicles, including services linking different residential areas in Milton Keynes with Aylesbury High School and Grammar School, and the Royal Latin School in Buckingham.

The Council provides support to some pupils for accessing schools. The maximum travelling time to or from schools that is considered reasonable by the council is 45 minutes for children of primary school age and 75 minutes by young people attending secondary school.

School travel support can be provided for a child of statutory school age on distance grounds if they attend their nearest suitable school:

- Beyond 2 miles (if below the age of 8); or
- Beyond 3 miles (if aged between 8 and 16)

The shortest appropriate route between a school and a home address is measured by the Council using GIS mapping. Each house and school have a unique reference, as do all the city's Redways and other pathways, which are coded at any point or junction such as at an underpass or where it

crosses with another path. This enables the programme to calculate the distance from home to school.

Alternative school travel options includes a Privilege Fare Scheme for parents or carers to pay for travel on a home to school contract bus as a fare payer (which is limited to a small number of schools) and the All in 1 MK Card which enables young permanent residents of Milton Keynes or those who attend school/college/training establishments in MK, aged 5 to 19, to travel on local public transport at discounted rates of £1.20 per journey.

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Section 4 - Transport Policy Context

Local Transport Plan 5 puts forward Milton Keynes' long-term transport strategy. It is important to make sure that our new LTP aligns with the latest national government policies. By doing so, this will:

- put Milton Keynes in a strong position when applying for funding from central government;
- help coordinate how transport-related challenges are tackled across the borough;
- ensure we meet our legislative commitments.

The LTP sits within a broader policy framework both locally and nationally. Our local priorities and policies for transport therefore need to align with those set by the Government, as well as policies which influence people and places including land use planning and public health.

The Department for Transport's *Decarbonising Transport: A Better, Greener Britain* (2021) puts forward commitments to reduce emissions across all modes, with a focus on the rollout of electric vehicles.

Gear Change: A Bold Vision for Cycling and Walking (2020) outlines the DfT's vision for promoting walking and cycling, aiming to create healthier, greener communities, improve safety, and strengthen links with other modes.

Bus policy is guided by *Bus Back Better: National Bus Strategy for England* (2021), which sets out how bus services across the country can be rejuvenated through the Bus Service Improvement Plan (BSIP) model.

The National Planning Policy Framework (NPPF) provides planning guidance including for new developments, with a strong emphasis on reducing car dependency and promoting sustainable transport.

Wider public health and environmental policies also highlight the need for a transport network that supports wellbeing and sustainability.

Invest 2035: The UK's Modern Industrial Strategy (2024) sets out the Government's vision and 10-year plan to deliver the certainty and stability businesses need to invest in the high growth sectors that will drive economic growth. It identifies eight growth-driving sectors: advanced manufacturing, clean energy industries, creative industries, defence, digital and technologies, financial services, life sciences, and professional and business services. Many of these sectors are present in Milton Keynes today.

Milton Keynes is also within the England's Economic Heartland sub-national transport body area. This partnership covers the region stretching from Swindon and Oxfordshire across to Hertfordshire and Cambridgeshire. EEH considers how transport can unlock our region's unique economic potential, improve people's lives and support climate ambitions, and has developed a series of studies and strategies with a particular focus on inter-urban travel. With Milton Keynes at the centre of the Oxford-Cambridge Arc, a shared regional vision helps to influence government and get our area the best outcomes.

In the figure below, the key national, regional and local policy documents that are relevant to LTP5 are set out, and their relationship to the LTP5 illustrated.

Delivering Our Strategy for 2050

The Milton Keynes Strategy for 2050 forms our overarching vision for the future of Milton Keynes. It is helping us prepare our Local Plan (MK City Plan 2050) and informs the direction of the ideas, priorities and policies in the LTP5.

The strategy has already set our broad targets for us. This includes the aspiration that the first choice for residents and visitors making longer journeys across the city in 2050 should be our proposed Mass Rapid Transit (MRT) public transport system, and for those making shorter journeys, walking, cycling and scooting should be their first choice.

We are a very long way from this today, but the strategies set out in this LTP will set us on the path towards achieving our ambitions for making transport better across Milton Keynes.

If we can achieve them, Milton Keynes will be a more pleasant and healthy place for our residents, visitors and businesses, and we will be able to continue to grow our city and our local economy in a healthy and sustainable way.

LTP5 gives us the opportunity to develop the MK:2050 vision of 'Mobility for All'.

When our LTP is published it will be integrated with statutory spatial planning documents, particularly our City Plan 2050, ensuring transport infrastructure supports housing and economic growth.

LTP5 will also complement our existing Local Cycling and Walking Infrastructure Plan, Bus Service Improvement Plan and other mode or topic-specific strategies. Together, they will provide a robust framework for guiding the future transport priorities across Milton Keynes.

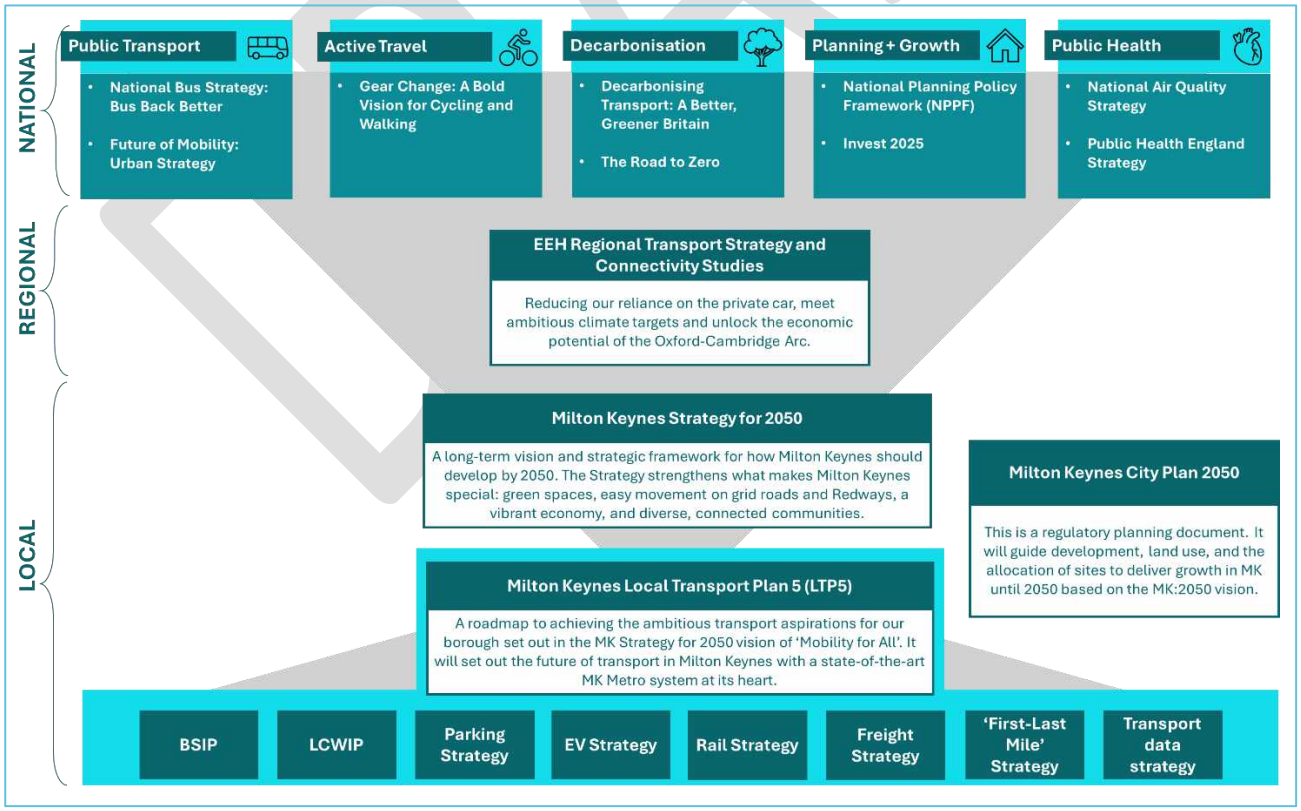


Figure 54 : Local Transport Plan 5 Policy Context

Section 5 - Local Housing and Economic Growth

As Milton Keynes continues to grow, we recognise the challenges and opportunities that this can generate. While our current transport network currently faces certain limitations and will be under strain, new housing developments and economic growth provide us with the opportunity to extend and enhance our network for the benefit of all.

It is inevitable that new or upgraded infrastructure will be required to support new developments and ensure they are integrated into the existing city.

Since the city came into existence, the grid road network has been extended to provide connectivity to new developments. This is still happening today, for example with the Milton Keynes East Strategic Urban Extension which has created the need to make upgrades to the A509 including new access junctions.

Creating well-connected transport routes will ensure that new developments are accessible but also contribute to the overall connectivity of Milton Keynes. It's not just about roads. Our future residents and visitors need to have the option of travelling sustainably on local bus services, MK Connect, our proposed MK Metro, and also by walking, wheeling and cycling on the Redways.

Growth from new homes and jobs will benefit both Milton Keynes and a much wider area. Regionally, Milton Keynes sits at the centre of the Oxford-Cambridge Arc, an area which has been identified by the Government for long-term growth. This area, which sweeps through Milton Keynes as well as places like Bedford and Northampton, is home to world-leading universities, research institutions, and many technological and engineering business that are important for the UK's future economy.

This means that not only will there be growth occurring within Milton Keynes that will drive the local economy and generate additional travel demands, but the city will be a focal point for generating travel movements to/from other towns and cities, as well as facilitating trips through Milton Keynes between other places across the Oxford-Cambridge Arc.

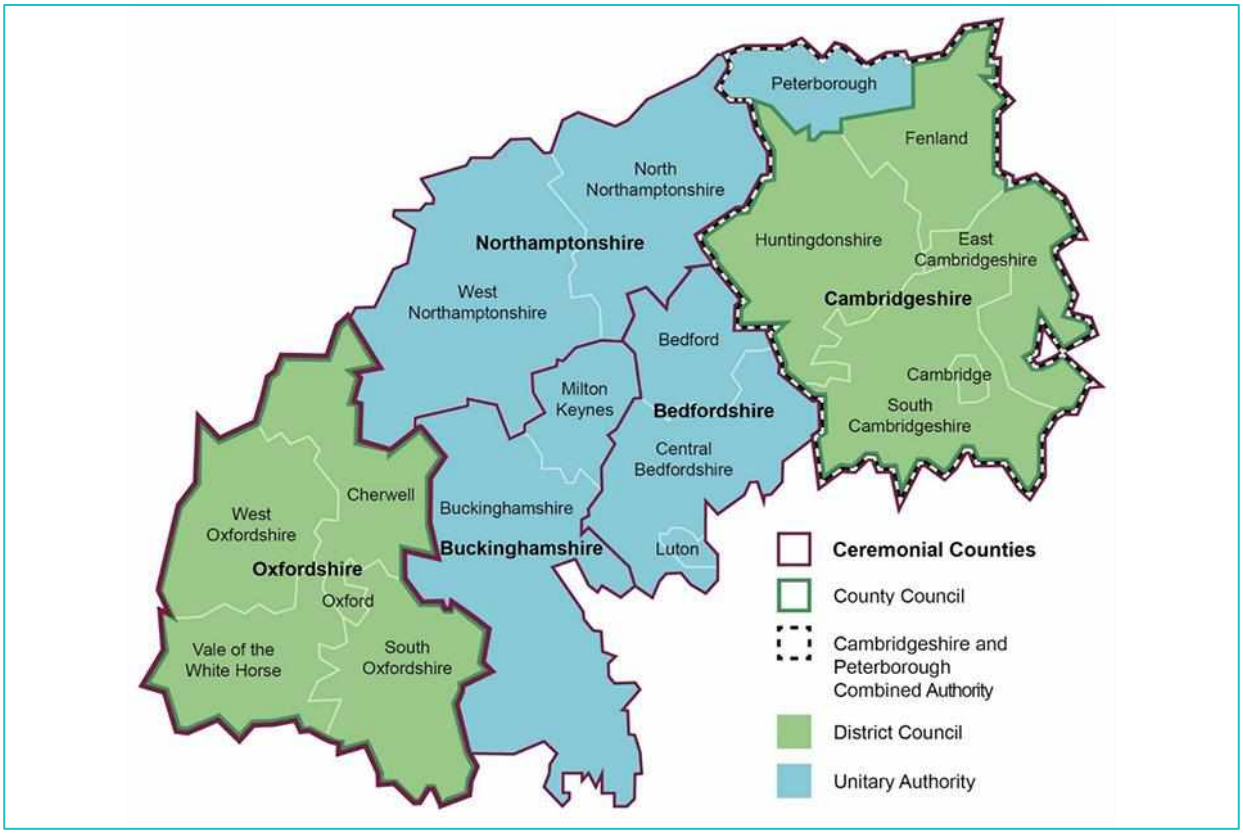


Figure 55 : The Oxford-Cambridge Arc

Source: https://www.gov.uk/government/publications/oxford-cambridge-arc/oxford-cambridge-arc

Housing Growth

The population of Milton Keynes borough is expected to grow significantly to 410,000 by 2050, which will represent an increase of 140,00 people. This scale of growth presents an opportunity to shape the future of our city, making it an inclusive and sustainable place to live and work.

Through Milton Keynes City Council's previous local plans, neighbourhood plans and planning permissions, we already have close to 29,000 new homes planned to come forward which includes housing development being built out to the east of the M1. In addition, the MK City Plan 2050 is seeking to allocate land for a further 24,000 to 34,000 homes.

A series of objectives underpin the new City Plan 2050. These are split into 4 key themes:



Figure 56 : MK City Plan 2050 Objectives

We undertook a wide-ranging evidence gathering process to inform the MK City Plan 2050. Various growth options were carefully tested, and this work culminated in a draft spatial strategy and set of allocations for the Regulation 18 stage. Based on our evidence and national planning policy, we identified the potential for around 16,500 new homes within the existing built-up area of the city. These new homes will be built on vacant plots of land or require redevelopment of previously developed land. There will be densification of the city centre which is the most well-connected part of the city.

To ensure Milton Keynes remains an inclusive city, we are committed to making around 28% of our new homes affordable, as outlined in the Milton Keynes Infrastructure Study and Strategy (MKISS).

Beyond the current extent of the city, we have identified several opportunities for sustainable growth through our Land Availability Assessment and Sustainability Appraisal. This work has led to five locations being preferred for inclusion within the Regulation 18 MK City Plan:

- **Eastern Strategic City Extension**: this is the largest proposed development, with the potential to deliver 16,000 homes in total, with 7,500 of these by 2050. This site would expand the city boundaries beyond the already planned Milton Keynes East Strategic Urban Extension.
- **East of Wavendon Strategic City Extension**: this site has the potential for around 3,000 new homes delivered between 2038 and 2050.
- **South of Bow Brickhill and Levante Gate Strategic City Extensions**: whilst these are smaller sites, they offer excellent opportunities to provide new homes to meet our vision for growth and can provide a suitable range of social infrastructure and community amenities.

