

Wards Affected:

All

ITEM 4(b)(i)**MILTON KEYNES COUNCIL****6 MARCH 2018**

Report considered by Cabinet – 6 March 2018

MILTON KEYNES MOBILITY STRATEGY 2018-2036

Responsible Cabinet Member: Councillor Gifford (Cabinet Member Place)

Report Sponsor: Tom Blackburne-Maze Service Director Public Realm

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Executive Summary: Further to the Cabinet report of 5 December 2017 the draft Milton Keynes Mobility Strategy 2018-2036 has been out to public consultation until 12 February 2018. There has been wide ranging engagement with key stakeholders and the general public, with over 400 public survey responses and 40 formal written responses from key stakeholders. Feedback from over 190 young people was also received. All comments received have been considered for inclusion and the draft strategy updated to reflect those comments where appropriate and this report now seeks approval for the final updated strategy prior to adoption by Council.

1. Recommendation(s)

1.1 That the Mobility Strategy (LTP4) 2018-2036 be approved.

2. Issues

2.1 Milton Keynes' Local Transport Plan 3(2011-31) has been reviewed and updated to include changes in both transport practice and technology and to better support the expectations for growth of the city to 2031 defined in the draft Plan MK. It also supports the council's longer term vision for the future outlined in the MK Futures 2050 programme and the updated Milton Keynes Multi Modal Model 2016. The strategy also incorporates the principles of connectivity outlined in the National Infrastructure Commission's final report of November 2017 and sets out an implementation plan that is intended to ensure Milton Keynes' transport system is improved to support growth, access to jobs and the quality of life for local communities defined in the council plan.

2.2 The strategy outlines the council's approach for the design and use of the city's local transport system and how it connects with the wider strategic transport system of motorways, trunk roads, railways and (where applicable) airports and ports. It has been renamed the Mobility Strategy to better reflect its purpose and the need to cover all mobility matters in one document as well as the global shift to Mobility as a Service (MaaS) involving greater use of public transport systems in preference to car.

Engagement response

2.3 Consultation has taken place in two phases, with key stakeholder engagement during the summer of 2017 followed by a more intensive period of engagement with a wider stakeholder group and the general public from early December to

12 February 2018. An initial press notice was issued on 15 December alongside online public engagement resources on Facebook and Twitter providing access to the draft strategy, supporting information and links to an online questionnaire. The response has been as follows:-

415 individual online questionnaire responses (details in the attached report)

40 formal written responses from key stakeholders such as Health (NHS MK CCG), SEMLEP, EEH, all but one neighbouring authorities, key user groups and industry stakeholders such as the MK Bus Users Group, the Passenger Transport Working Group, the Freight & Road Transport Associations, the Cycling UK (formerly the CTC). And from key community groups such as Parish Councils, the Youth Cabinet, Fred Roche Foundation, business via AMAZING MK and Marston Vale Community Rail Partnership.

There was particular interest in the mobility strategy conversations on the council's Facebook and Twitter providing useful insights into public opinion on key transport topics such as automation, public transport, walking and cycling.

- 2.4 All feedback and comments received have been analysed and considered for inclusion in the strategy, details are contained in the Consultation Report contained in Annex C. Where appropriate the strategy has been updated to reflect those comments considered appropriate for inclusion details of which are also included in the attached report.

Council response

- 2.5 Changes made to the draft consultation document have been as follows:-

- Shortened introduction and context with the document now less than 20 pages.
- Simplified wording – a glossary and explanations of more complex concepts eg. DRT, Mobility as a Service have been placed in the Evidence Base document.
- Simplified Delivery Plan Section with interventions themed to make the work of the transport team clearer to others around the following areas:-
 - maintaining our current system
 - improving our public transport
 - travelling more sustainably
 - increasing our use of technology.

- 2.6 In addition the emphasis on the role of rail in the Milton Keynes transport system has been strengthened and the role that parking plays as part of the wider transport picture for retail has been strengthened to ensure the development of parking capacity can grow where demand is justified for the local economy and reduce where capacity is no longer required.

