

Attention Councillor P Geary (Chair)
and Committee members.

Observation on The MK Strategy for 2050. November update.
and a suggested recommendation for minor adjustments.

1. Introduction.

The version of the Milton Keynes Strategy for 2050 issued in November has undergone a number of significant changes since the January 2020 version. A lot more work and time has gone into this with some important additions including two new chapters: Chapter 3. A Sustainable and Green City and Chapter 8. Healthy and Creative Places. A much improved document.

Having said that the document remains incomplete, as there are some inconsistencies and contradictions in the document that if attended to would align more closely to how the city works. These need to be addressed to ensure we have a sound and well-balanced document.

While Chapter 6. 'Mobility for All' has been redrafted the Council is still promoting the mass rapid transit MRT system albeit with some changes since the January version. The reference to the feeder network has changed and encouragingly, despite the earlier position taken in the evidence base, there is more recognition of the role of other transport modes will play, demand responsive transport DRT for example.

The focus on the MRT system remains and this or rather the mass element of this and the omission of the word mass from the Strategy is the main focus of this paper.

A request is made to the Chair of the Strategic Placemaking Scrutiny Committee and members to consider the suggestions contained within this paper and the details provided in appendix 1 & 2. The following dialogue presents the reasoning.

2. A mobility network that serves the community.

Chapter 6 - 'Mobility for All' is setting out to make moving around the city 'easier for everyone, including our younger and older residents and people with disabilities, to enjoy easy movement and access. Measures to achieve a significant modal shift away from the private car are an important part of this.

The introduction of a MRT system that in part focuses on a significant level of future growth beyond the city boundaries could undermine this objective; on a quick analysis this serves approximately half of the Milton Keynes population and because of its wide spacing starts to disadvantage the other half who will need to take an additional or alternative travel mode to reach the MRT system or rely on a bus service that's good enough to complement the system.

An integrated mobility network that will serve the existing population and the next generation is a key criteria and one that will focus on growth related to intensification and areas immediately adjacent to Milton Keynes and must work at both local and city wide levels. Any singular and continued commitment to MRT is difficult to understand.

In the January version the MRT proposal was justified on the basis of: -

- High economic growth.
- An increase in population to 500,000 and over.
- Housing development that went beyond the Council's boundaries.
- A cross boundary and shared Strategy that would build investment confidence.
- Significant office and retail growth within the city centre.
- High passenger usage and demand generated from the above.

None of these criteria are now being met but despite this the proposal is still there albeit partially modified. A very specific MRT proposal is being pursued. A hybrid tram/bus system running on priority linear routes, a bus rubber tyred vehicle BRT system that is modelled on or least replicates the Belfast Glider which has been commissioned and is up and running. See the links at the end of this paper for more information on the Belfast Glider.

While the Belfast system is attractive it is dependent on a high demand profile and its promoters have to do everything to ensure that this is achieved, that is to say actively promoting the morning and evening commute from the outer town areas to the city centre, and filling up high capacity vehicles with 100 or more people on a regular basis. The Milton Keynes system is proposing a 120 person capacity vehicle with full capacity, which is believed to be 190 seats. Is this the right concept for Milton Keynes? Mass equates to crowds and somehow is a little too totalitarian. Will this deliver on the freedom of movement goal?

One qualification needs to be made here. This not to say there are not circumstances where an MRT system is justified. This analysis relates specifically to a transport system and mobility network for the existing Milton Keynes city area, and the changes that will result as a consequence of intensification and growth in areas immediately adjacent to Milton Keynes. Places like Olney and those beyond the borough area like Winslow and the Marston Mortaine corridor are different cases and should be seen as part of an Oxford Cambridge Arc mobility Strategy. Commuting patterns still need to be addressed.

3. Urban mass & growth. MK as a top tier city?

The scale of growth directly relates to the kind of transport system a city can support. This correlation is important in understanding an approach for Milton Keynes.

A brief comparison between Belfast and Milton Keynes will demonstrate that we should approach the MRT system with some caution and still look for alternatives. Belfast is a large conurbation, a metropolitan area consisting of six large district areas with an existing population of approximately 673,000 people and has a traditional city structure that is dependent on moving people in and out of the city centre on a daily basis.

Belfast's opportunities to address an alternative growth pattern and transport solution are limited. In Milton Keynes we are privileged as we still have a choice, but this opportunity must not be squandered.

To understand the relevance of different population sizes and how this can support a transport system is important. There are significant differences when comparing the two cities.