- **Shenley Dens Strategic City Extension**: located southwest of the Western Expansion Area, this site presents another opportunity to meet our vision for growth.

The Eastern Strategic City Extension and the East of Wavendon Strategic City Extension will feature Mass Rapid Transit services and new active travel routes, ensuring they are well connected and promote sustainable transport options.

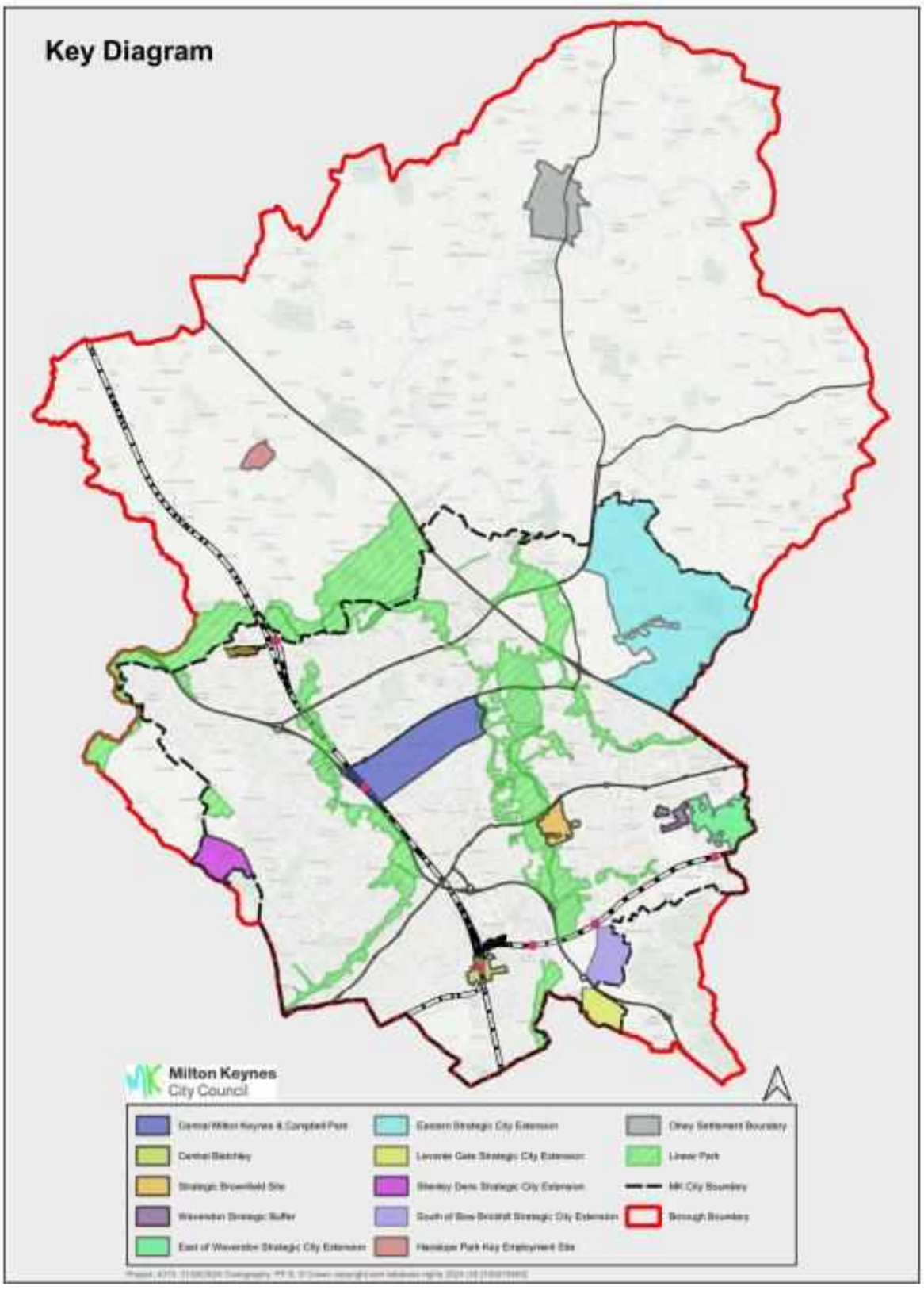


Figure 57 : Proposed Housing Developments in Milton Keynes

Source: MK City Plan 2050, July 2024



Figure 58 : Eastern expansion – upgraded A509

Economic Growth

Our location between London, Birmingham, Oxford and Cambridge has established Milton Keynes as a dynamic and diverse economic powerhouse. Today, around 191,000 people work across a range of sectors in our borough, with around a third of our jobs in the technology sector.

Central Milton Keynes is an economic regional hub which drives growth and innovation across the borough, as well as being a major destination for retail and leisure including CentreMK and Midsummer Place shopping centres, and Snozone indoor ski slope, iFly indoor skydiving centre, National Bowl and Stadium MK (home of MK Dons Football Club).

Milton Keynes was designed to have employment dispersed across the city in places like Kiln Farm, Knowlhill, Tongwell and Mount Farm. But over recent decades the attraction of CMK as a location means that 23% of jobs are now based there, including almost half of Milton Keynes' knowledge intensive jobs. Changes in the ways of working, including increased home working in recent years, has been impacting the demand and preferred types and locations of employment space. There is also a link to increased demand for digital infrastructure to support new work patterns and for knowledge-intensive businesses.

In other parts of the city, there are several business and industrial parks such as the Denbigh Business Park in Bletchley, Knowlhill Business Park, and Woodlands Business Park off H3 Monks Way and Saxon Street. These hubs are essential spaces for local businesses to thrive and grow.

Our city is home to over 12,500 businesses, showcasing our strong, diverse and vibrant economy. We have a thriving technology economy driven by initiatives such as the MK: Smart City Programme, and we lead in emerging sectors such as Autonomous Vehicles and Sustainable Clean Energy.

The Smart City Programme aims to improve sustainability, connectivity and digital infrastructure. By early 2024, we had three Smart City trials underway: connected and autonomous vehicles, urban drone deliveries, and advanced radio communities.

Milton Keynes is also the proud home and headquarters of Red Bull Racing and Technologies, including the successful Oracle Red Bull Racing Formula One team. Additionally, several international companies, such as Mercedes-Benz, Volkswagen Group, Domino's Pizza, Yamaha Music, Trek Bicycle Corporation, Santander, Fossil and Xero have their UK headquarters in our city.

One of the most exciting developments in recent years has been the opening of Unity Place, Santander's new UK headquarters and technology hub, in 2023. The has space for up to 6,000 employees and offers office space for other companies in the building.

Furthermore, Milton Keynes is a major hub for the logistics and warehousing sector due to its strategic location and key transport links. This connectivity has attracted numerous global logistics companies, with leading businesses such as Amazon, John Lewis, and DHL establishing major operations in our city. This sector provides significant employment opportunities for the residents of Milton Keynes but also contributes to the city's economic resilience.



Figure 59 : Santander UK Headquarters at Unity Place
Source: BusinessMK

The Milton Keynes Strategy for 2050 identifies 'knowledge intensive' industries, such as finance, digital and technology, low carbon and creative, as key drivers for the future economy. By 2050, there will be a further 50,000 to 90,000 high quality jobs in the borough.

Our success will depend on having a future workforce with the right skills to match the evolving economy. To achieve this, we are focused on delivering high standards across all secondary schools and expand STEM (Science, Technology, Engineering and Mathematics) opportunities. The opening of the Institute of Technology in Bletchley in 2023 is a key milestone in this journey, providing learners with technical qualifications and apprenticeships.

Milton Keynes College operates from two campuses in Milton Keynes and Bletchley. It offers a wide variety of qualifications, from vocational courses and apprenticeships to higher education and

professional certificates, along with employability skills and community training. Additionally, we serve as a national provider of education services in prisons nationwide. The college plays a central role in the city's economic vision and community strategy and is a major employer with over 1,000 staff members.

The Open University, established in 1969, is a pioneer for distance learning. Its main campus is in Walton Hall and is home to around 1,200 full-time academics, 250 of the university's 1,000 full-time and part-time postgraduate research students, as well as administrative staff. The university has invested significantly in its infrastructure for research, increasing laboratory space on its campus by nearly 50 per cent in the last seven years. Its newest facility is the Jennie Lee Building, which houses dedicated laboratories for pervasive computing and deployment of ambient and ubiquitous technologies.

Plans for MK:U, an innovative city centre university led by Cranfield University (which is located to the east of Milton Keynes in Central Bedfordshire) are part of our approach to developing high level skills. MK:U will focus on the digital economy, building on our city's global reputation for new technological innovation.

Milton Keynes Hospital, located in the Eaglestone area of the city, employs around 4,500 people and is also a teaching hospital in partnership with the University of Buckingham. The hospital campus includes a dedicated Academic Centre containing a medical school building which houses a simulation operating theatre, classrooms and lecture theatre.

Together our education and heath institutions and proposals will ensure that our city remains a hub for learning, innovation and employment opportunity, supporting the city's growth.

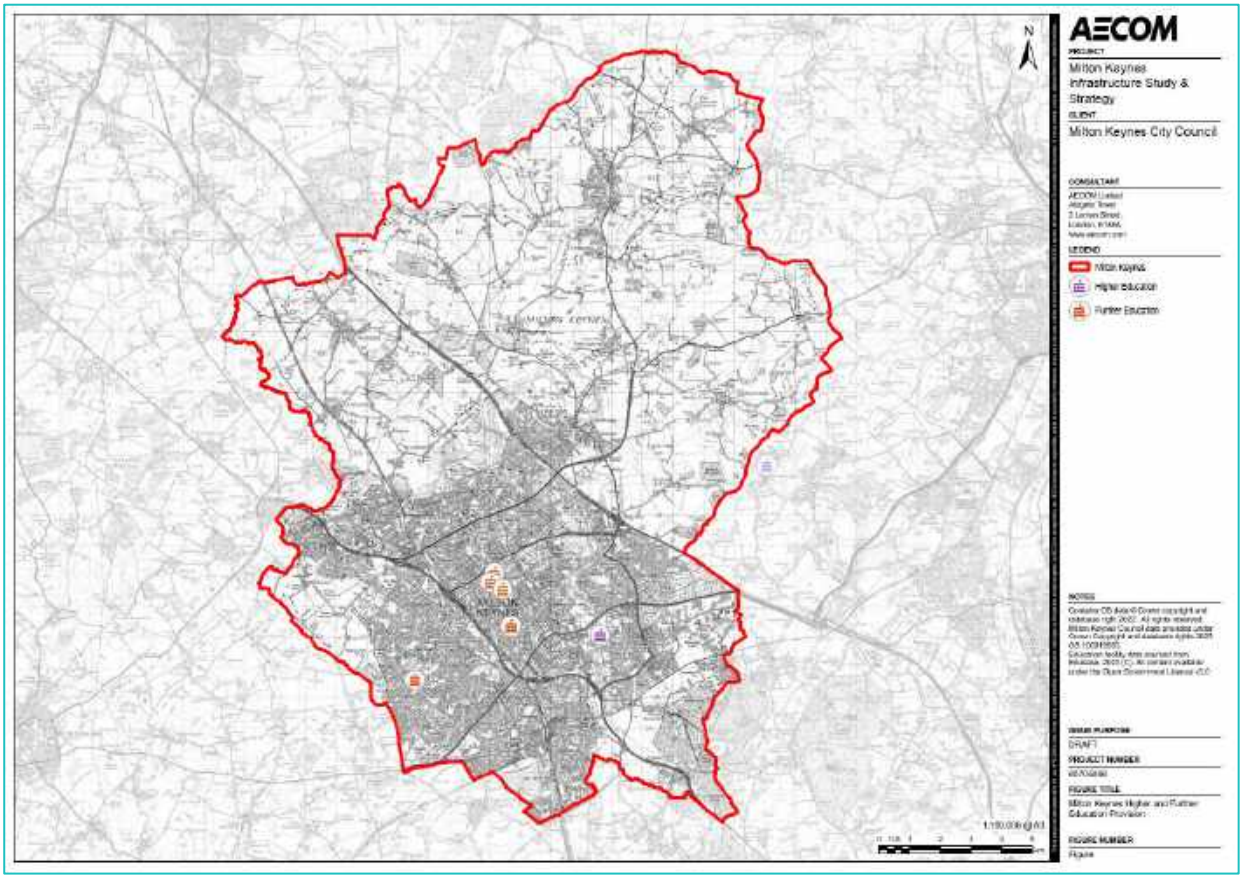


Figure 60 : Locations of Further and Higher Education facilities

To accommodate our growing economy, we are planning for significant expansions in industrial, warehousing and office space. By 2050, we are planning for around 190 to 250 hectares of industrial and warehousing space and between 408,000 to 643,000 square metres of office space. For comparison, currently there is around 280,000 square metres in Central Milton Keynes). Delivering economic growth and creating high-quality jobs will maintain our city's role as an economic powerhouse in the wider region.

Section 6 - Key Findings from the LTP5 Survey

To aid the development of the new Local Transport Plan, surveys were created which had two distinct focuses. The first survey focused on how respondents travel in Milton Keynes now, and what influences their travel mode choices. The second survey focused on the future and on what the council can do to encourage more sustainable travel behaviours.

The surveys were live between March and December 2024. A total of 1,908 contributions were received from 1,525 individual respondents.

The survey results provide valuable insights into travel behaviours and perceptions across Milton Keynes. Just over half of respondents (51%) reported that they only occasionally use the bus, with many indicating they travel by bus “sometimes” or “never.” When making journeys, the most important consideration for residents is the time it takes to travel.

Many respondents (54%) told us that they find it easy to travel around Milton Keynes, while around one in five (20%) said they find it difficult. Car ownership across the city remains high, with 87% of respondents owning one or more vehicles. Respondents also indicated that they are most willing to reduce car use for short local journeys, such as trips under three miles, and visits to their nearest local centre for shopping.

46% of our respondents said they do not currently consider owning an electric vehicle, which highlights a significant challenge for us in Milton Keynes.

Travel patterns have also shifted since the COVID-19 pandemic. Many respondents (53%) reported that they now travel less than before the lockdowns, while only 15% expect to travel more. Most anticipate that their travel needs will remain broadly the same over the next five years.

When asked about initiatives that could support or encourage greater use of public transport and active travel, most respondents identified several measures that would make a difference.

For active travel, improvements to the Redways (both in terms of maintenance and coverage) were seen as key priorities, along with enhanced safety measures such as CCTV and action to address unsafe driving and parking.

