

Local Transport Plan 5: Summary Document for Consultation

Highways & Transport

January 2026

A Balanced Transport Strategy for Milton Keynes

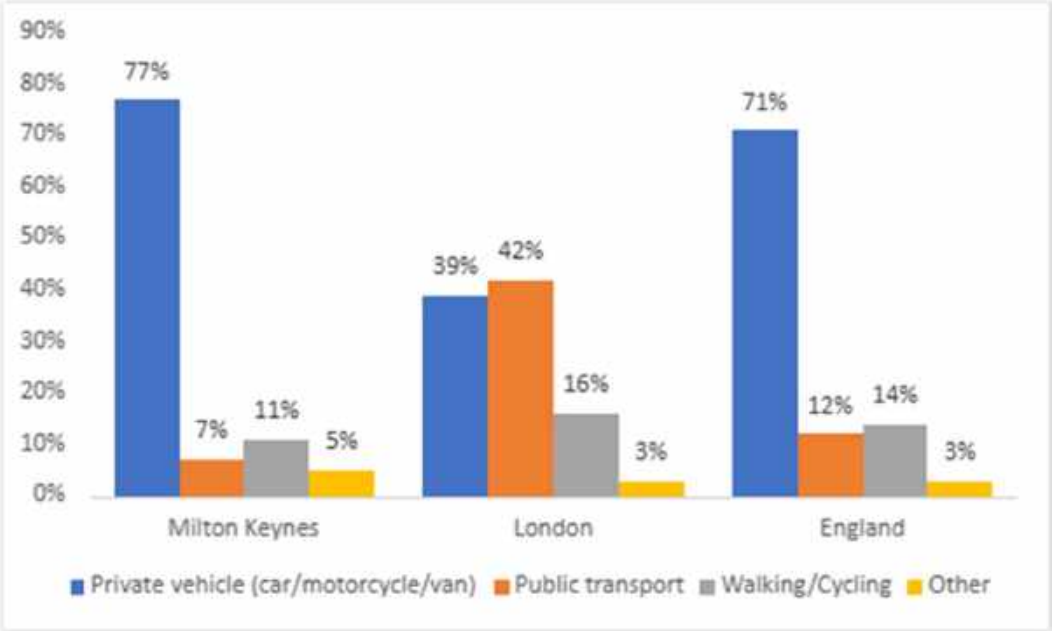
Introduction

Milton Keynes is currently a car-based city as a result of its physical layout, our unique grid road network and the relative affluence of our population, and this transport strategy isn't going to be able to change this in the short term. The city has very high car ownership, with nearly 80% of all households having access to at least one private car, and the high-speed grid roads allow for easy connectivity by car across the city with journey times that cannot be matched by public transport.



Correspondingly, public transport use in Milton Keynes is very low in comparison to UK cities of a similar size, at around 7% of journey to work trips, and financial support to maintain minimum service levels is required.

Compare this to London, for example, where car ownership in some Boroughs is roughly half that of Milton Keynes, and public transport is nearly always faster and cheaper than driving, and up to 50% of journeys are made by public transport. (The average across London is 42%).



Why We Need to Change

Although many of us have current car-based behaviour and are dependent on cars to get around, more of our current and future residents and visitors will need to choose to walk, cycle or take public transport more in the future if we are to accommodate the city's planned growth, without the risk of highway congestion and gridlock. The Council will not support growth that comes at the expense of the relatively free-flowing traffic network that we currently enjoy in MK, so we need to ensure that transport options are better for our residents and visitors than they are now, and that our road network continues to operate as well as it does today, as we continue to grow as a city.



Importantly, we also need to consider the 20% of our households in MK who do not have access to a private car, and therefore are currently at a considerable accessibility disadvantage to those that do, and we need to make our transport system more equitable for this very significant group of our residents. (This is probably the same 20% of our residents that said in our LTP survey that they found it difficult to travel around Milton Keynes, which is not something that someone who owns a car here is ever likely to say.)



Delivering this gradual change in our collective travel behaviours will not be achieved by regulation or restriction of car use, which would be neither popular here, nor particularly effective. Instead, we need to improve the attractiveness of the other travel options in comparison by addressing the relative time, cost, convenience and comfort of them when compared to car travel, so that our residents and visitors actually choose to use them for some journeys. Most of our current users of public transport are 'captive', in that they have no other viable means of transport available to them, and therefore have to use the bus. Compare this with Amsterdam, where over 70% of passengers on trams and buses in the city during the morning peak hour have a car at home that they choose not to use because of the quality, speed and cost of public transport in comparison.