In the UK and Ireland our larger cities and conurbations have population sizes from 500,000 to over one million for example cities like Manchester, Glasgow, Belfast and Dublin. These cities have population sizes that make a mass rapid transit system viable.

Milton Keynes with a population of 229,941 does not have anywhere near the same urban mass compared with Belfast and is a third of its size.

There is also a fundamental difference in justifying the viability of a MRT system on the basis of an existing population and on one that does not exist and hence having to make a case for a system that is dependent on growing a city to that size. This as we have already seen in the course of 9 months is a high-risk strategy.

MRT on its own is not a sustainable approach for Milton Keynes and needs to be reviewed.

4. Climate change & shifts in lifestyle, retail and workplace practices.

Returning to the MRT proposal for Milton Keynes what has changed since January? Quite a bit but significantly for Milton Keynes and other UK cities an awakening about climate change and a significant shift in lifestyle, retail and workplace practices particularly the acceleration of trends towards more on line shopping and flexible working. These changes have been with us for some time but have now accelerated exponentially.

These shifts will all have a profound impact on Milton Keynes and the city centre but importantly we are in a better position to respond to this than many other UK cities. The update to the Milton Keynes Strategy for 2050 has in many ways responded to this in a positive way and should be commended for this. For example introducing the '15 minute' neighbourhood concept, and placing an even stronger focus on active travel.

Unlike any other city in the UK our unique grid road and red way network, the distribution of district and local centres and the dispersed employment sites allow us to respond to these ideas.

The updated Strategy document recognises the impact of the pandemic and has clearly taken some of this into consideration, but we need more time to make this assessment to ensure the updated version of the Milton Keynes Strategy for 2050 is sound and one that has a mobility network that is consistent with a post covid scenario, the lower demand patterns now being suggested, and an environmental scrutiny?

5. Learning from the pandemic. Clues on how to reshape our city.

Are we sufficiently well informed about the impact that the covid pandemic is having on our city? Milton Keynes has taken action to address this and the most recent version of the Strategy responds to this. This impact is still being addressed but preliminary findings from a number of studies are confirming that we must significantly reshape our city.

The November supporting document prepared by the Strategy team recognises that there is 'a range of variables that could impact on the delivery of the Strategy and there will be major changes in the way we live. There have been other studies carried out over the summer like the sessions by the AoU's regional group that looked at Milton Keynes as a post covid city. The group's findings reaffirmed many of the adjustments that the update has now introduced. Please see the link at the end.

One thing we are seeing is the strength of the MK city model, a planned city with an integrated network of open spaces and opportunity to build a safer, healthier and greener city. There are many aspects to this but three come to mind, safer access and seamless travel, reimagining the city centre and reinventing neighbourhoods.

We must prioritise these three areas straightaway and taking the first we must concentrate on building a safe, sound and robust local network of travel solutions.

A network that equates to both the city and neighbourhood scale and is based on city wide public bikes, e- bikes, scooter hire, local buses, micro transit, on demand minibuses and flexible car hire services. A network that recognises the role of small buses and different types of compact publically accessible vehicles employing connected autonomous vehicle CAV technologies.

6. Matching transport systems to urban form. MK's unique position.

Because the form of Milton Keynes is unlike any other city in the UK, Milton Keynes is in a unique position to take advantage of developing an advanced mobility network and emerging transport technologies to support this. Milton Keynes' urban form is characterised by the grid road and red way network, the distribution of district and local centres and the dispersed employment sites.

There is a considerable body of information on advanced mobility and transport technologies to inform this process. We are entering a new technological age, which will lead to significant changes in the way we move people and goods around. Milton Keynes is well placed to respond to a revolution in mobility but are we prepared to take advantage of this? Where is the evidence in the Strategy that this is being addressed in its entirety?

The November supporting document made comment that 'the Strategy for 2050 has been prepared and revised using the evidence and feedback collected over the last three years'. While this may be the case its important that the evidence base is comprehensive and up to date; there is one area, the impact of connected and autonomous vehicles CAVS that has not been given sufficient coverage. An update on this needs to be a part of any detailed analysis.

Connected and autonomous vehicles will be at the centre of a mobility network and will have an important role to play in the future success of Milton Keynes. To understand the potential take a look at the Government's CAV site and the research and development projects that are driving this. See the link at the end of the paper for more information on CAV projects.