For public transport, respondents indicated that making bus journeys cheaper than driving and parking, alongside improving journey times and reliability, would encourage greater use.

Expanding the coverage of MK Connect, however, was the only measure that respondents felt would not increase trip numbers, with 51% saying it would not encourage them to travel more compared to 49% who said it would.

Finally, when considering schemes that could influence how regularly people travel sustainably, respondents highlighted several measures that would have a significant positive impact. These include preventing vehicles from parking on footpaths and Redways, making neighbourhoods more pleasant and safer for walking and cycling, and introducing MK Metro (mass rapid transit) for Milton Keynes.

The survey findings indicate that we remain a largely car-dependent city. Journey time, speed and reliability are important factors influencing travel choices which will need to be a key consideration with how we manage our transport network, including the city's grid roads, and the priority given to public transport such as MK Metro.

The LTP Survey Report containing a summary of the responses received can be viewed on the Council website <insert link>.

Section 7 - LTP5 Vision and Objectives

The key theme running through the document is enhancement. We aim to enhance the quality of our transport network for all users, and in particular, to enhance the attractiveness of all the alternatives to private car use. It is not about restrictions or limitations on driving – it is about improving the choices available for journeys across our city region so that more people choose not to drive.

We must also not forget how unique our city is – and how solutions developed for other UK cities may not work so well here, because of our unique planned environment.

In the main, our housing is of much lower density and our estates are set apart from one another, divided by green corridors and grid roads. While this creates a pleasant low-density spacious environment with lots of greenery, it also makes these areas quite difficult to serve effectively by public transport without a time penalty to passengers – as buses have to leave grid roads to 'collect' passengers in estates – and this layout also makes walking and cycling distances longer between neighbourhoods too.

To offset this, our city planning forefathers built us an extensive high-quality walking and cycling network, which has over 350km of segregated walking and cycling routes, not unlike what you'd find in a Dutch city of a similar size, and is the envy of most UK cities as a result. They also proposed an extensive bus network using a large fleet of smaller minibus sized vehicles to provide the local and city-wide connectivity, that would address the challenges of the city's layout.

Unfortunately, however, our planners did not envisage a growth in concerns over anti-social behaviour and crime that would make our walking and cycling network be perceived as less safe to some users than they first envisaged. Nor did they foresee the reduction in the levels of physical activity amongst the general population that would result in them being less well used than they may have hoped.

To add to this, the original proposals for public transport certainly didn't envisage a requirement for commercially viable bus services post de-regulation (introduced in 1986 when the city was already about 20 years old), or the sort of Local Government funding constraints for supporting public transport that we have now. Unfortunately, therefore, the public transport and walking and cycling networks have been less successful as an outcome of our planned layout than the ease of car travel, and this was something our city planners certainly didn't anticipate.

Finally, they couldn't have possibly envisaged the huge growth in car traffic since our city was first conceived, nor were they aware of the harmful effects of emissions from motor vehicles or the global impact of CO_2 and other greenhouse gases at the time.

However, **we know all these things now**, and therefore we must adapt our city, our networks and our behaviours to the modern age, we must address the barriers to more sustainable movement across MK, and we must respond to our local, regional, national and global health, carbon and climate challenges.

The next Chapter therefore summarises the transport policies that set out how we go about doing that for the benefit of the city and our residents for decades to come.

Our MK:2050 strategy has already set our broad targets for us – the document sets the aspiration that the first choice for residents and visitors making longer journeys across the city in 2050 should be our Mass Rapid Transit (MRT) public transport system (which we are now calling MK Metro), and for those making shorter journeys, walking, cycling and scooting should be their first choice. We are a very long way from this now, but the strategies set out in this document will set us on the road to achieving these ambitious aspirations for our city over the coming years.

If we can achieve them, our city will be a more pleasant and healthy place for our residents, visitors and businesses, and we will be able to continue to grow our city and our local economy in a healthy and sustainable way.

In the following sections, our challenges, and our policies that will address or mitigate them for each of a series of themed policy areas are set out, under the following broad headings:

1. Roads, Traffic and Parking
2. Travelling Safely
3. Improving Public Transport
4. Enabling and Encouraging Active Travel
5. Future Transport

Section 8 - Key Policy Areas

1. Roads, Traffic and Parking

With such high levels of current car ownership and use, our policies for roads traffic and parking are very important elements of our future transport strategy.

Planning for Traffic Growth

We openly acknowledge that, in some cases, new roads or enlarged highway infrastructure, such as bigger roundabout junctions or grade separation, will be needed, as sections of our highway infrastructure have been outgrown by traffic growth - or will be very soon. We also appreciate that new roads will be needed to open up new development areas of the city where there are currently country lanes, and that there is a required gradual expansion of the grid road network as new development areas are brought forward through the planning process.



Figure 61 : Congestion in MK will Continue to Grow without Interventions

However, we also appreciate the considerable cost – both economic and environmental – of significant new highway infrastructure and we will try to avoid this cost where we can, by making our existing highway assets work better and more efficiently. By using new signal control technology and other intelligent traffic management systems (ITMS) we can make our existing highway network accommodate more vehicles without adding delay, allowing us to cater for growth without the need for significant new highway infrastructure.

Our city is famous for our roundabouts, and we have 132 of them on main roads across the city altogether – and in our estate areas, there are a great many more. Some are small mini roundabouts, little more than a painted domed circle at the junction of two or more minor roads, while others are huge motorway roundabout junctions with trunk roads passing through them, and with complex traffic signal layouts.

None of our roundabouts were signalised to begin with – traffic flows did not require it in the early days of the city's existence. But, as traffic has progressively grown, our roundabouts have 'failed', and signals have had to be introduced in order to manage congestion and delays. This approach will be needed more and more, which may not be favoured by some residents, so we will defer their introduction for as long as we can. However, the simple fact is that roundabouts don't work very well

with heavy traffic flows, or with a predominant traffic flow along a single axis (eg where a main road, such as the A509 or A421 passes through them) and we will need to address this as our traffic increases – either through roundabout enlargement or the introduction of traffic signal schemes. We certainly won't enlarge or signalise all 132 of the larger ones, but there will be a need for an increasing number of our major grid road junctions to be improved if our city is to grow without detrimental highway impacts on those who already live and work here.



Figure 62 : Roundabout Capacity Enhancement Scheme for Monkston Roundabout

Highway Maintenance

The maintenance of our highway network is also very important, and potholes and other surface defects remain of high importance to our residents and businesses. We will continue to address the maintenance of our highway assets as funding permits, and will strive to continue to deliver a high quality and well-managed road network in the future. We will explore new technologies that can help us maintain our highways and target our investment better, such as remote asset inspections alongside the use of innovative materials and means of repair.



Figure 63 : MK Annual Highway Resurfacing Programme

However, Milton Keynes as a planned city has one major disadvantage in maintenance terms – a great deal of our major highway assets and bridges will reach the end of their design life all at around the same time (because they were all built around the same time), and this is a significant funding challenge for future years. While not of widespread immediate concern, it is a significant future issue and strategies are already being developed to address our future asset expenditure requirements.

Notwithstanding these future concerns over our ageing highway assets, we will continue to maintain the highway network to the current high standard.

Parking

Parking is a significant component in our transport strategy. The cost and availability of parking can directly influence levels of car use, and revenue from parking (which must be re-invested in transport) can be used to fund other complementary transport plans and initiatives. For example, the recent parking charge changes in Central MK were designed to encourage more visitors to use public transport, with any additional parking revenue surplus being put towards supporting local bus services and MK Connect. This principle of supporting public transport from parking revenue is now well-established.



Figure 64 : Pay/Display Parking in Central Milton Keynes

As we continue to equalise the costs of driving compared to public transport, it is clear that there will be more adjustment of our parking charges needed if we are to achieve a better balance than at present, so future increases to parking charges are inevitable. However, the detail of this will be contained in a subsequent parking strategy to follow later this year, which will require an extensive consultation exercise with all of our key stakeholders.

In addition to the adjustment of parking charges, the CMK Growth study suggests the infill of the central MK grid with more housing development, which will remove some surface parking and reduce overall parking availability. Milton Keynes has around 14,000 paid for parking spaces in CMK currently – many more spaces than much larger cities. Parking charges in MK are also very low in comparison to other cities.

Increasing parking charges is rarely popular, but when any additional revenue surplus is identified and allocated to transport projects in a transparent fashion, it can be made more palatable and is a legitimate means of transport funding. If vehicles are removed from the network as a result, those motorists that remain can balance their marginally increased parking costs against their less congested journeys, and in many cases will consider it as an acceptable trade-off. It should also be noted that parking charges in Milton Keynes are significantly lower than in comparable towns and cities, and there is a long-standing requirement for us to correct this – and this process has already started with the recent decision to increase parking charges in CMK.

In addition to the costs of parking, there are parking 'hotspots' where the effect of illegal or inconsiderate parking around particular locations is impacting adversely on our communities. Enforcement of this is critical to ensure that these behaviours are actively discouraged, so our policies on parking enforcement also need to be reviewed. We may need to consider tow-away powers and more parking enforcement officers to tackle particular hotspots, such as some of our traditional town centres, for example, where pavement parking issues are of great concern to residents and businesses there.

Many residents have reported parking nuisance elsewhere across CMK, often associated with places where people regularly gather together, so they attract trips from a much wider area, and we

will continue to work with communities to address parking nuisance in their areas. In some cases, this may involve the introduction of resident parking zones and permits, to ensure that resident parking spaces are reserved solely for residents of the area, and are protected from external parkers – such as protecting areas from commuter parking around railway stations.



Figure 65 : Local Leaflet Complaining about Pavement Parking in Bletchley

Engagement on a new parking strategy will commence in the late Summer.

Roads, Traffic and Parking - Policy Summary

We will…….

- Continue to build new roads and enlarge infrastructure to support growth as required by traffic projections, but….
- Explore the use of signal and intelligent traffic management systems to avoid the need for costly and unsightly new infrastructure where possible
- Implement new highway network management technology to ensure that the capacity of our highway network is optimised and delays are minimised
- Ensure that the effect of city growth does not adversely affect the operation of our highway network for our existing residents, visitors and businesses
- Continue to invest in the maintenance and upkeep of our highway assets to ensure we operate a safe and efficient highway network
- Ensure adequate funding is set aside for future years when highway assets reach the end of their design lives and require substantial refurbishment or replacement
- Adjust our parking charges in CMK to better balance the relative costs of car and bus travel to CMK
- Spend any parking revenue surplus generated on transport project and initiatives, including supporting public transport services and MK Connect
- Review our approach to parking enforcement to tackle illegal, inconsiderate and nuisance parking at hotspots across MK in response to resident and business concerns
- Work with residents to tackle nuisance and inconsiderate parking in their neighbourhoods
- Develop a new parking strategy over the autumn in close consultation with residents and stakeholders

Roads, Traffic & Parking - Projects

Junction Improvement Schemes		
Brinklow Roundabout (H8/V10)	2025	Developer Funded
Monkston Roundabout (H7/V10)	2026	Developer Funded
Crownhill Roundabout (H4/V4)	2027	Developer Funded
Loughton Roundabout (H5/V4)	2028	Developer Funded
Bleak Hall Roundabout (H8/V6)	2026	Developer Funded
Elfield Park Roundabout (H8/V4)	2026	Developer Funded
Springfield Roundabout (H6/V8)	2026	Developer Funded
S. Saxon Roundabout (H6/V7)	2027	Developer Funded
Knowhill Roundabout (H6/V4)	2028	Developer Funded
Rooksley Roundabout (H4/V6)	2028	Developer Funded
S. Grafton Roundabout (H6/V6)	2029	Developer Funded
Kingston Roundabout	2029	Developer Funded
Grid Road Extensions		
H10 Bletcham Way Extension	2027	Developer Funded
Major Traffic Signal Upgrades		
Northfield Roundabout	2026	Developer Funded
M1 Junction 14	2026	Developer Funded
Redmoor Roundabout	2026	Developer Funded
Urban Traffic Control		
CMK signal network	2026	Developer Funded
Integrated Signal Plans & Strategies	2026	Developer Funded
Maintenance		
Ongoing programme	Every year	DfT Funded
Parking		
Review of Parking Charges	2025	Funded from parking revenue surplus
Development of New Parking Strategy	2026	Funded from parking revenue surplus

2. Travelling Safely

It is important that our transport strategy delivers a safe transport network for all users. Roads, pavements, Redways, rights of way etc. all have their own safety challenges, and each user group, be they motorist, cyclist, pedestrian, school pupil or vulnerable road user will require particular interventions to ensure their safety.



Figure 66 : School Crossing Patrollers are Operating near a number of schools across MK

Highway & Road Safety

We have an extensive road safety programme to address locations which we consider to be unsafe – and we can identify these locations from analysis of road traffic accident data that we collect and other predictive AI techniques, which can help identify potentially unsafe locations even before an accident has occurred.

Some of our road layouts in MK have become more unsafe over time, as our traffic flows have grown significantly since they were designed. Gaps in central reserves to allow right turns on grid roads, for example, have become increasingly unsafe as the gaps in traffic to turn safely have become less available, while vehicle speeds and weights have also increased. We will therefore continue to identify the most unsafe locations of this sort and implement remedial schemes. In some cases, we will have to close these gaps and introduce short traffic diversions to ensure safety.

We also have a high-speed grid road network, which, unfortunately, results in higher levels of more serious and life changing injuries for those involved in road traffic accidents, due to the higher speed collisions we have on our network. Our casualty figures are more akin to a motorway network than to a local authority highway network. One person losing their life on our highway network is too many, and we should seek a 'Vision Zero' approach to road fatalities, but sadly there were 8 highway related fatalities in MK in 2024. If we are to reduce this number towards zero, a review of our road speed limits will be needed, although it is acknowledged that this will be controversial in some cases.

Much less controversial, is the work we do with residents and their local Councils to address safety and speeding issues in their areas, who often lobby actively for a reduction in the speed limit through their estate or their village – and we will continue our programme of works to support residents and Councils to improve safety, reduce speeds and reduce road casualties in their areas, taking the views of local people on board in the schemes we put in place. We will explore camera schemes where we feel improved compliance with speed limits and traffic regulations will improve safety and reduce casualty risk.

In addition to our physical highways works to reduce accidents and casualties on our road network, we also run education programmes to encourage safer driving, with particular focus on young people, newly qualified drivers, and motorcyclists. Many of these initiatives are run in conjunction with Thames Valley Police or our neighbouring authorities, with Bucks CC worthy of particular mention for their excellent road safety education programmes. We also run road safety education programmes in schools which are discussed further below.



Figure 67 : Crashes are all too frequent in MK, but we have a targeted programme of improvements

We will therefore continue a programme of road safety improvements and initiatives that are both resident and/or Parish Council-led or data-led to ensure that our highway network is a safe as possible and that the number of casualties incurred on our network and their severity is reduced year on year.