These examples of London and Amsterdam are often unhelpful, as we are a very different place to either of those ancient cities that have grown organically over hundreds of years. We are a new town, less than 60 years old, and we have been a planned settlement from the outset. 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.

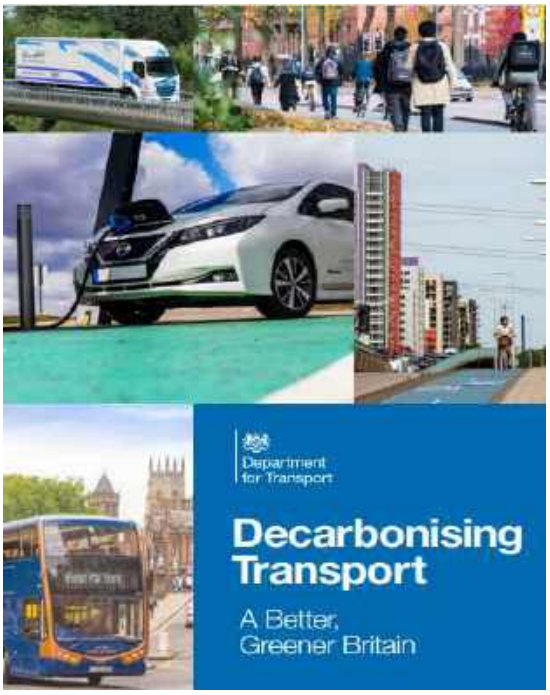
To offset this, our city planning forefathers built us an extensive high-quality walking and cycling network, which has over 350km of segregated walking and cycling routes and is the envy of most UK cities. They also proposed an extensive bus network using a large fleet of smaller minibus sized vehicles 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.

Their proposals for public transport certainly didn't envisage a requirement for commercial bus services post de-regulation (introduced in 1986 when the city was already nearly 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, which the 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.

This LTP summary document 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, 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.



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:

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

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.



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

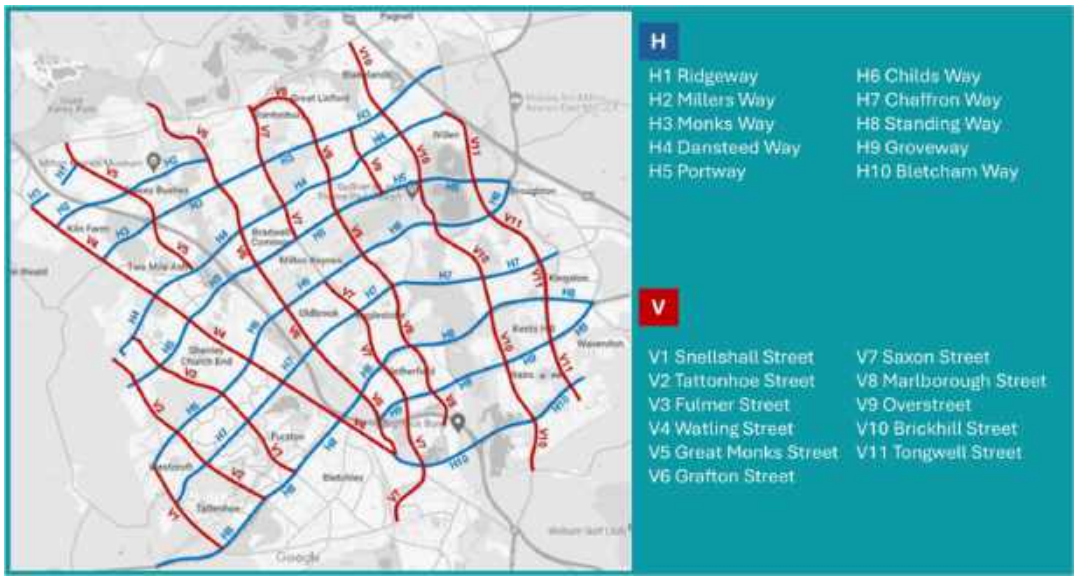
roads, while others are huge motorway roundabout junctions with trunk roads passing through them, and with complex traffic signal layouts.

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.



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.



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.



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 – compare this with Edinburgh which has less than half that number, with nearly twice MK's population. (Parking charges in central Edinburgh are also up to £7.20 per hour.)



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.

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 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	Every year	Funded from parking revenue surplus
Development of New Parking Strategy	2026	Funded from parking revenue surplus

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.