The January version of the Milton Keynes Strategy for 2050 was presented with a considerable amount of supporting information and an evidence base to justify both the scale of growth and the MRT system that was an integral part of this. Growth and the justification for the MRT system went hand in glove and was predicated on a population of 500,000 people. This is now no longer the case.

Further work has been carried out to consider the impact of the covid pandemic on the viability of the MRT system and is discussed below.

But let us return to the main criteria on which the January version of the Strategy and MRT was justified and see how that compares with the current one.

- A dependency on high economic growth is no longer realistic.
- The population increase has been reduced to 410,000 from the 500,000 proposed.
- The scale of housing development is reduced and no longer includes those areas that are beyond the Council boundaries. A significant decrease.
- No longer a shared cross boundary Strategy and reduced investment confidence.
- While city centre growth is still being promoted a number of newly introduced ideas in the Strategy are supporting a more decentralised approach.

For example, proposals including the '15 minute' neighbourhood concept, that put a renewed focus on the district and local centres, and an even stronger focus on active travel.

- The Milton Keynes Strategy for 2050 reaffirms the idea of the whole of Milton Keynes acting as a citywide innovation campus. This concept should be seen as a central part of a transport system and mobility network for Milton Keynes and hasn't yet been given the prominence it deserves.

The Milton Keynes innovation campus needs to be developed as a connected network and high tech core of the Oxford Cambridge Arc vision. A focus on a mobility network that joins up 29 potential research, development and productivity centres or hubs. Centres that accommodate the knowledge led industries and make this proposal the showcase of the Oxford Cambridge Arc. New communities should be located in close proximity to these centres.

- The viability of the MRT system is dependent on high passenger usage and primarily demand generated from daily trips into and out of the city centre. The business plan is based on high levels of passenger use. The business rational is having the opposite to the desired effect, the need to reduce trips where ever possible. While this might sound counter intuitive MRT can be seen to represents an unsustainable transport form. Did the earlier evidence base include an environmental assessment?

- Limited reference to the movement of goods and refuse within the city has been made within the Strategy, and certainly no reference to how the mobility network could respond to increased road trips within the city generated by online shopping and courier demands. A transit system could play a significant role in supporting this and waste recovery and contribute to its overall viability. How is this going to be assimilated?

The point here is we need more time to assess the performance requirements and potential of a transit system and a mobility network to match these. Something that could for example start to negate the idea of a linear movement system that focuses primarily on serving a city centre.

The criteria have changed significantly and as a consequence so has the rationale for the MRT system as also the transit orientated development concept TOD. Linking this with the 15-minute neighbourhood concept is a contradiction; all of this in turn points us towards a more compact city.

So where does this take us?

7. A transit System for MK. A long way to go.

This paper is not in anyway advocating a wholesale abandonment of the MRT proposal. Far from it. An affordable and inclusive publically accessible transit system is seen to be at the very heart of any future Strategy and the success of Milton Keynes as a city. To put it succinctly the 'M' letter, and the use of the 'mass' word is the problem, Rapid transit is a generic term and relates to a vast grouping of publically accessible transport vehicles and systems. The inclusion of the word mass distorts this and makes this far more specific and as this year has demonstrated has made this questionable.

A request is made to drop the reference to the word 'mass' in mass rapid transit and omit the letter 'M' from MRT, and to review some of the drawings. With these minor adjustments we are a long way to getting the balance right in the Strategy.

Appendix 1 & 2 covers this in more detail. Appendix 1. Addresses a review of the figures, uncaptioned drawings and photomontages and argues for some suggested changes and Appendix 2. Proposed revisions to the document by page number.

We are not yet at the point of pursuing one specific system as considerably more work needs to be carried out on alternative transit systems, a CAV analysis an integrated mobility network and a phasing Strategy.

In August of this year ITP carried out a review of the 2050 MRT Strategy. This in many ways has confirmed that we should approach the proposed MRT Strategy with some caution. The report recognises that 'demand in the short to medium term may be affected' and that 'in the medium to long term, significant shift towards homeworking' 'may continue to have an impact'

There are a number of pointers in the report and recognition that:-

- The economic uncertainties and impact on housing delivery will have a knock on affect on travel demand.
- and that significant reduction in demand would lead to a significant revenue shortfall.

The report discusses the contribution of alternative modes and also introduces some alternative approaches including an enhanced bus partnership approach to achieve high quality bus corridors, bus priority measures and a greener bus fleet for the city and a more considered transitional approach.