Cycle Safety

Cyclists in MK are generally segregated from traffic, but there are locations where surface crossings exist, and due to the speed of vehicles on the highway network, any conflict between cyclist and vehicle is generally serious. Tragically, 2 cyclists were killed in MK in 2024.

Cycle safety on the Redway network is therefore paramount, as is the development of cycling skills so that users have the confidence to cycle and do so safely. We are using intelligent sensors on volunteers' bikes to collect data that shows where cyclists are braking and swerving sharply, indicating locations that we need to look at more closely for safety interventions. The sensors also detect ride quality, so they can also provide us with information on where surfacing repairs may be needed.

We also offer an extensive range of cycle training for all ages and our Bikeability programme for our school children and our 'Bikeability Olympics' have received national acclaim for the initiative and the outcomes we have achieved.



Figure 68 : Our MK Bikeability Programme for our school pupils has received national recognition

We also take part in cycle safety initiatives, and in education programmes with our Police and Local Authority partners, and we will continue to run and expand these programmes in future years.

There is one further aspect of cycle safety which is relevant in Milton Keynes which is not related to conflicts or cycle skills – perceived safety and fear of crime. Many of our Redways are remote from houses with no oversight, so they often feel quite remote, and users feel 'exposed' or 'isolated'. Similarly, we have numerous underpasses, and sometimes these are not well lit, or occupied by people, which can often cause alarm and can discourage people from walking and cycling – and this is particularly relevant among women. Only 23% of our cyclists in MK are women, but of the 77% that do not, 80% of them *would like to* cycle.



Figure 69 : There are parts of our Redway Network that are not welcoming for users

This feeling of security when using our Redway network is something we must address if we are to achieve the levels of activity on our active travel network envisaged by our city's planners. We can do this by ensuring our Redways are well lit, foliage is trimmed to remove opportunities for

concealment, and by making the underpasses less foreboding. We will also explore surveillance through CCTV and patrols in conjunction with TVP to ensure user safety.

The ultimate measure of our success will be very well-used Redways with sufficient people to provide a greater sense of security and surveillance for all users – quite literally, safety in numbers.

Pedestrian Safety

Pedestrians in MK, like cyclists, are generally segregated from traffic, and most crossings are grade-separated via bridges or underpasses. However, these aren't always located exactly on the desire line of where pedestrians want to go, or as discussed above, the underpass may be sufficiently threatening for people to not want to use it. This results in the occasional conflict between pedestrians and traffic on grid roads, and given the prevalent traffic speeds, these incidents are often life threatening for the pedestrian. 2 pedestrians were sadly killed in 2024 in MK.

Away from the grid road network, pedestrian conflicts with traffic are more common, particularly in CMK and in our older town centres of Bletchley and Wolverton, although, thankfully, speeds are much lower in these areas, and the casualties are less severe as a result.



Figure 70 : We will work with Communities to Improve Pedestrian Crossings

We will continue to work with residents and Parish Councils to improve pedestrian crossing facilities for communities to address their concerns, particularly around schools, retirement homes and other locations where vulnerable road users may be present.

School Pupil Safety

In addition to general issues regarding pedestrian safety, officers also receive many reports of concerns regarding the safety of the environment around schools during drop off and pick up times, as a result of the behaviour of parents who drive their children to school. Inconsiderate parking, U-turns and impatient behaviour severely compromises the safety of children going to and from school, and this sort of behaviour also deters those who might wish to walk, scoot or cycle.

The records of incidents outside schools are disturbing – one school used teachers accompanied by children to reason with inconsiderate parents, but had to stop because the children were being

subjected to abusive language. In other instances, the Police have been called to address disorder amongst arguing parents. This is clearly unacceptable and is setting a terrible example for our young people and is something we must address.



Figure 71 : Schools are a focus for Safety Improvements

We will work with our schools to tackle these sorts of behaviours outside their premises to ensure that there is a safe environment for pupils to get to and from their school by whatever mode of travel without risk of road danger. This will include the implementation of zig-zag school keep clear markings with targeted parking enforcement, direct engagement with parents through the schools and other means as appropriate.

At the end of 2025, the Council assumed camera enforcement powers for moving traffic contraventions, meaning that enforcement action can be taken against motorists that ignore restrictions, such as one-way streets, turn bans, no-entries or yellow box junctions by means of Automatic Number Plate Recognition (ANPR).



Figure 72 : Schools Streets restrict access at school pick up and drop off times

These new powers will now allow us to implement timed closures on streets outside those schools with the most severe safety concerns and highest risk to students. These schemes were trialled

previously, but were not as successful as they could have been because we did not have the powers to enforce them effectively at that time, and they were subsequently withdrawn.

Now that we have camera enforcement powers, these original schemes, in addition to a batch of new school schemes, will be taken forward for implementation.

In addition to physical measures outside of schools, we also work with schools on pupil travel safety and road safety education and we will continue to visit schools to deliver road safety messaging.

We also fund some of our school children to attend 'Hazard Alley' – which is a fantastic real-life training venue for children to learn about all aspects of safety, including road safety. Subject to funding constraints, we would like to increase this amount of activity and engagement with schools and expand our road safety education programmes for younger people.

In previous years, every pupil in MK attended Hazard Alley in years 2 and 6, but funding arrangements and school transport challenges have resulted in this sadly no longer being the case – so we'd like to return to sending more of our pupils there, perhaps by assisting with transport.



Figure 73 : "Hazard Alley" is our MK safety centre for pupils of all ages

Finally, schools can apply for grants for School Crossing Patrol Officers and for Pupil Safety and 'Park Smart' signs to add to the safety measure available to schools to ensure their pupils' safety and we intend to expand the budgets available for these.

Other Travel Safety

We will work with our public transport operators to ensure that our residents and visitors feel safe when using our public transport services. This is particularly relevant to our train operators on near empty trains at night in between stations, where passengers can feel vulnerable with no accessible to train staff in their carriage.

We also have specific user groups that we work with on safety matters, such as motorcyclist groups and equestrian organisations to deliver targeted safety events and campaigns for them, and this will continue.



Figure 74 : MKCC works with other road user groups to improve safety

Car Cruising

Milton Keynes has a particular problem with car cruising, because of its attractive high speed road network and large areas of empty car park at night, and the city is a magnet for a certain type of vehicle and driver, High performance and modified vehicles cause noise nuisance, disturbance to residents and businesses and also generate some safety risks to both drivers and the spectators who turn up to watch.

Events and meets are often well organised on social media networks and can involve tens and sometimes hundreds of vehicles and spectators and these incidents are of considerable concern to the authorities and those affected.

MKCC officers across a number of departments work closely with Thames Valley Police, Network Rail (the NR Quadrant car park is a centre for activity) and other key stakeholders to tackle these meets and to take appropriate action against those that participate as driver or spectator, but enforcement powers are quite limited. However, we will continue to do what we can with our agency partners to tackle car cruising across the city and to reduce the risk and amenity disturbance to residents and business premises.



Figure 75 : A car meet in progress at a car park in Central MK

Travelling Safely - Policy Summary

We will…….

- Continue to identify and address unsafe locations across our highway network with accident mitigation schemes.
- Continue to work with residents and their Parish/Town Councils to address road safety and speeding issues in their communities
- Review our approach to speed limits across MK and investigate further the potential casualty reduction and other benefits of reducing road speeds
- Continue to run education programmes to improve road safety awareness and driving skills
- Identify unsafe locations on our Redway network and implement improvements to address cyclists' and pedestrians' safety concerns
- Continue to offer an extensive cycle training and Bikeability offer to our residents and school pupils to improve cycle skills and confidence
- Address perceived security across the Redway network by improving visibility, lighting, and trimming foliage, and to explore further security measures such as CCTV and Police patrols
- Continue to work with residents and Councils to deliver pedestrian crossings and other improvements for pedestrians, and to ensure bridges and underpasses feel safe
- Work with schools to address pupil safety at drop off and pick up times, including implementing parking restrictions and enforcement, and school street schemes
- Continue to offer road safety education and other road safety initiatives to pupils, including visits to Hazard Alley
- Work with specialist organisations over unique safety considerations for particular groups, such as motorcyclists, equestrians etc.
- Continue to work with the Police, partner agencies and key stakeholders to tackle the problem of car cruising and car meets to reduce the safety risks and amenity disturbance they cause

Travelling Safely - Projects

Highway & Road Safety		
Tackling casualty hotspots	annual	Council/DfT Funded
Gap Closure Programme	annual	Council/DfT Funded
Speed Limit Reduction	annual	Council/DfT Funded
20mph zones	annual	Council/DfT Funded
Road Safety Campaigns	annual	DfT/TVP Funded
Cycle Safety		
Identify & Treat Unsafe Redway Locations	annual	Council/DfT Funded
Redway Security Improvements	annual	Council/DfT Funded
Bikeability & Other Cycle Training Programmes	annual	DfT and Bikeability Trust funded
Pedestrian Safety		
Improvement Programme	annual	Council/DfT Funded
New and Improved Crossings	annual	Council/DfT Funded
Road Safety Education Programmes	annual	Council/DfT Funded
School Safety		
School Streets Programme	2025	Council Funded
Healthy Routes to School	2025	Council/DfT Funded
Pupil Road Safety Education	annual	Council/DfT Funded
Other Safety		
Targetted Safety Campaigns (eg motorbikes, equestrians)	annual	Council/DfT Funded

3. Improving Public Transport

As stated previously in this document, the provision of a viable public transport service across the city is very challenging. The combination of our road layout, the distribution of our population, our levels of car ownership and the almost unlimited supply of cheap parking, make public transport very difficult to make attractive here in comparison to driving.



Figure 76 : An Arriva bus in Milton Keynes

Other cities have the 'advantage' of a congested urban road network and very limited parking supply – which can help encourage public transport use, but MK has neither of these, so we need to focus on the quality of the public transport offer and make it better.

Making Public Transport a Real Choice

The key to delivering an improved public transport offer across MK is therefore to ensure that more people want to use it through choice. This sounds very simple, but making the system more attractive in comparison to the car is paramount to changing the way we travel - for some of our journeys at least.

So, we need to completely re-imagine our public transport in Milton Keynes – as many cities have done to great effect before us.

Mass Rapid Transit (MK Metro)

To tackle this problem head-on, we have been developing proposals for a Mass Rapid Transit System (MRT, now branded as MK Metro) – a high quality, zero-emission, tram-like system using rubber tyred vehicles on conventional roads, which will deliver the sort of step-change in our public transport offer in MK that will make people who own cars choose to use it instead for certain journeys.



Figure 77 : A Rubber-Tyred Tram Like Vehicle like those envisaged for MK Metro

Journey times are critical, so we will need to allocate dedicated road space in the form of reserved bus lanes to ensure that the public transport vehicles are protected from congestion and general traffic. This means there will be less road space available for cars in some places across the network, but in MK we have the advantage of a lot of highway capacity and numerous parallel route alternatives, thanks to our unique grid.

This would deliver a ‘MK Metro’ service across the city region on 5 key routes. The routes are being developed to serve both existing residential and employment areas, but also to help unlock new development sites. This would be our primary, or top-level, high frequency, high quality public transport service.

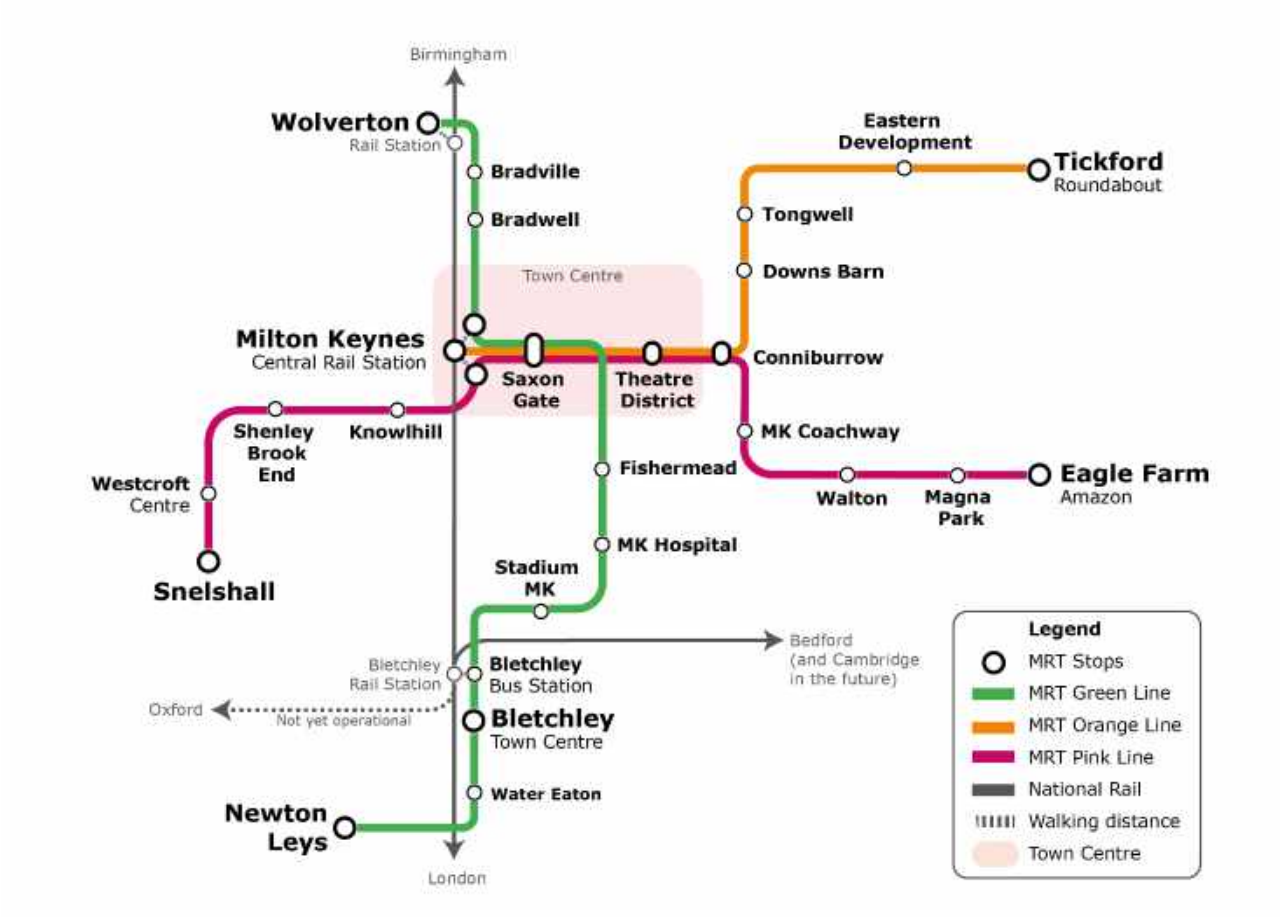


Figure 78 : Suggested MRT or MK Metro route network

We are in discussions with Government over the funding of our new MK Metro network in relation to delivering increased growth, and we are currently finalising our Business Case.