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 frequent, 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 collisions, due to the higher speed incidents 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 local 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.



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.

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. 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 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 achieved.



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.

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 in the new areas of the city, 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 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.

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 a terrible example for our young people and something we must all address.

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 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.



Later this year, the Council will assume camera enforcement powers, which will 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. Once we have camera 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 send more children there. 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.



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 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, and this will continue.

Car Cruising

Milton Keynes has a particular problem with car cruising, and is a magnet for a certain type of vehicle and driver, because of its attractive high speed road network and large areas of empty car park in the evenings. 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 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.

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 to residents and businesses across the city region

.

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
Tackling Car Cruising	annual	TVP/Council Funded

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.

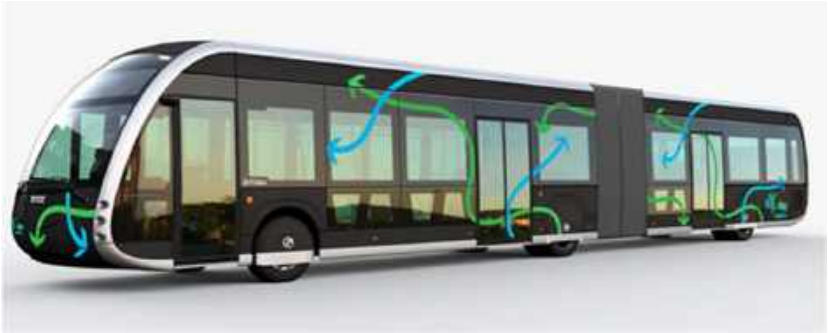
Other cities have the 'advantage' of a congested urban road network and very limited parking supply – which can help encourage public transport use, but MK has neither of these, so we need to focus more on the quality of the public transport offer.

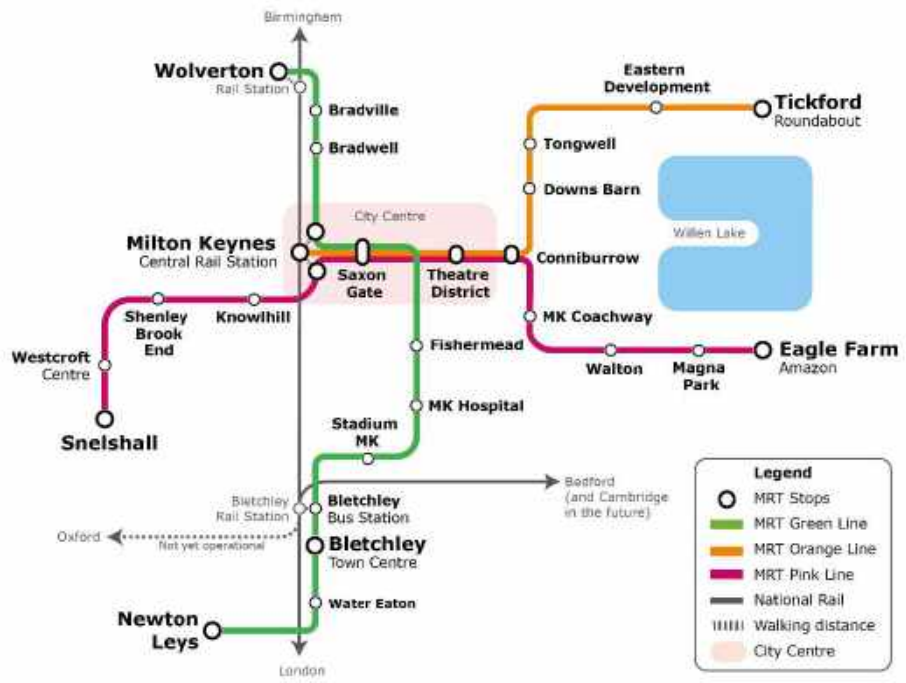
Improving Public Transport

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 tram-like system using rubber tyred vehicles on conventional roads (sometimes referred to as Bus Rapid Transit, such as in Belfast, where the 'Belfast Glider' has been introduced). This new system 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. 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 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.

Bus Services

To supplement our MK Metro MRT system, we will require to amend the remaining bus services to instead provide supporting bus services – as our MRT system won’t serve everywhere.