This is all beginning to suggest a dual system concept, which presents a slightly different picture but all contributing to an integrated transport system and a mobility network for Milton Keynes.

MRT as a lead solution is not appropriate for Milton Keynes unless we are setting out to rival and aspire to becoming one of the top tier UK cities like Manchester, Glasgow, Belfast and Dublin with the possibility of growing to well over 500,000 people. Let's be clear about that and whether that's something that's wanted. Are we aspiring to be a city of a million people?

What is being suggested is the need in the light of such a seismic, societal and cultural shift as we have experienced this year is that a little more time is taken to review the transport proposal, the mobility network and the form of the city to ensure we do truly meet the approach advocated in the Strategy and particularly the commitment to ensure that our transport, parking and land use approaches work together. Giving us time to address what is beginning to emerge, Milton Keynes as a healthy inclusive compact city and one that is still capable of responding to its social goals.

What is the next step?

8. Getting the Framework, and the direction of travel right.

In the introduction to Chapter 9. The 2050 Spatial Strategy, a reference is made to how 'the original Plan for Milton Keynes set a flexible framework for the city's growth.'

50 years on the approach adopted at that time has proved to be a robust approach and has somehow managed to weather several economic storms and political upheavals. As with the original plan, the Strategy for 2050 is committed to a flexible framework and setting a direction of travel. The key to a successful long-term Strategy is to outline a framework in which there is room to adjust and change. To outline the direction of travel in principle but avoid a commitment to one specific project proposal that needs to be implemented over a thirty period. Small incremental steps should be considered and as a principle embedded in the Strategy. This principle needs to be reflected in how the spatial Strategy is being presented and any recommendation associated with this.

Figure Eight needs to be replaced with an updated version showing a much tighter network of transit routes and how this could be realised by harnessing future technological advancements. An indicative drawings or scenario has been included with this paper to illustrate how the use of the grid road corridor could be repurposed to form a mobility corridor to accommodate a rapid transit service and work as part of the mobility network.

Unless formally written into an adopted local plan of an adjacent local authority then the inclusion of possible growth areas in the figures is questioned. Their inclusion raises a much bigger question about Milton Keynes and its role in the Oxford Cambridge Arc, the development of an Arc Framework and collaboration with the OC Arc Growth Board and governance structures.

While an important debate and one that's needed to inform the Strategy as it is developed in detail, it's beyond the remit of the Strategy. A separate Strategy of cooperation with adjacent authorities and the partners should be considered. This should be worked up as an integral part of the Oxford Cambridge Arc growth Strategy and its vision, and should be coordinated with the programme that addresses the size location and distribution of settlements across the Oxford Cambridge Arc.

Straying over the boundary in the Milton Keynes Strategy for 2050 at this time is confusing the issue. Some decoupling would seem to be to our benefit, albeit the principle of cooperation should be indicated.