Revised Bus Services

To supplement our MK Metro MRT system, we will require to amend the remaining bus services to instead provide in-fill bus services – as our MRT system won't serve everywhere. We will still need 'conventional' bus services at a secondary level to support the MK Metro network and to deliver passengers to key interchanges on the Metro network to complete their journeys.

We're currently working with our consultants on what this network would look like to support our residents and the MRT network best, but our grid road structure offers significant opportunity to simplify bus services for the user and create a number of key interchange points.



Figure 79 : The new 'Loop' Orbital service in MK – the first new bus service in 5 years

MK Connect

There will also remain a need for a tertiary public transport offer, for those rural areas where a viable and scheduled bus service is unfortunately simply not affordable. These areas are where MK Connect will continue to collect residents with no bus service and take them to their destination, or to an interchange location where they can easily complete their journey on the secondary or primary tier of services.

A Public Transport Hierarchy for Milton Keynes

This hierarchical approach to public transport provision will deliver a more attractive, connected and integrated offer than at present. By the careful design of these interchange points where PT services at the different levels intersect, we can also ensure a seamless transfer, high quality waiting facilities and also excellent connections to the walking and cycling network, to ensure they can be accessed easily.

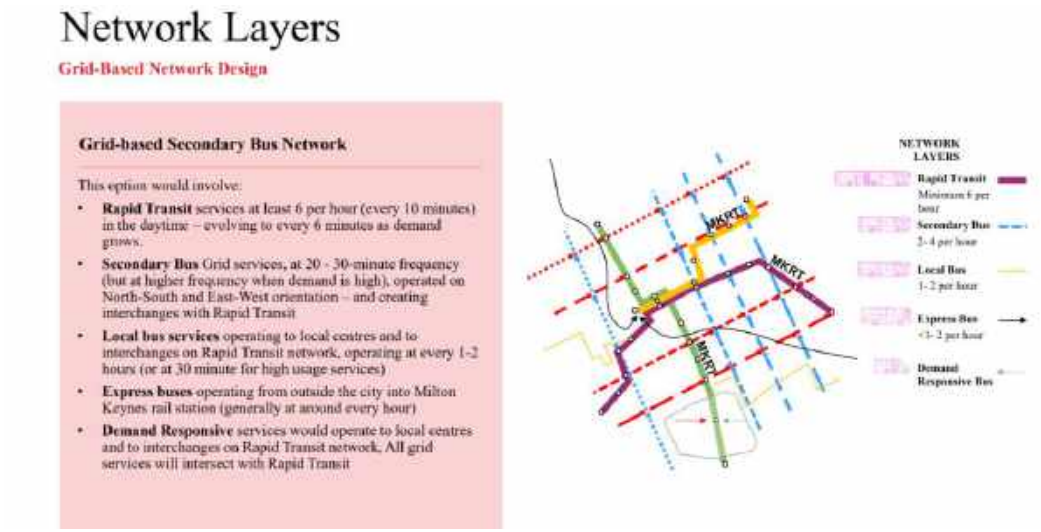


Figure 80 : Planning and Assessment Work on a three tier revised bus network is ongoing

Ticketing

Also key to this three-tiered system working effectively is the introduction of SMART ticketing, so that a single ticket can be purchased for a multi-stage (Metro to Bus) and ultimately, even for multi-modal journeys (eg e-scooter to Bus to Metro to Train to e-bike). We are working with our existing operators to explore this one ticket solution, but the allocation of appropriate proportions of the overall ticket costs to each operator is a complicated challenge – although this would be simplified in a bus franchising scenario, as discussed below.



Figure 81 : Integrated Ticketing is Key to Making Public Transport Trips Easier

Management and Operation

A successful public transport system in MK is also dependent upon an effective management and operating regime. The New Bus Services Act 2025 allows Local Authorities to more easily move forward with specifying and franchising bus services across their areas, and the Council is actively exploring the opportunities and challenges in taking more control over bus services in our city region.

A number of operating models are possible for MK Metro, with bus franchising offering the most opportunity for the Council, but also with the most financial risk, as we would be required to fund the full cost of running all the services we wanted to operate. If the costs of these services are not met from passenger revenue, then the Council will become liable for any shortfall.

However, on the other hand, if passenger revenue were in excess of the costs, then the surplus would pass to the Council. And as discussed above, a single ticket solution for all services would be easier to implement under this scenario where the Council is in charge of the provision of all bus services.

Alternatively, the Council could purchase a fleet and depot and lease them to an operator to run the system – or the chosen PT partner could take the financial risk – so there are a range of options to run the system available.

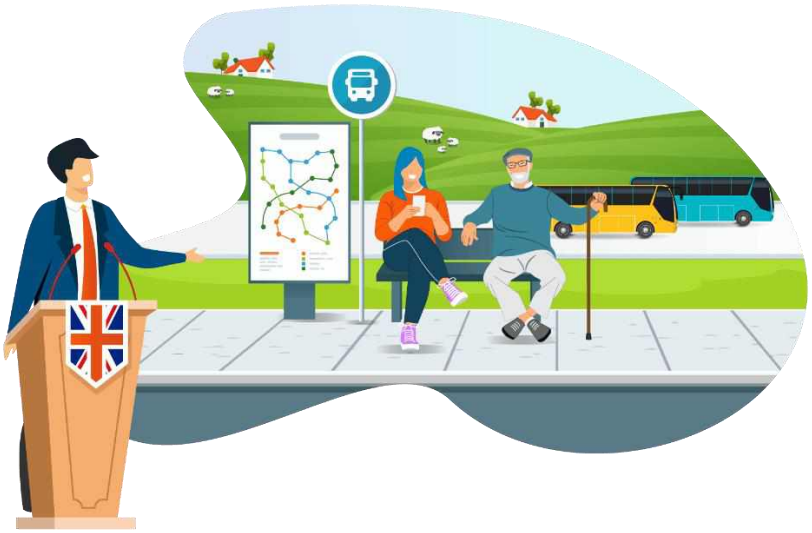


Figure 82 : The Bus Services Bill 2026 Opens Up New Options for Local Authorities to Specify Services

We are working with our consultants to develop a ‘road map’ to franchising our public transport services across MK detailing the additional capability and the likely financial implications, so that we can make an informed decision on the best way forward in 2026.

This further financial analysis and modelling of possible management and operation options will obviously be needed before the Council can make any decision, but this doesn’t prevent us moving forward with our plans to deliver MRT, as it can be delivered under any scenario.

Adjusting the Balance Between Bus and Car

In addition to making the new public transport network more attractive in comparison to the car, we will also need to consider making the car a little less attractive at the same time – by means of adjusting parking charges.

In fact, we already know that this will be needed to make our public transport network viable in future. It is the current imbalance and our failure to adjust parking charges for many years that has contributed to the public transport network and usage we currently have.

We also have much larger highway capacity for private vehicles on our network than most other cities, and as we allocate dedicated space on the roads for our public transport services to ensure they run fast and smoothly across the city, this capacity for cars will gradually reduce, which will in turn, make our public transport more attractive than now.



Figure 83 : Parking Charge Increases can be used to fund Public Transport Services

We need this step-change in the quality of our public transport offer and this approach to re-imagining our PT services in MK will not only reduce our car dependency over time, but help our city grow sustainably without adverse impacts in the form of increased congestion.

Rail Services

While the Council has no direct responsibility for the operation of rail services serving the city and its environs, we are obviously keen to secure the best rail service for our city, with a wide range of destinations served.

We will work with our existing Train Operating Companies (Avanti West Coast, London North Western/West Midlands Trains and, soon, Chiltern Railways) to ensure that we continue to have the best rail connectivity in the region with a wide range of frequent services to local, regional and national destinations.

However, despite us being well connected to the rail network already, there are two significant new rail projects in the pipeline that will affect us in MK – ***East-West Rail*** and ***HS2***.

East-West Rail (EWR) is a rail project to link Oxford and Cambridge via Milton Keynes.

Phase 1 linking Oxford to Bicester, Bletchley and Milton Keynes is now complete and passenger services will start in early 2026, operated by Chiltern Trains. A number of freight services are already running but passengers serviced have been delayed by a staff dispute over Driver Only Operation (DOO).

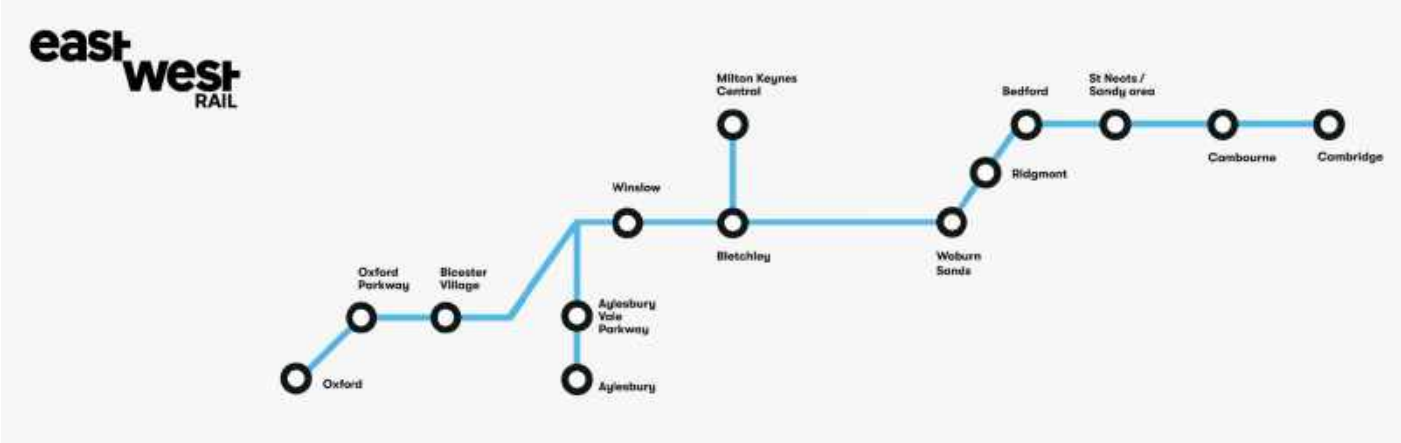


Figure 84 : East-West Rail Route Diagram

Phase 2 and 3 are the future sections to Bedford and Cambridge respectively. Phase 2 will improve the existing Marston Vale railway line between Bletchley and Bedford (including twin-tracking), while Phase 3 will require the construction of a completely new railway line from Bedford into Cambridge.

EWR continue to engage with the Local Authorities along the route while developing their design proposals for inclusion in a statutory consultation exercise to take place early next year (2026).

Until that time, the Council will continue to seek the best outcome for MK residents, visitors and businesses from the EWR scheme, and ensure that the proposals for stations, level crossings and train service patterns are acceptable to the communities along the route.

In particular, there are 2 key interventions that the Council wishes to see delivered by the EWR scheme.

- A new eastern station entrance at Bletchley to connect better to the town centre and to support its ongoing redevelopment. This new entrance would open up a much larger station catchment area to the east, and would also help relieve the stairwell and gate line congestion at the existing small entrance on the western side.

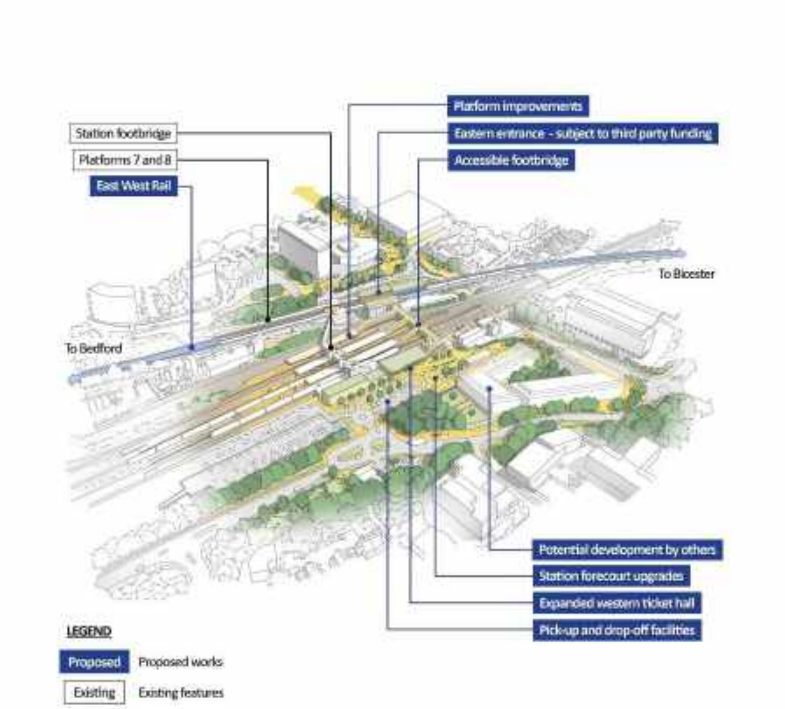


Figure 85 : Bletchley Station Eastern Access Layout Drawig

- A new chord of railway line joining EWR to the West Coast Main Line (WCML) to the north of Bletchley Station (known as the Bletchley NE chord) to allow direct passenger services to run from Milton Keynes to Cambridge without reversing at Bletchley, and to allow freight trains, especially intermodal services from London Gateway and Felixstowe, to avoid congested lines in North London and join the WCML at Bletchley via EWR. This would be a significant strategic addition to the scheme with major benefits to congested lines around London and adding much needed resilience to freight routings to and from the SE ports.

The Council will continue to lobby for these additions to be delivered alongside the EWR scheme.

HS2 is a major new piece of high-speed strategic rail infrastructure between London and Birmingham, and while it bypasses MK to the west and north, it will free up space on the existing WCML for more local and regional services.

The WCML south covering Bletchley, Milton Keynes Central and Wolverton is the busiest mixed traffic railway in Europe and there is little space for additional services despite demand. The resilience of the railway in the event of an incident is also severely compromised by the sheer number of trains using the tracks in this section and the very short signalling spacings between them.



Figure 86 : HS2 is Currently Under Construction to the west of Milton Keynes

HS2 will allow some inter-city express services to be removed from the WCML, freeing up new train 'paths' for additional local and regional services. Network Rail are looking at the possibilities HS2 will present for the WCML South, and the potential for MK Central to become a hub regional station is currently being explored.

Enlargement of MK Central and an additional track between Bletchley and Milton Keynes Central may be needed as part of these proposals, but work on this is ongoing (led by Network Rail).