- 2.7 Greater emphasis has also been placed on the need to improve the current public transport system in the short term with a focus on increasing patronage now to encourage interest from future service providers who must have confidence in the future growth of fare box revenue to enable investment.

- 2.8 The Mobility Strategy does not show schemes in detail instead it informs the transport capital programme and local infrastructure plan [LIP] prioritisation process so that decisions can be made in future years according to available

opportunities and funds and to support initiatives such as housing infrastructure bids (HIF), growth board bids and so on for which detailed scheme proposals would need to be drawn up.

3. Options

3.1 Cabinet can

- (a) Approve the attached draft strategy
- (b) Approve with amendments
- (c) Not approve the draft strategy but that would not represent good practice in accordance the relevant guidance.

4. Implications

4.1 Policy

Local Transport Plans are prepared under guidance from the Department for Transport

<http://webarchive.nationalarchives.gov.uk/20110505104156/http://www.dft.gov.uk/adobepdf/165237/ltp-guidance.pdf> . They are the responsibility of the Local Transport Authority (LTA), as a unitary authority Milton Keynes Council is the LTA for the Milton Keynes area.

The plan is prepared with reference to the council's wider policy framework of corporate plan, local plan PlanMK and other key strategic planning documents such as MK Futures 2050 Vision. Transport supports all the council's aims in particular Visiting MK states that MK will have:

- Excellent transport links to all parts of the UK; and
- Efficient, accessible and integrated internal transport.

MK Futures 2050 Vision states that Milton Keynes must offer sustainable mobility for all.

4.2 Resources and Risk

Where investment need is identified this is dealt with within the council's existing capital and revenue decision making processes. The Mobility Strategy ensures the council is able to secure appropriate funding from a range of sources such as the Integrated Transport Block, developer contributions, local growth funding, bids for government grants and other similar funding sources.

A project board, the Transport Infrastructure Board is established with the responsibility for identifying future schemes and bringing them forward for approval under the council's governance structure using a scheme appraisal matrix.

There are no immediate risks identified in this strategy as these are managed as and when schemes are approved for delivery by the Transport Infrastructure Board. Not having an up to date local transport plan could result in the council's inability to secure funding.

Y	Capital	Y	Revenue	N	Accommodation
N	IT	Y	Medium Term Plan	Y	Asset Management

4.3 Carbon and Energy Management

By encouraging more sustainable transport activities such as walking, cycling, car sharing, public transport and electric vehicles the strategy is supporting the council's Carbon Reduction Plan.

Carbon reduction is a criteria in the assessment of transport schemes.

4.4 Legal

Under section 108(3) of the Transport Act 2000 it is a requirement for the Council to have a Transport Plan.

4.5 Other Implications

The strategy is supportive of both the economic and environmental sustainability aims of the council. An Equality Impact Assessment was completed and found that for many people a lack of mobility or confidence in using the transport system is a barrier to employment, education, health care, and to a social life. It also comes at a cost to the individual in terms of loss of independence. Furthermore, research by the Extra Costs Commission has shown that disabled people experience higher transport costs as a result of inaccessible public transport, leading to increased use of taxis and private hire vehicles. The Strategy has been amended to highlight an accessibility agenda at to include an agenda for change in accessibility.

Y	Equalities/Diversity	Y	Sustainability	N	Human Rights
N	E-Government	Y	Stakeholders	N	Crime and Disorder

Background Papers: Cabinet Report 5 December 2017
 Strategy for First Last Mile 2017 (National Infrastructure Commission submission)
 Local Transport Plan 3 2011-2031
 Milton Keynes Multi Modal Model 2016 (MKMMM)

Annexes: Annex A – Milton Keynes Mobility Strategy 2018-2036 Adoption Draft
 Annex B – Mobility Strategy for Milton Keynes 2018-2036 (LTP4) - Evidence Base 2017
 Annex C – Consultation Report