9. Summary.

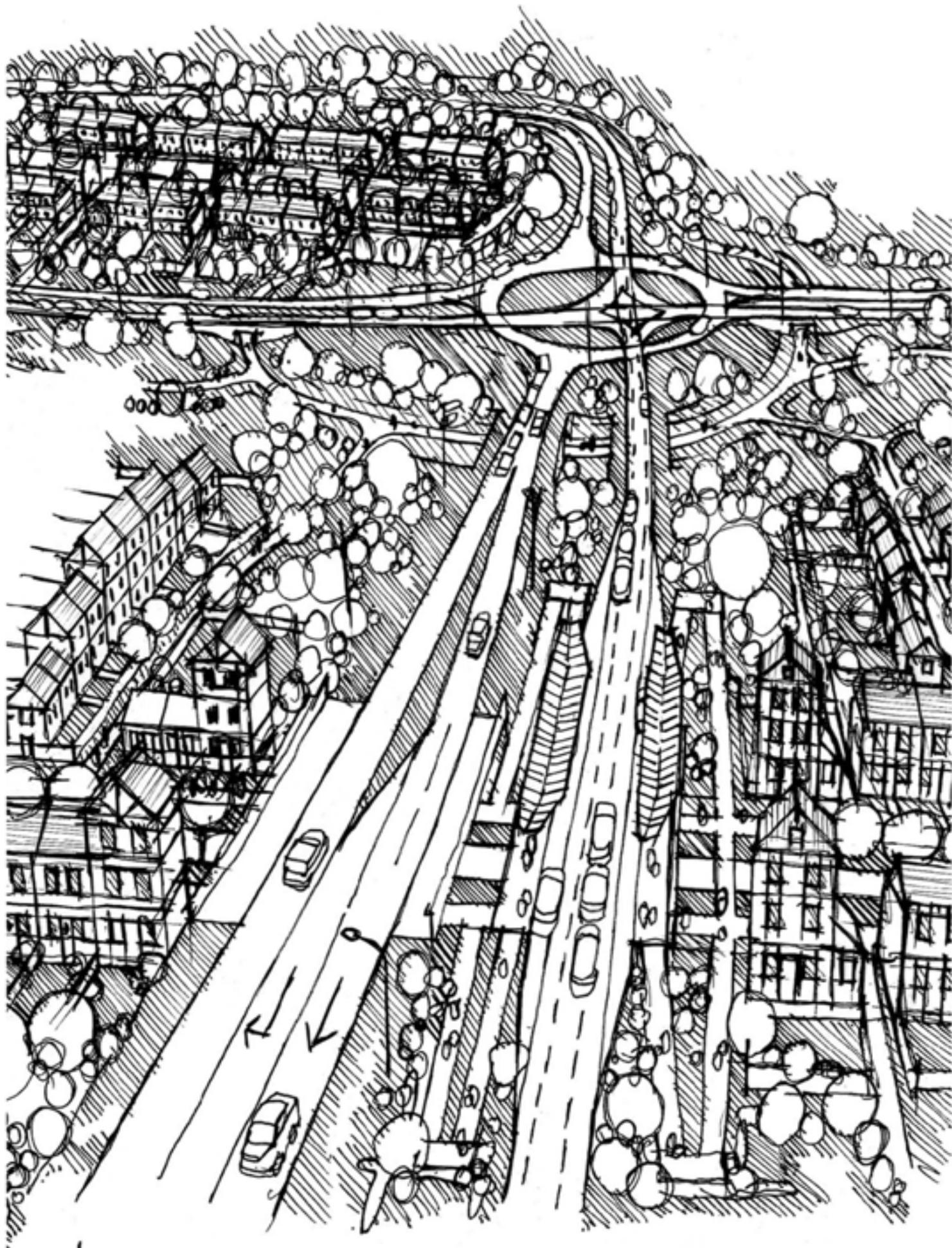
This paper, which represents an updated version of the paper originally presented to the Cabinet on the 15th December 2020 has been prepared with the objective of ensuring a sound and balanced Milton Keynes Strategy for 2050 is in place before its adoption as policy as an annex to the Council Plan, and before it goes forward as an unqualified recommendation to the full Council.

A request is made that consideration is given to a recommendation being presented to the Council Meeting on the 20th January for the reference to the word 'mass' in mass rapid transit to be dropped and the letter 'M' from MRT be omitted from the document, and amendments to the text and the drawings outlined in Appendix 1 & 2 be made.

With these manageable adjustments we are a long way to achieving a sound and well-balanced document.

Stuart Turner. Architect & Urbanist.

St - 12.12.20. Rev.1.



MK Mobility Network. Illustration showing repurposing of grid road corridor to accommodate rapid transit services.

Links.

- Link to more information on the Belfast Glider.

<https://www.translink.co.uk/usingtranslink/introducingglider>

<http://www.wesleyjohnston.com/roads/belfastrapidtransit.html>

- Link to AoU's summary document covering the Urbanism Lunch Hour: Covid-19 Summer Series Spotlight – Milton Keynes. What can Milton Keynes offer towards understanding a city's future Post Covid-19?

Focus 1. Transport & mobility. Safer access and seamless travel.

Focus 2. City centre public realm. Reimagining the city centre.

Focus 3. Reinventing neighbourhoods.

A Series of Three Lunch Hour sessions focusing on the short and long-term possibilities through the lens of the UK's Largest Designed City in transition. November 2020.

<https://www.academyofurbanism.org.uk/wp-content/uploads/2020/11/201125---AoU-Urbanism-Hour-MK-Series-Summary.pdf>

- Link to more information on CAVS.

UK Connected & Autonomous Vehicle Research & Development Projects 2018.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/737778/ccav-research-and-development-projects.pdf

and check out the following: -

UKAutodrive/INTACT/INSIGHT/UKCite/PAVE/CAPRI/MERGE/DRIVEN/Robotpilot/
SWARM/AURRIGO/SHIFT/MultiCAV/T-CABS/CORAM/MaaS:CAV/MCTEE.