The Council considers this to be an excellent opportunity to improve the rail connectivity of MK still further and we will work with Network Rail to develop the proposals over the coming years, as HS2 approaches completion.
As we progress with these various pieces of consultancy work on Public Transport, we will consolidate the results of this work into a new Public Transport Strategy for the city region later in 2026, for engagement in 2027.

Improving Public Transport Policy Summary

We will…….

- Continue to develop and seek funding for our new Mass Rapid Transit system (MK Metro) in order to deliver a greatly improved public transport offer to our residents, visitors and businesses and to support the sustainable growth of the city
- Provide dedicated road space for our MRT system to run on, to ensure journey times are comparable to the private car
- Explore the benefits of and the risks associated with the Council franchising all bus services in MK, including MRT, and taking control of all service planning and operations
- Adapt 'conventional' bus services post MK Metro to provide supporting feeder and connecting services to the MK Metro system
- Continue to support MK Connect as the lowest tier in our public transport network for those residents without a viable scheduled public transport service
- Develop an integrated ticketing system to allow for multi modal journeys with a single ticket or SMART card
- Develop optimum designs and locations for interchange points on the PT network to ensure seamless transfer and good quality waiting facilities, while maximising their accessibility by all modes
- Support public transport use by adjusting parking charges and supply to 'balance' the relative attractiveness of PT vs car
- Work with our existing Train Operating Companies to ensure the best rail services and frequencies for Milton Keynes Central, Bletchley and Wolverton
- Work with EWR to ensure the best scheme for MK, including a new station entrance at Bletchley and the Bletchley NE chord
- Work with Network Rail over plans for expansion of local and regional services on the WCML post HS2, including track capacity and station improvements

Public Transport - Projects

MRT		
Deliver Demonstration MRT stop in CMK	2026	DfT Funded
Deliver New Bus Lanes in Preparation for MRT	2026	DfT Funded
Develop MRT Operational and Management Strategy and Finalise Business Case Deliver MRT system	2026 By 2030	Council Funded Central Govt Grant/Developer Funding/Council Funding
Bus Services		
Investigate Opportunities from Franchising	2025	DfT Funded
Explore the Re-structuring of Bus Services to support MRT	2026	DfT Funded
Identify Optimum Locations for Public Transport Interchanges	2025	DfT Funded
MK Connect		
Explore Opportunities to Fund & Expand the Offer	annual	Developer/Council Funded
Operational		
Develop Integrated Ticketing Offer	2027	DfT/Grant Funded
Develop End-to-End Journey Planner	2027	DfT/Grant Funded
Adjust Parking Charges in Line with Bus Fares	2026	Council Funded
Rail		
Work with ToCs to improve services at MKC, Bletchley and Wolverton and on the MVL	2025	DfT Funded
Secure the Best Possible EWR scheme for MKCC	2026-2027	DfT Funded
Bletchley Station Eastern Entrance	By 2030	EWR/DfT/Network Rail funded
Improved Local and Regional Services on WCML after HS2	Post-2030	DfT/GBR Funded

4. Enabling and Encouraging Active Travel

Milton Keynes has a fantastic off-road walking and cycling network which is almost fully segregated from traffic, that totals over 350km – but sadly it is not as well-used as it should be.

The reasons for this are numerous and range from the issues of safety and security introduced earlier in this document to more general factors such as the general decline in the physical activity we all undertake as a population.

In addition, issues over maintenance of the network, including lighting, foliage control, surface condition and drainage are also factors that influence the levels of use. Indistinct wayfinding and a lack of understanding of the network and how to get places is also cited as a deterrent for some.

In addition to these physical improvements, there are also initiatives to address cycle training and skills amongst all our residents of all ages that we undertake – so the solution is a combination of 'hard' (physical) measures and 'soft' measures (campaigns initiatives etc.) and is one of enablement and encouragement.

We can't make people cycle, or make them want to cycle, but we can help them if they do. We want people to have the skills and knowledge to cycle on a high quality, safe network, if they choose to.



Figure 87 : Cyclist Numbers in the Netherlands are high due to the good quality facilities everywhere

So, we need to spend a greater share of our transport funding on active travel to address the physical barriers as to why our Redway routes aren't being used as they should, and to empower more residents to use them by providing the necessary skills, confidence - or even just a bicycle for them to ride.

Redway Improvements and Design Standards

Our Redway network is growing with the city, and we have developed a Redway design guide which ensures that all new extensions to the network delivered by developers are of the required standard.

We are using intelligent sensors mounted on some volunteers' bicycles to inform where surfacing improvements are needed, and also where there are conflicts with other Redway users, where some safety interventions may be needed.

We are also continuing with the SuperRoutes programme which targets our more strategic Redway routes for wayfinding, lighting and underpass improvements.



Figure 88 : Redway Superroutes

Secure cycle parking is also essential, particularly as Station Sq is the top bike theft location in the TVP area. Without the potential cyclist knowing that secure cycle facilities exist at their destination, some cycle trips will never happen at all, so we need to ensure that key destinations, including stations and Council sites such as libraries and leisure centres, have ample secure cycle parking for visitors.

New Infrastructure

New cycle schemes have been identified in our Local Cycling & Walking Implementation Plan (LCWIP) that we consulted on widely in 2023, and we are currently prioritising projects in the LCWIP for design and delivery. New cycle proposals are also under development for Bletchley town centre in conjunction with a package of Town Deal improvements.



Figure 89 : Opening event at the Newton Leys new Redway section

We will also undertake a programme of delivering 'missing links' to join up key sections of the Redway network so we have consistent and continuous grid of routes all across the city.

'Soft' Measures

Soft measures for cycling include our well regarded Bikeability training for young people, combined with our cycle training for all ages and abilities, and these programmes will continue – and increase if funding allows.

Soft measures also include our cargo bike loan schemes, bike recycling, e-bike experience and other initiatives to promote cycling and make it accessible to more people.

Funding remains an issue, with the Council largely dependent upon DfT and ATE funding to advance schemes and programmes, but now that our ATE Capability Rating has been raised to 2, funding is likely to increase in future years.



Figure 90 : Local Businesses have adopted zero emission deliveries with the aid of MKCC cargo bike loans

We were grateful that our recent projects and initiatives to enable and encourage active travel, such as the new Redway at Newton Leys, and our successes in delivering Bikeability, were rewarded with us being re-graded as Level 2 at the end of 2025, which will unlock greater cycle funding opportunities.

Walking

Walking is active travel too, of course, and while training is obviously less relevant here, the quality of the walking environment is critical.

Accessibility is important to ensure everyone can use the network, as are aspects such as gradient and winter treatment. Similar to cycling, many shared issues exist in relation to safety and perceived safety, and sometimes these are worse for people on foot as they cannot move away from perceived risk as fast as a cyclist can.



Figure 91 : Milton Keynes enjoys an Excellent Walking Environment

In general, improvements to the Redways will assist both cyclists and pedestrians, but on a shared network, we need to be mindful of when and how the two mix together, and we are finalising our 'Redway User Guide' which sets out how they should be used considerately by everyone, perhaps supplemented by signage and markings at particular problem conflict locations.

E-Scooters and Micromobility

We also have third group on our Redways – our e-scooters from Lime and Dott, which are still operating on a DfT Trial basis across the city.

In general, we believe our e-scooters have helped with mobility across the city (especially for our younger people) and they have been shown to have removed hundreds of thousands of vehicle trips from the city's roads.

However, this modern addition to our urban transport scene in MK is not without its difficulties – and the behaviour of users in relation to driving and parking infractions remain of some concern. However, we are working with our e-scooter forum and our providers to designate geofenced

parking areas and ‘auto-slow’ areas to address reported problems and good progress is being made.



Figure 92 : Dott & Lime Both Operate E-Scooter Hire Schemes in MK

We are therefore minded to formalise the provision of an e-scooter hire scheme through a tender for a concession contract once the trial has ended, or before if permitted to do so. Our own bespoke contract will permit additional checks and balances to be imposed on operators to address the reported issues and we should also be able to negotiate discounted hires and offer events for users.

Disabled Redway Users

There is also an important fourth group – our disabled residents – and the Redways can provide a good means for our disabled community to travel safely away from traffic in wheelchairs, adapted cycles or mobility scooters.

We will continue to address these users’ particular challenges in using our active travel networks and deliver accessibility improvements.



Figure 93 : Redways can Sometimes Present Challenges for Residents with Disabilities, as these Campaigners are Showing

Underpass approach gradients are a known issue for disabled Redway users and we will look to re-profile underpass approaches where possible, particularly in the vicinity of healthcare facilities or in places where we know we have a large number of residents with mobility issues.

Our Redway network is the envy of many other places in the UK, and we need to maximise its enormous potential by tackling all the barriers to its use, and ensuring the various user groups can all use it safely, and without impacting adversely on one another, so that it is a viable alternative for some short journeys.

Enabling and Encouraging Active Travel Policy Summary

We will…….

- Require developers to extend the Redway network to our standards into new development areas and to ensure connections to the existing network
- Continue with a programme of Redway 'missing links' to ensure a coherent network serving the entire city
- Invest more, as a proportion of our total transport spend, in the repair, maintenance and enhancement of our Redway network
- Prioritise a number of LCWIP schemes to advance to detailed design and public consultation, in readiness for further delivery funding
- Continue our Redway SuperRoutes programme of wayfinding, lighting and underpass improvements on strategic Redway corridors
- Deliver secure cycle parking at key destinations across MK, including high quality facilities at MK Central Station and provision at Council sites, such as libraries and leisure centres
- Continue and expand our package of cycle training and Bikeability offers to upskill our children and adults
- Continue initiatives and programmes that promote cycling, and to work with our key cycle industry partners based in MK (such as Madison and Trek)
- Continue to identify and deliver walking improvements to the Redway network to ensure safety and accessibility
- Deliver targeted accessibility improvements to ensure our Redways are fully accessible to our disabled residents
- Work with our e-scooter providers to deliver improved driving and parking behaviour and to designate geofenced parking and limited speed areas
- Move towards a new e-scooter concession contract with new terms and conditions to provide greater protections and KPIs for the Council
- Develop a user guide or code of conduct for publication to ensure that our Redway network is used considerately by everyone

Enabling and Encouraging Active Travel - Projects

Redways		
Ensure High Quality Redway Connections are Delivered to New Development	annual	Developer-funded
Complete Redway 'Missing Links' to Deliver a Continuous Network	By 2028	DfT/Developer-funded
Identify Key New LCWIP Redway Schemes for Delivery	2025	DfT/Developer-funded
Complete Blue Lagoon/Newton Leys – Bletchley Redway	2026	DfT/Developer-funded
Continue SuperRoute Redway Improvement Programme	annual	DfT/Council-funded
Deliver Walking & Accessibility Improvements across the Redway Network	annual	DfT/Developer-funded
Develop a Redway Code of Conduct	2025	DfT funded
Publish & Adopt the Redway Design Manual (RDM)	2025	DfT funded
Supporting Cycling		
Deliver Secure Cycle Parking at Key Destinations Across MK	annual	DfT/Developer-funded
Continue to Offer Cycle Training Opportunities to Residents of All Ages	annual	DfT/Bikeability Trust Funded
Organise Cycle Campaigns & Events	annual	DfT/Council-funded
Micromobility		
Work With E-scooter Providers to Address Parking and User Behaviour Issues	2025	Council-funded
Develop New E-Scooter Concession Contract With More	2026	Supplier-funded

5. Future Transport

Our transport strategy needs to be ready for the future and we must embrace innovation where it provides opportunity to enhance or improve any aspect of our transport system. There are a number of key areas where we are preparing our transport system for the future and these are covered in the following sections.

Electric Vehicles and Public Charging Infrastructure

The transition of our vehicle fleet in Milton Keynes towards zero emission vehicles is something we obviously want to encourage. With such high levels of car use, it is imperative that we move towards electric and other zero emission vehicles to avoid the harmful effects of oxides of Nitrogen (NO_x) and other dangerous soot-like particles from the internal combustion process known as PM's (particulate matter).

Milton Keynes is already ahead of the national curve in terms of delivering on-street charging facilities for residents and businesses, and we have the 3rd highest number of chargers per head of population in the UK, but also the highest number of high-speed chargers in the UK.



Figure 94 : Milton Keynes has more rapid chargers per capita than anywhere in the UK

Commercial EV charging models are beginning to focus on an ultra-rapid, petrol forecourt-style offer, but there will always be a demand for home charging, for reasons of cost and convenience.

Many of our residents don't have off-street parking, particularly in our older settlements or in some of our older estates, so it will be the Council's role to provide that on-street infrastructure to ensure equity of home charging opportunity. In addition, we believe that local charging hubs with a mixture of chargers of varying speeds will meet the local needs of residents, visitors and businesses effectively.

New concession contracts to deliver on street chargers at no cost to the Council, and with an ongoing revenue stream, will be delivered to ensure good city coverage of charging infrastructure and guaranteed competitive charging costs, as well as generating some social and economic value to the Council.

In addition, we will continue to roll out our home charging cross-pavement solution 'Kerbocharge' which allows residents to pay for a channel to run a cable under a footway to their wall-mounted private home charger. We will also trial other cross-pavement solutions as they arise to evaluate their acceptability.



Figure 95 : Cross Pavement Charging Solutions

We will continue to favour electric vehicles with preferential parking, but we are near the point where this incentive is no longer necessary or practical, but this will be a matter for the emerging parking strategy.

Alternative Fuels

We acknowledge that electric vehicles are not the ‘silver bullet’ for all our transport ills – they are simply one component of a balanced transport strategy. Other fuels have the potential to generate even less whole-life environmental impact, so we will continue to work with research partners over Hydrogen and other plant-based fuels, and the necessary distribution networks for these.



Figure 96 : Hydrogen Offers Zero Emissions but at lower cost and without the Geopolitical issues of Battery Production

Autonomous (Self-Driving) Vehicles

Many MK residents will have seen our autonomous shuttle trial vehicle running on Midsummer Blvd. The shuttle is part of a connected and autonomous vehicle trial to develop the necessary technology and regulatory environment to integrate driverless vehicles into normal traffic.

These specialist vehicles and the technology needed to drive themselves already exist, but more research is needed before these vehicles can be safely integrated into normal traffic, and our project is a world-leader in this area, and has recently been awarded further funding for more development and testing.



Figure 97 : Diagram showing CAV On-Board Technology

We will trial the use of 5G and satellite communication to accurately geo-position vehicles in the network and to communicate information on the traffic environment to the driverless vehicles to ensure they can safely navigate our traffic networks amongst vehicles driven by humans.

This project may seem fanciful and of limited value now, but nothing could be further from the truth. Autonomous vehicles are coming, and we need to be ready for them and to integrate them safely into our existing traffic networks.

In addition, the type of vehicle we are trialling (a small shuttle bus) would be an ideal vehicle for a future driverless MK Connect service, where autonomous shuttle vehicles can be summoned by residents in the same way that MK Connect vehicles are today – but with no driver, the costs can be significantly reduced and the service expanded. So, the use case in MK for the autonomous vehicle that we are evaluating is already established.