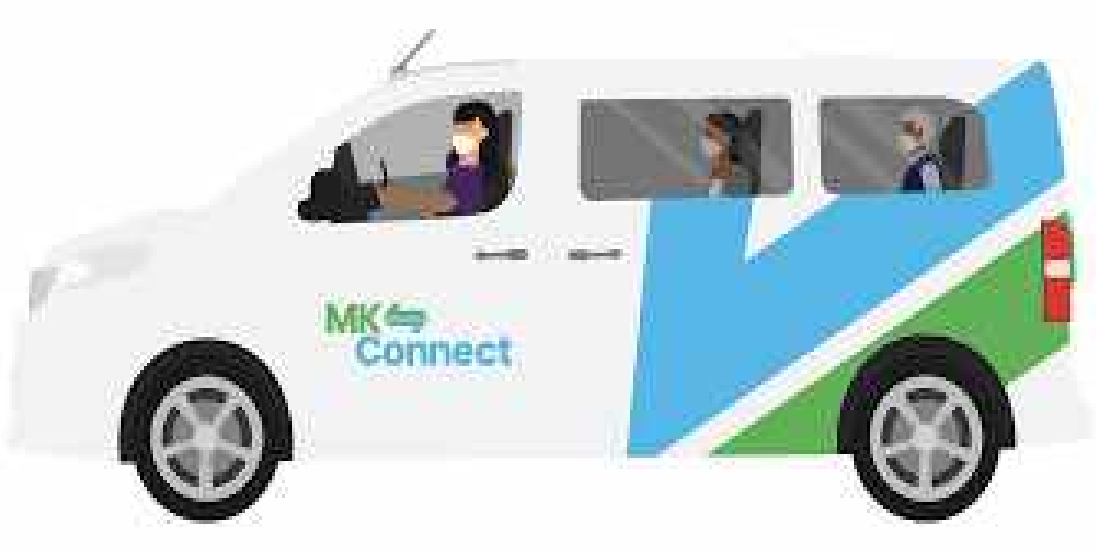


We will still need ‘conventional’ bus services at a secondary level to support the MK Metro network and to deliver passengers to key interchanges on the Metro network to complete their journeys.

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 just not affordable.

In these areas, MK Connect will continue to collect residents with no bus service and take them to their destination, or to an interchange where they can complete their journey on the secondary or primary tier of services.



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.



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.



Management and Operation

A successful public transport system in MK is also dependent upon an effective management and operating regime. 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.

Further financial analysis and modelling of possible routes and services will be needed before the Council can make any decision over the operating model, but this doesn't prevent us moving forward with our plans to deliver MRT.

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 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 need a 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.

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.

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 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 services will start in early 2026, operated by Chiltern Trains. Phase 2 and 3 are the future sections to Bedford and Cambridge. 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 new railway line from Bedford into Cambridge.

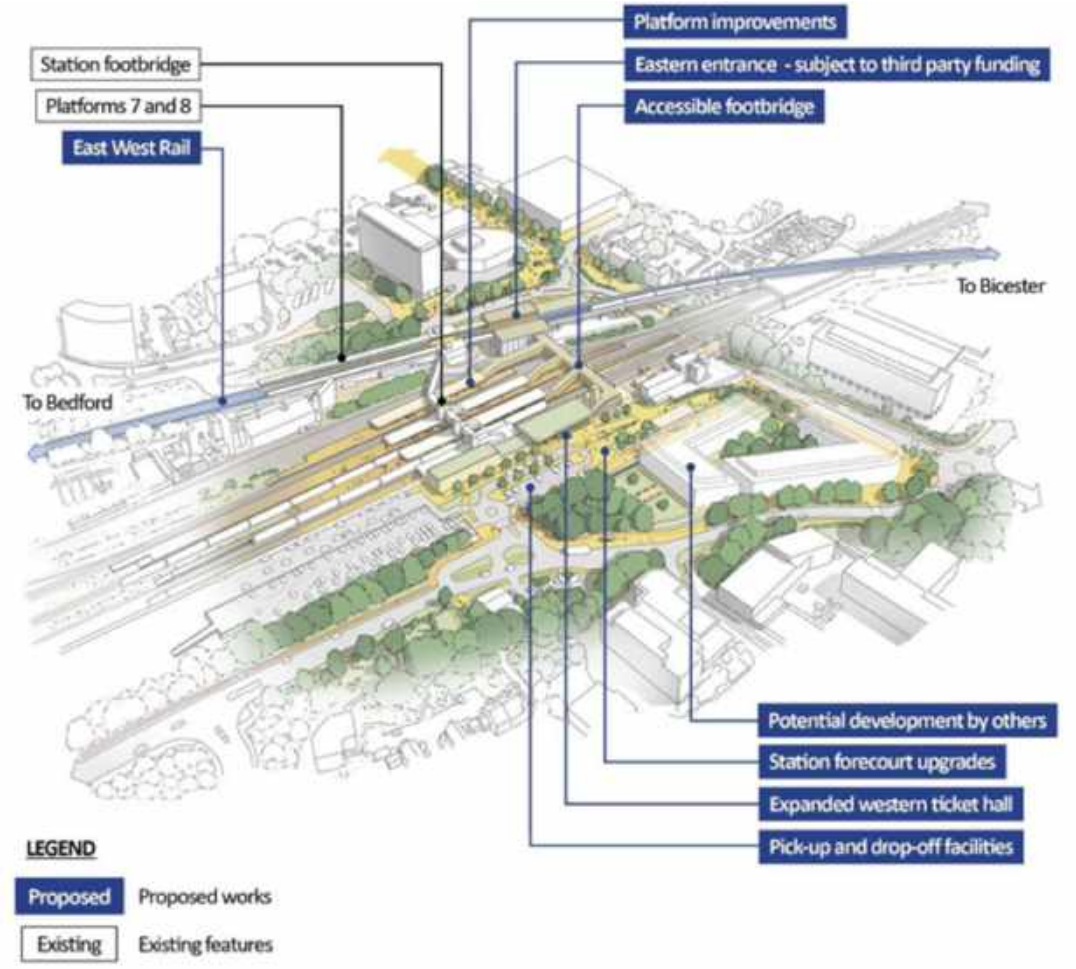
EWR continue to engage with the Local Authorities along the route while developing their design proposals for inclusion in a statutory consultation exercise to take place towards then end of this year.