Appendices.

Appendix 1.

The MK Strategy for 2050. November update.

Observation on the figures, uncaptioned drawings and photomontages.

Introduction.

This appendix covers changes to the figures, uncaptioned drawings and photomontages.

The changes include the removal of the 'M' letter from the 'MRT' reference, the use, removal or rephrasing of the TOD reference and that the figures, drawings and photomontages noted below are omitted or revised to avoid any misrepresentation in the future. There are ten references in all including seven figures particularly those on pages 46 and 66, two without a caption and the cover.

- The cover illustration.

An illustration of a future transit orientated development.

Omit and replace with an updated version.

The drawing shows a mass transit system and a high capacity vehicle with a capacity of approximately 100 people. With exclusion of the development areas beyond the boundaries of MK and the introduction of the 15-minute neighbourhood concept into the MK for 2050 Strategy TOD is no longer relevant.

The drawing is particularly confusing as this could be interpreted as promoting the 'city street' concept which does not feature in the Strategy or a variant of this continuous development along the grid road frontages. Replace with work the reimagined grid road for example.

Page 8. An illustration of a future transit orientated development.

An illustration of a future transit orientated development. Comment as for the cover illustration.

Page 12. Figure Two.

Remove the areas shown outside the MK Borough area unless a formal commitment as part of a local plan

Page 25. Figure Three. Potential Future Green Infrastructure in Milton Keynes.

Omit the concentric circles. These are not explained in the key showing and have nothing to do with the Future Green Infrastructure. Proposals for new strategic SUDS and 'Green city Gateways' are to be encouraged but why are some ghosted?

Why are the graphics with concentric rings included? What is this? Some 'possible future long -term development locations outside of the scope of the Strategy for 2050'. See Page 68. Figure 8

Page 42. Figure Four. The road space needed for different vehicles.

Omit existing. Review and replace.

What is the point being made here? There is a risk that this distorts and misrepresents some of the key principles that should be informing our future transport thinking. While correct in showing the problems with private car ownership the illustration implies that the MRT and 180 people in 1 tram (rubber wheeled tram) is the only answer and fails to address the advantages associated with smaller publically accessible vehicles. Adjust drawing to demonstrate point-to-point linear movement systems and network modular movement systems.

Page 43. Caption less photomontage. MRT vehicle in CMK.

Omit. replace,

Photomontage presumably showing a MRT vehicle in CMK. The use of 190-seater MRT vehicles is questioned. Provide photomontage of rapid transit vehicle including smaller and platooning approaches.

Page 44. Figure Five. An illustration of how one side of a dual carriageway could be used for Mass Rapid Transit services

revise.

This is a new image not previously presented. The aerial photomontages showing the reimaging of the grid road corridors are potentially a very powerful image but do need to be revised.

This shows the use of the grid road corridors as a primary movement route with vehicles running in landscape corridor free of any frontage development. An important principle is shown. The use of one side of the dual carriageway being used for a publically accessible transit system and the other for private vehicles running in a development free corridor. This principle should be clearly expressed in the Document.

There are however a number of points that need correction.

- The inclusion of the MRT vehicle is questioned. Advanced transport technologies are developing the concept of platooning; the idea of linking a number of smaller vehicles together that are capable of taking a larger number at peak times but serving a more dispersed network at off peak times. This technology is a key to Milton Keynes success and should be investigated.

- The photomontage shows no frontage developed. There is one exception where a local route crosses over or goes under a grid road. In this case development can be brought in closer to provide additional surveillance of the route. This principle should be considered and shown on the photomontage. Pedestrian movement has been poorly resolved. The photomontage shown the proposal for a new at grade pedestrian crossing on the grid road. This is questioned.

- The drawings showing the MRT system with an at grade pedestrian crossing on the grid roads suggest that the scale of frontage development running along the grid roads is no longer a requirement. Is this the case?

More consideration should be given to the opportunities presented by the grade separated pedestrian route, in this case an underpass. Access to this can be made by creating a path using the central reservation and there is also an opportunity to provide more surveillance as mentioned above by bringing in development at this critical point to create a strong point of connection.

An updated version of this photomontage should be used to replace the cover drawing.

Page 45. Figure Six – _An illustration of how an additional carriageway could be created for Mass Rapid Transit services.

revise.