We have already advanced the level of industry knowledge and learning in the field of connected and autonomous vehicles, and we will continue to lead the world in this field with a view to early deployment in MK.

Advanced Very Rapid Transit

In the public transport section of this chapter, our three-tier hierarchical approach to the delivery of public transport is set out, with MK Metro at the primary level, local bus services at the secondary level, and MK Connect at the tertiary level.

However, we are exploring a further level, above our MK Metro, which would provide sub regional connectivity over longer distances using bespoke shuttle vehicles running on a dedicated trackway at very high speeds of up to 100mph.



Figure 98 : Mock-Up of Prototype AVRT vehicle

Destinations such as Towcester, Aylesbury, Luton Airport etc. could be accessible with much shorter journey times than by car, and this offer would introduce a viable alternative option for longer distance car trips. Combined with carefully positioned park and ride sites aligned to the strategic road network, AVRT has the potential for removing significant pressure from our surrounding grid road networks – and help relieve the National Highways trunk road network too.

We remain at an early stage of AVRT development, and we are still assessing the likely costs and benefits of such a scheme, but there is already interest in the proposal from England's Economic Heartland and neighbouring authorities, and we believe it has the potential to contribute to our regional transport offer in the much longer term.

We will therefore continue to develop and refine the proposals and to move towards the development of a business case for a high-speed intra-regional network linked to park and ride transfer locations.

Robots

Milton Keynes is well-known for its robot trials, and our Starship and DPD delivery robots are a common site trundling carefully along our Redways.

However, beyond delivery robots, we are also exploring how we can use robotic technology to undertake mundane highway maintenance and inspection tasks, such as the removal of litter and chewing gum, and surface condition assessment.

Using robot vehicles to transport materials along Redways to where works are taking place is also being explored, as vehicle access to remote sections of Redway for plant and materials delivery is

often not straightforward. Using these vehicles to grit cycle and pedestrian areas is also being evaluated.



Figure 99 : Delivery Robot Vehicles are a Common Sight in MK

The Council is working with tech company partners to help trial a modular robot system, with a universal chassis and navigation system, but with the capability to affix specialist modular attachments for specified tasks: eg a gritting module, a weed killing module, a chewing gum removal module, a surface condition assessment module, etc. The robot chassis also has the ability to tow a trailer of up to 2000kg.

We believe that there is great potential to use robots to perform simple repetitive highway tasks and to tow plant and materials to site, and their deployment could free up staff to undertake higher value duties.

With potentially an increasing number of robot vehicles moving around on our Redways, we are also keen to explore how these vehicles could add to the safety and security of the Redways for all users. This could involve a CCTV module (or the addition of CCTV to one of the other modules listed above) or the incorporation of a 'emergency call alarm' similar to those found on railway and tube station platforms, where connection can be established with an operator who can direct Police assistance to the reported location. Audio and video recording could also be activated to help with evidence collection.

Drones

Drones are to all intents and purposes flying robots, and they arguably have even more potential to assist with the operation and maintenance of our transport networks than ground-based robots.

Drones can provide birds' eye observations of the operation of our traffic network to assist with surveys and our management of traffic and signals, and they can also perform extensive visual assessments of highway assets and structures at very high speed and accuracy. By comparing image data against a reference image, defects can be identified by using image processing algorithms and repairs can be targeted more effectively.



Figure 100 : Trials in MK used Drones to Transport Medical Samples and Blood between NHS sites

There are numerous other use cases for drones across the Council, such as housing asset inspections and planning enforcement, so we are also working with partners to develop a 'drone in a box' solution which would allow for drone flights to be 'booked' via a portal for specific observation flights easily.

Again, this technology offers the opportunity for Council functions to be undertaken faster and far more efficiently, allowing staff resources to be redeployed to other duties.

However, there remain issues over flights that extend beyond visual line-of-sight (BVLOS) of the drone operator, and we are working with partners and CAA to develop a process for permissions.

Data

Transport Data is a strategy currently under development – as the power of data to inform how we operate and manage our transport networks and also to inform our users about how best to use them is just beginning to be understood.

In the preceding sections, we have already seen how the collection of data by robots and drones can help us manage our networks and target where repairs are needed, without the need for us to wait for residents to report defects.

But beyond this, there is an enormous amount of digital data we could use to both make our transport networks operate better, and to help our users of these networks make informed travel choices.

The Council already has a data exchange, and a dedicated 5G network, so we already have the capability to receive data feeds from a range of sources and for us to process and interpret this information to our benefit.

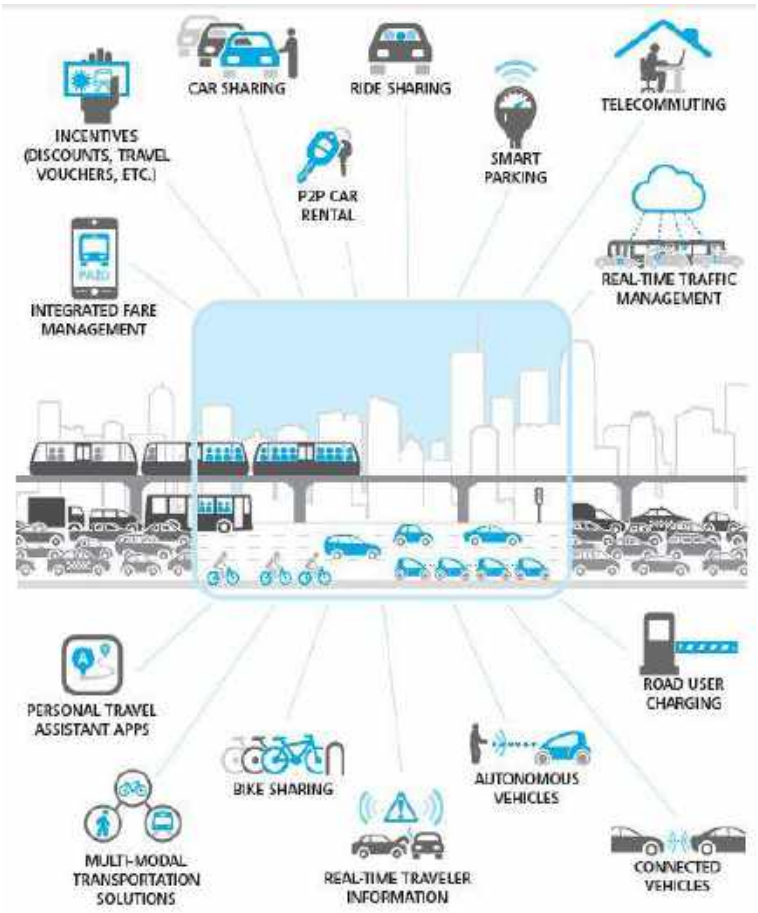


Figure 101 : Example of a Transport Data Network

To give just one transport related example, the development of an effective real-time MK journey planner would require real-time data feeds from, for example, e-scooter operators, bus and train operators, taxi companies, bike hire operators etc, in addition to our own traffic and congestion data in order to create end-to-end journey options by a range of modes for the end-user of the journey planning tool.

All of these data feeds already exist: we receive API information from our e-scooter and e-bike hire operators over the real time locations and hire status of the entire fleets, we receive live feeds from bus and train operators (which we already utilise on public transport information displays), our private hire and Hackney cabs provide us with similar API feeds (which they use on their own apps, which allows the user to track their cab), and our new traffic signal installations across MK are continually collecting traffic, delay and other data from inductive loops and above ground sensors in real-time and they are sending this to our central traffic management control system with a delay of less than one second.



Figure 102 : Live Feeds are Useful for Passengers – This One Shows Live Tube Train Location across London

Another example would be to introduce a system where residents can pre-book an electric charging point in advance. To do this we'd need the real-time information on the usage of all the charge points in our network and the ability to pass data back to the charge point operator regarding the reservation, so it can be mirrored in their systems. Once again, all this capability already exists.

We make very little use of all this data at present, but its potential to inform us and to inform our transport users Is enormous, and we will continue to research and develop the collection, processing and dissemination of data to maximise the opportunities it offers.

Our transport data strategy is currently being scoped, and we expect to have a document ready for internal consultation at the end of 2026.

Future Transport Policy Summary

We will…….

- Continue to expand our electric charging point network with a range of charging speeds, utilising external funding and operator funded models, to meet our city's needs
- Offer residents without off street parking cross-pavement charging solutions where practical
- Explore the deployment of alternative fuels and the fuel distribution networks these would need in order to be viable in MK
- Continue our connected and autonomous vehicle trials to advance knowledge on the integration of CAVs into conventional traffic streams
- Seek opportunities for funding further connected and autonomous vehicle projects to help build the required regulatory environment for their safe operation in mixed traffic
- Lead the world in the deployment of autonomous vehicles and develop the use of autonomous vehicles for identified Council use cases, such as MK Connect, schools transport etc
- Continue to develop our proposals for AVRT, as a potential longer term transport offer for regional journeys, with more work on costs, feasibility, vehicle design and operational models to be undertaken.
- Continue to work with robot providers on their deployment for various tasks in MK, such as parcel delivery, but also for Council tasks such as unmanned highway inspections, litter removal, foliage/weed killing etc.
- Explore how the robots using our walking and cycling networks could enhance the security of other Redway users by offering a surveillance or reporting/alarm capability
- Continue to explore the use of a 'drone in a box' solution as a means of monitoring and observing our transport networks to inform prioritisation and investment, but also to validate their use for digital twinning and other Council data collection, such as housing asset and planning enforcement monitoring.
- Continue to add to the drone knowledge base through our trials to help deliver a regulatory framework for unmanned flights beyond the visual line of sight of the controller
- Maximise the potential of our various sources of transport data and develop new systems that use this data to inform Council priorities and decision making, and also to inform our users of our transport system of its real time operation and the travel options available to them

Future Transport - Projects

Electric Vehicles		
Deliver New Concession Contracts for Residential Charging Points	2026	Supplier-funded
Deliver New Concession Contracts for Multi-Speed Charging Hubs	2027	Supplier-funded
Offer Cross Pavement Charging Solutions for Residents Without Driveways	2025	Resident-funded with DfT Subsidy
Alternative Fuels		
Explore the Viability of Alternative Fuels	2025	Supplier/Grant-funded
New Transport Modes		
Continue to Trial Autonomous Vehicles and Explore How They Can be Integrated With General Traffic	2025	Grant-funded
Explore the Viability of AVRT as a Regional Transport System	2026	Grant-funded
Efficiency Improvements		
To Seek Funding for Robot and Drone Case Study Trials	annual	Grant-funded
Data		
Use Transport Data Sources to Inform Decision Making and Investment	annual	Grant-funded/Supplier-funded
Use Transport Data and Real Time Information to Develop a State-of-the-Art Journey Planner	2026	Grant-funded/Supplier-funded

Section 9 - The Effects of our Plan on Carbon Emissions

Ongoing : This section will be added once completed.

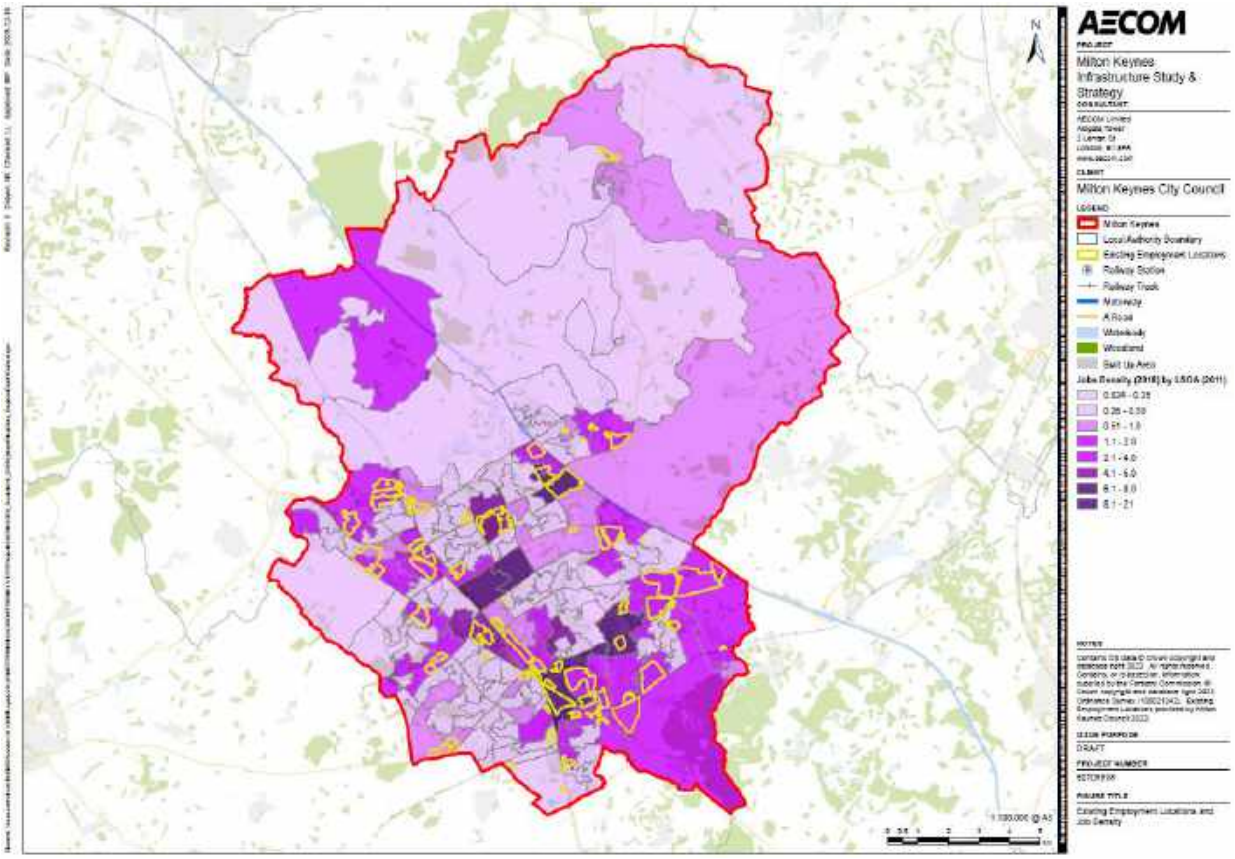
Section 10 - Implementation Plan and Funding Requirements