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.



- 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 UK railway network with major benefits to congested lines around London and adding much needed resilience to freight routings.

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 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 passenger 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 short spacing between them.



HS2 will allow some 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 continues.

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 nears completion.

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	2026	Council Funded
Deliver MRT system	By 2030	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	2026	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	ongoing	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

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 to using the Redways by 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 would like to. We want people to have the skills and knowledge to cycle on a high quality, safe network, if they choose to.

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 to help them with a bicycle for them to ride.



Redway 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.



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 Redways

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. 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 to local businesses, bike recycling, e-bike experience and other initiatives to promote cycling and make it accessible to more people.



At the end of 2025, the Council received confirmation from Active Travel England that our Capability Rating had been increased from 1 to 2, as a result of our recent projects, initiatives and delivery successes. This will help unlock more funding for cycling, walking and wheeling projects in future years.

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.

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.

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 help us address the reported issues much better.



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. 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 and attractive alternative for some of the short journeys that we make.

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	2026	DfT funded
Publish & Adopt the Redway Design Manual (RDM)	2026	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 In-Built Protections	2026	Supplier-funded

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 particles from the internal combustion process.

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.



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.

We will continue to favour electric vehicles with preferential parking charges, 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, and without the geo-political implications of sourcing battery chemicals, so we will continue to work with research partners over Hydrogen and other plant-based fuels, and the necessary distribution networks for these.



Autonomous Vehicles

Many MK residents will have seen our autonomous shuttle trial vehicle running on Midsummer Boulevard.



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 have existed for some time, 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. 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 way in this field with a view to early deployment in MK.

Advanced Very Rapid Transit

In the public transport section of this document, 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 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.



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.



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.



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' Council 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 across the transport industry.

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.



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.

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 choices in particular is enormous and as yet untapped, 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 in the autumn/winter 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	ongoing	Supplier/Grant-funded
New Transport Modes		
Continue to Trial Autonomous Vehicles and Explore How They Can be Integrated With General Traffic	From 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 for MK	2027-28	Grant-funded/Supplier-funded

What Happens Next?

Finalising the Local Transport Plan 5

When this consultation period ends, we will analyse the results and present them in a Consultation Report, which we will publish on the Council Website and the Commonplace engagement platform.

We will take the responses we receive from this consultation exercise to make any necessary changes to our strategies, and to update our main LTP5 document accordingly.

Once the strategies are confirmed following this consultation, we will complete the additional supplementary work needed (Strategic Environmental Assessment, Equalities Impact Assessment, Quantified Carbon Assessment and Monitoring & Evaluation Plan) to complete the LTP.

Further Round of Consultation

Once we have completed this work, and when the new administration is in place following the elections in May, we will consult again on the final suite of Local Transport Plan documents for four weeks, before the plan is later presented to the Council for formal adoption.

Once adopted, it will be formally issued to the Department for Transport.

Milton Keynes
City Council