The point presented above applies in this case as well. Of particular interest is the crossing of the roundabout and intersection of grid roads. An arrangement that addresses a four-way junction should be incorporated into a proposed citywide layout. No provision is made for this on the layouts shown on figures seven and eight. This is an important point of the proposed system as the longer-term opportunity to evolve from connected vehicles and realise the full potential of autonomous vehicles is denied. Route engineering solutions need to be considered in detail as also the choice of transit vehicles and geometric tracking implications.

Page 46. Figure Seven – _an indicative Mass Rapid Transit network for greater Milton Keynes.

Revise.

Replace with an updated drawing showing an indicative rapid transit network for Milton Keynes. The spacing of the routes needs to be adjusted to ensure a greater % of the population is accessed directly. The notation containing references to mass rapid transport and phasing references needs to be revised with the mass reference removed.

Page 66. Figure Eight – _our recommended Spatial Strategy to 2050.

Revise

Replace with an updated drawing showing the recommended spatial Strategy to 2050. The arrangement showing the MRT system needs to be updated. As with Figure Seven the Figure eight needs to be redrawn showing a revise spacing of the grid transit routes. Alternative approaches need to be explored.

The notation containing references to mass rapid transport need to be revised with the mass reference removed. and phasing references.

Other references that are no longer relevant including; -

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- Why are the graphics with concentric rings included? These all seem to fall outside the jurisdiction of the Milton Keynes area. What is this? Some 'possible future long -term development locations outside of the scope of the Strategy for 2050'
Need to be revised or removed.

- Note potential intensification of CMK and Central existing MK urban area, Bletchley. Is this defined in the text?

- Potential routes and nodes for the rapid transit network need to be reviewed to align more closely with district and local centres existing and proposed employment areas.

- Omit potential routes and nodes for the mass rapid transit network that fall outside the Borough of Milton Keynes.

Omit allocations or commitments outside borough of Milton Keynes other than those in adopted or draft local plans.

Appendix 2.

The MK Strategy for 2050. November update.

Proposed revisions to the document by page number.

Cover. Update illustration.

Page 3. Omit the word Mass.

Omit the word greater and add The area surrounding Milton Keynes.

Page 5. Omit the word greater and add The area surrounding Milton Keynes.

Page 8. Update illustration.

Page 10. Omit the word Mass.

Page 11. Omit the word greater and add The area surrounding Milton Keynes.

Page 12 Omit the word greater. Revise Figure 2.

Page 15 Omit the phrase greater Milton Keynes.

Page 24. Omit the word greater and add the area surrounding

Page 20. Omit the word Mass.

Page 21. Omit the word Mass

Page 25. Revise Figure 3.

Page 36. Omit the word Mass and the letter M from MRT.

Page 38. Omit the word Mass.

Page 40. Omit the word Mass and the letter M from MRT.

Page 42. Omit existing Figure 4. Review and replace.

Page 43. Omit the word Mass and the letter M from MRT.

Omit photomontage. Replace.

Page 44. Omit the word mass and the letter M from MRT. Revise Figure 5.

Page 45. Omit the word Mass and the letter M from MRT. Revise Figure 6.

Omit the phrase transit-oriented development principles and

Page 46. Omit the word Mass. Omit the word greater. Revise Figure 7.

Page 47. Omit the letter M from MRT.

Page 48. Omit the word Mass, greater and the letter M from MRT.

Review use of transit-oriented development principles.

Page 49. Omit the word greater

Page 50. Omit the word greater

Page 54. Omit the phrase 'transit - orientated' add 15 - minute

Page 65. Omit the word mass and the letter M from MRT.

Page 66. Revise Figure 8.

Page 67. Omit the word mass and the letter M from MRT.

Page 69. Omit the word greater. Add and the surrounding areas

Page 49. Omit the word greater. Add The area surrounding Milton Keynes. Qualify

Page 72. Omit the word Mass and the letter M from MRT.

Page 73. Page 49. Omit the word greater.

Page 75. Review use of greater terminology.

Page 80. Omit the word mass. Review, qualify reference to MRT

Page 36. Omit the word Mass

Page 81. Review and qualify reference to MRT.

Page 81. Omit reference. Transit Orientated Development. The place to be – How transit oriented development can support good growth in the city regions, Urban Transport Group, January 2019.

This is arguing the case for a regional system and is no longer relevant. Replace with a 15-minute reference. For example 'Plan Melbourne 2017 - 2050. A Global city of opportunity and choice' that presents Prof. Rob Adams work.