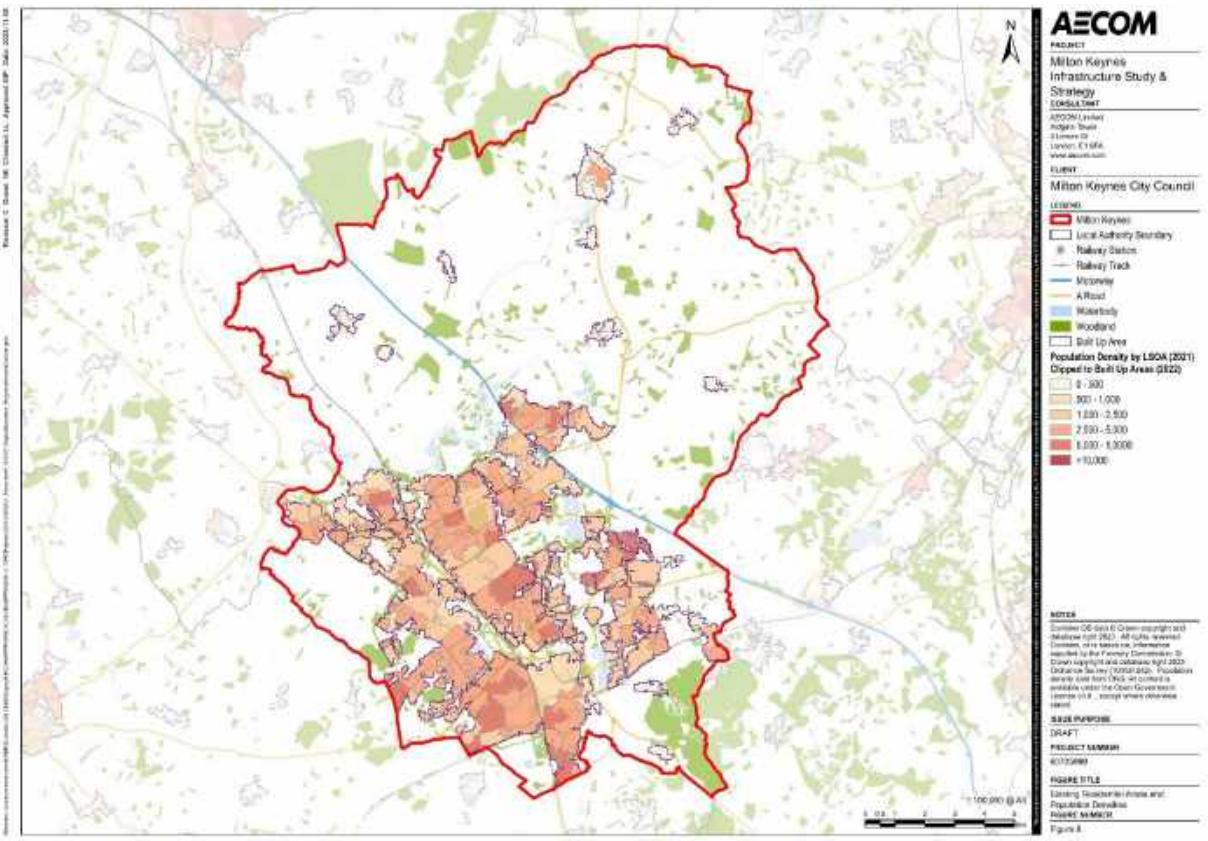
Ongoing ; This section will be added once completed.

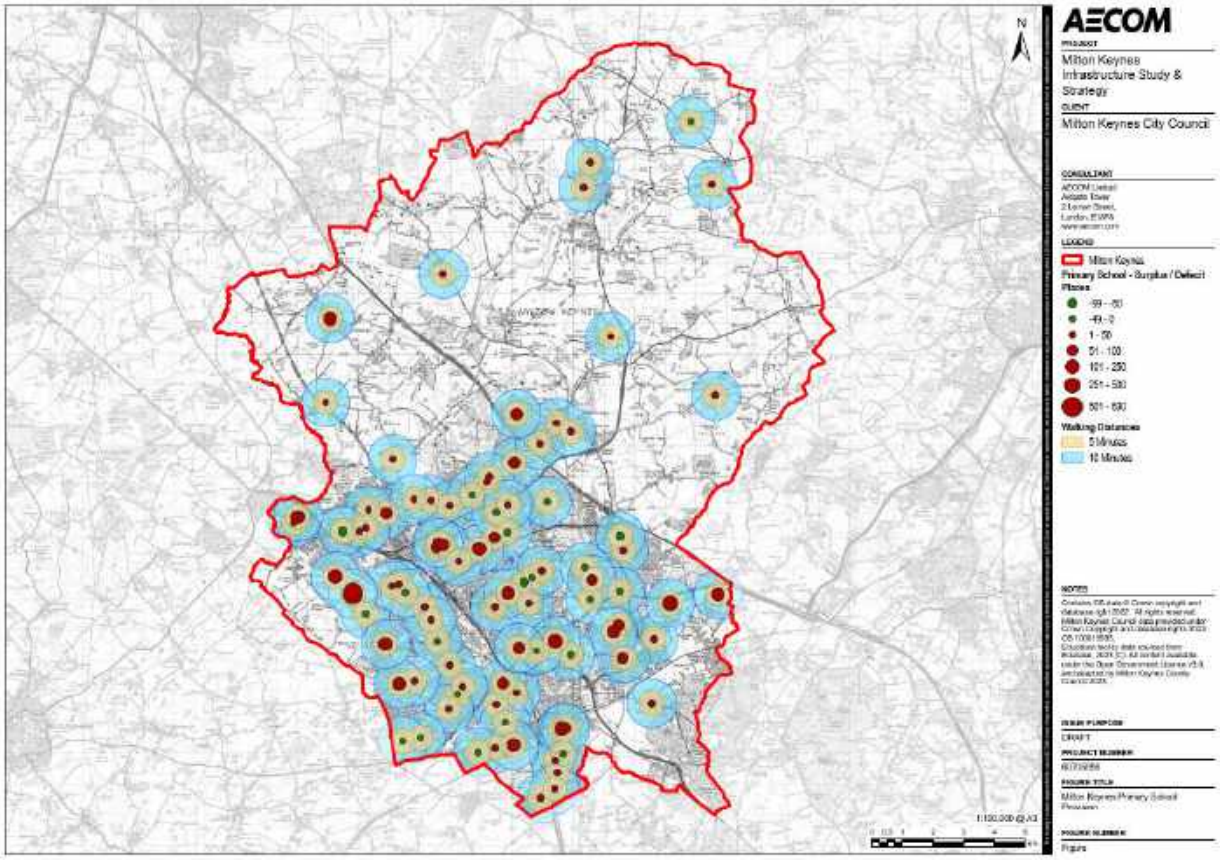
Section 11 - Setting Targets and Monitoring Plan

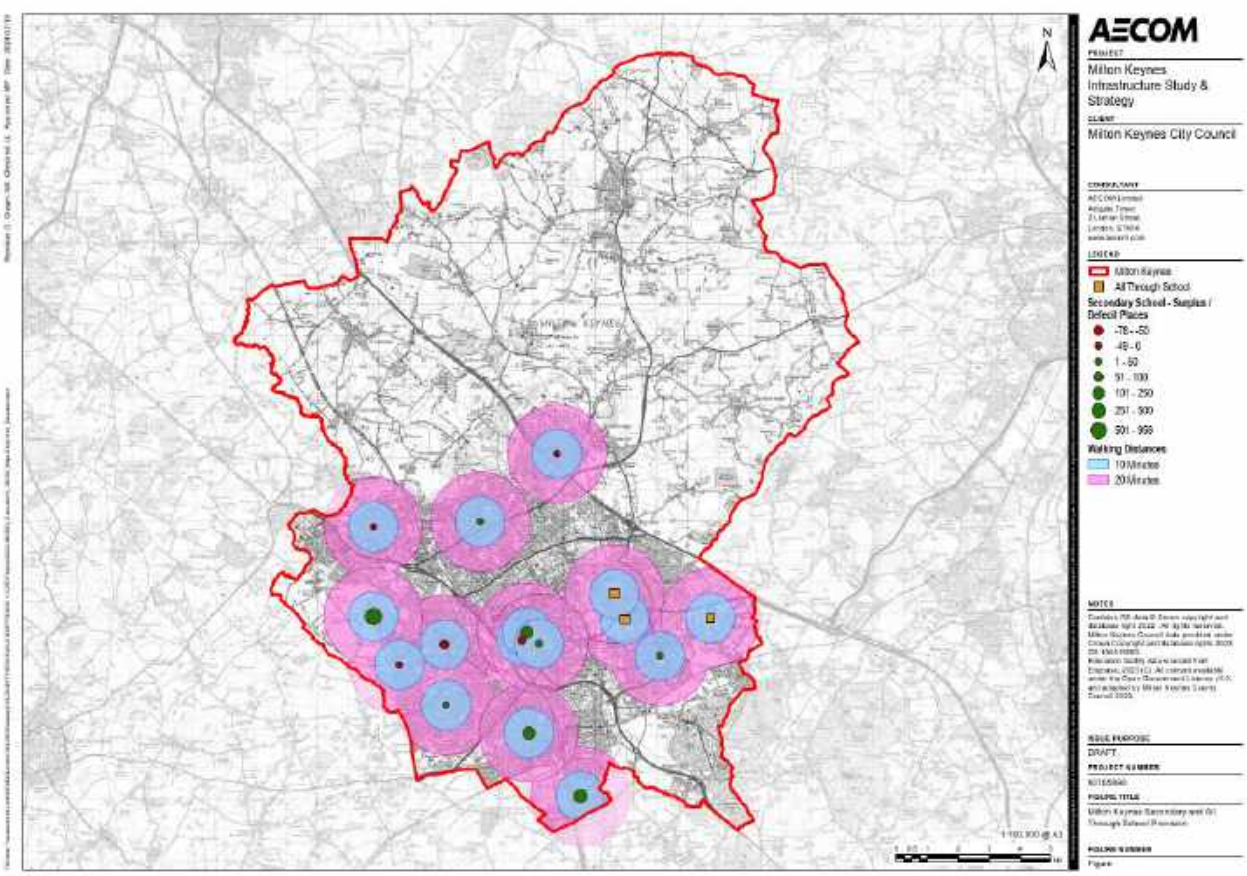
Ongoing : This section will be added once completed.

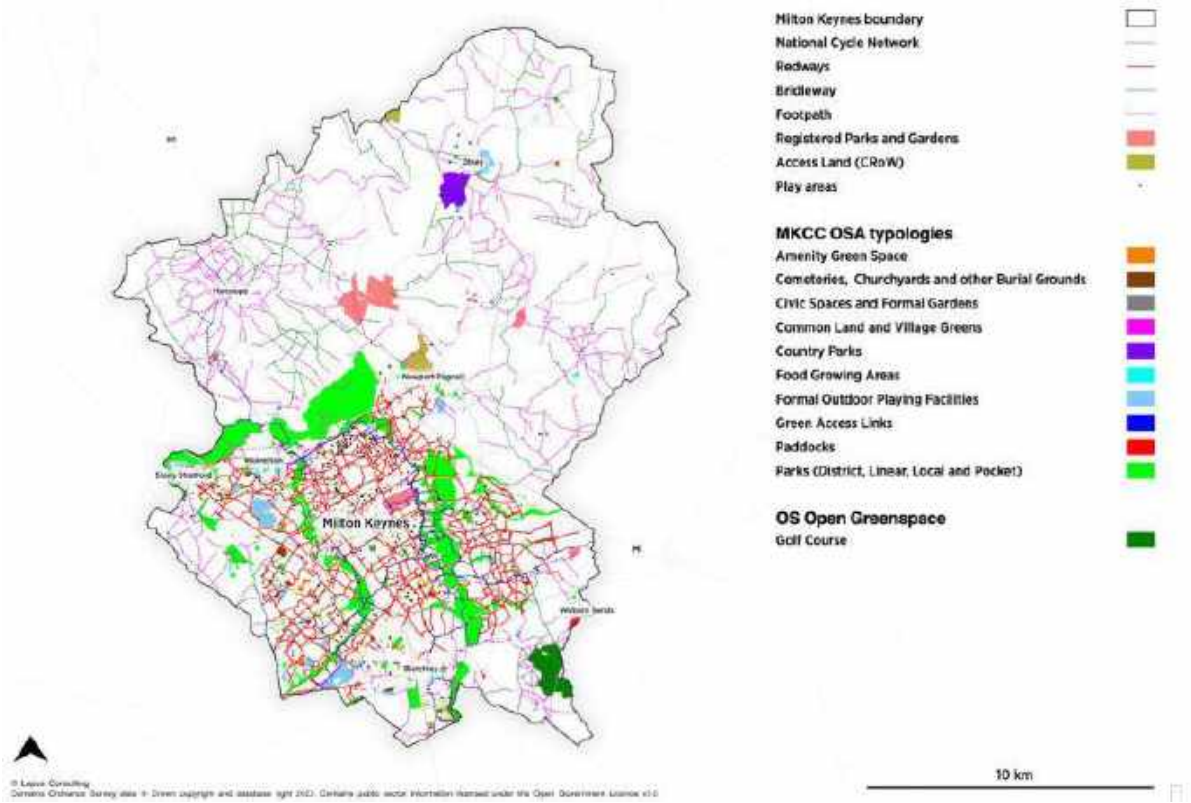
Additional images which could be considered for inclusion




AECOM
Milton Keynes Infrastructure Study & Strategy
Milton Keynes City Council
Milton Keynes
Local Authority Boundary
Railway Station
Railway Track
Motorway
A Road
Waterbody
Woodland
Built Up Area
Population Density by LSOA (2021) Clipped to Built Up Areas (2022)
0 - 500
500 - 1,000
1,000 - 2,500
2,500 - 5,000
5,000 - 10,000
+10,000
DRAFT


AECOM
Milton Keynes Infrastructure Study & Strategy
Milton Keynes City Council
Milton Keynes
Primary School - Surplus / Deficit Places
-99 - -50
-49 - 0
1 - 50
51 - 100
101 - 250
251 - 500
501 - 690
Walking Distances
5 Minutes
10 Minutes
DRAFT
Milton Keynes Primary School Provision
Figure


AECOM
Milton Keynes Infrastructure Study & Strategy
Milton Keynes City Council
Milton Keynes
All Through School
Secondary School - Surplus / Deficit Places
-78 - -50
-49 - 0
1 - 50
51 - 100
101 - 250
251 - 500
501 - 999
Walking Distances
10 Minutes
20 Minutes
DRAFT


Milton Keynes boundary
National Cycle Network
Redways
Bridleway
Footpath
Registered Parks and Gardens
Access Land (CRoW)
Play areas
MKCC OSA typologies
Amenity Green Space
Cemeteries, Churchyards and other Burial Grounds
Civic Spaces and Formal Gardens
Common Land and Village Greens
Country Parks
Food Growing Areas
Formal Outdoor Playing Facilities
Green Access Links
Paddocks
Parks (District, Linear, Local and Pocket)
OS Open Greenspace
Golf Course
Milton Keynes
10 km