

## **South West Milton Keynes**

### Framework Travel Plan

Pell Frischmann

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# SOUTH WEST MILTON KEYNES - FRAMEWORK TRAVEL PLAN

M53295 / T01 / R02

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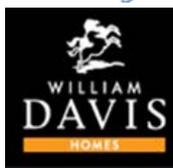
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**Prepared for:**

Taylor Wimpey Developments Limited  
Henry Boot - Hallam Land Management Ltd  
Connolly Homes  
William Davis Homes  
Bellcross Homes

**Prepared by:**

Pell Frischmann  
George House  
George Street  
Wakefield  
WF1 1LY



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### 1. INTRODUCTION

#### 1.1 Background

1.1.1 This Framework Travel Plan (FTP) has been prepared by Pell Frischmann on behalf of the South West Milton Keynes Consortium to accompany an outline planning application for a mixed use sustainable urban extension to the south west of Milton Keynes. A Transport Assessment (TA) has also been prepared to accompany the application and it is the TA that details the Planning Policy Context covering both TAs and Travel Plans.

1.1.2 The outline planning application is submitted for the Proposed Development comprising:

- up to 1,855 mixed tenure dwellings (C3) on 54.16 Ha of land;
- an employment area (B1) on 2.07 Ha of land;
- a neighbourhood centre on 0.67 Ha of land accommodating retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses;
- provision of a primary school on 3.0 Ha of land;
- provision of a secondary school on 5.2 Ha of land;
- allotment space on 1.22 Ha of land;
- ground remodelling;
- 55.75 Ha of multi-functional green open space including: parkland, sports and recreational facilities with pavilion/changing facilities; play areas, wildlife areas, a range of strategic open spaces including a community orchard and new landscaping;
- a Sustainable Drainage Scheme including 5.05 Ha of land for surface water attenuation measures;
- associated infrastructure including new junctions to the A421, Whaddon Road and Buckingham Road, primary streets, residential streets, pedestrian footpaths and cycle routes, foul water pumping stations and statutory undertakers equipment;
- A Grid Road Reserve of 7.24 Ha;
- Highway improvements on 5.56 Ha;
- public transport infrastructure, car and cycle parking for all uses; and

- undergrounding of 132Kv overhead power lines.

1.1.3 This document looks at the development proposals and Travel Plan needs for the Proposed Development against a background of mode availability and amenity provision.

1.1.4 This Framework Travel Plan have been prepared in line with the Buckinghamshire County Council publication 'Sustainable Travel Plans – Guidelines for Developers', updated in 2012. It is understood that Milton Keynes Council will also be consulted on the Travel Plan but will take its lead from Buckinghamshire County Council.

1.1.5 It is considered that a two-tier approach is appropriate for this size of development, similar to that which has recently been adopted for the large Glebe Farm mixed-use development in Milton Keynes. This suggested approach is as follows:

- The preparation of this FTP that sets out the overarching strategy for the Proposed Development and provides a framework for the preparation of detailed Travel Plans for residential, commercial/employment and school uses; and
- Individual detailed Travel Plans relating to the individual uses are to be prepared and submitted within an agreed timescale.

1.1.6 This FTP provides a strategic framework for the promotion of sustainable travel and it sets out a co-ordinated approach to be employed across the Proposed Development. A structure is set out for individual Travel Plans required for each land-use and guidance is provided which includes:

- Potential initiatives to deliver more sustainable travel choice;
- Monitoring and review requirements and practices; and
- Setting of modal shift targets, from private car travel to more sustainable modes.

## 1.2 What is a Travel Plan?

1.2.1 A Travel Plan is the term for a package of measures tailored to the needs of individual developments and aimed at promoting more sustainable travel choices, such as walking, cycling, bus usage or car sharing, and reducing reliance on the car, particularly for single occupancy trips. It should be an evolving, working document that will grow and develop in time in accordance with the changing circumstances of the environment in which it works.

## 1.3 Site Location

1.3.1 The area of land that will accommodate the Proposed Development comprises a green field site, north-west of Newton Longville and immediately west of Far Bletchley and south west of the centre of Milton Keynes. The application site, which covers an area of approximately 144 hectares, is bound to the north by A421 Standing Way, to the east by the existing built up area of Far Bletchley, to the south by the disused railway line and to the west by Whaddon Road. A plan showing the location of the site in relation to the surrounding area is provided in **Figure 1.1** with the Illustrative Master Plan shown in **Figure 1.2**.

## 1.4 Travel Plan Process

1.4.1 The overall broad objectives of the South West Milton Keynes Travel Planning process are:

- To minimise the need to travel long distances through carefully designed land-use provision and location;
- To reduce reliance on the private car with a long-term strategy of mode shift away from single occupancy car use;
- To build upon good urban design principles that maximise the permeability of the development for promoting walking, cycling and public transport use;
- To promote the use of car sharing where appropriate;
- To reduce costly road traffic congestion and further damage to the environment in the context of sustainable development which is consistent with Government policy; and
- To encourage a high level of community involvement in travel behaviour change initiatives.

1.4.2 This FTP aims to inform future occupiers of the Proposed Development about the requirements for their individual Travel Plans and how sustainable travel can be encouraged. In order that travel planning is ingrained within the development process from the outset the FTP that is submitted as part of the outline planning application set out the requirements for future occupiers of the Proposed Development with regard to individual Travel Plans. There will be three phases in the implementation of Travel Plans at the Proposed Development:

- Phase A – preparation of the Framework Travel Plan (this document);
- Phase B – resident, employee and pupil/student travel surveys, analysis and reporting; and
- Phase C – development of detailed, individual Travel Plans and implementation.

#### Phase A

1.4.3 This FTP outlines a site-wide strategy for sustainable travel for South West Milton Keynes, it sets out the requirements for a Travel Plan Manager who will take overall responsibility for travel planning at the Proposed Development as well as setting out principles that will be applied in the individual, detailed Travel Plans, which each occupier/developer will be obliged to prepare as part of Reserved Matters planning applications. Occupiers/developers will undertake baseline travel surveys (Part B) and implement a full Travel Plan within a timeframe set out later in this document.

#### Phase B

1.4.4 House builders/occupiers/schools will be required conduct resident, employee, pupil/student and visitor surveys (depending on type of land use) within an agreed timeframe. This process will be overseen by the Travel Plan Manager (TPM) assisted by the Sustainability Team at Buckinghamshire County Council in conjunction with a Transport Planner (Smarter Choices) from Milton Keynes Council.

1.4.5 The questionnaire format will be discussed and agreed with BCC in conjunction with MKC to ensure that the information obtained provides a thorough understanding of the travel patterns of residents, staff, pupils/students and visitors

to the Proposed Development in order that the most appropriate measures can be employed to achieve the required modal shift to sustainable forms of transport. Both Buckinghamshire County Council and Milton Keynes Council use iTrace monitoring software in order to gain a consistent record of travel behaviour.

Phase C

- 1.4.6 House builders/occupiers/schools will be responsible for ensuring that prior to the occupation of any element of the Proposed Development, individual Travel Plans are implemented that adopt the aim, objectives and targets set out in the FTP submitted with the planning application. Each Travel Plan will contain the name and contact details of the Travel Plan Co-ordinator for that Travel Plan.

## 2. SITE AUDIT

### 2.1 Local and Regional Highway Network

- 2.1.1 The application site is well connected on a local, sub-regional and regional scale. A421/H8 Standing Way runs in a north easterly direction towards the A5 providing connections to the Bletchley, Emerson Valley and Furzton areas. A roundabout at the junction of H8 Standing Way and V6 Grafton Street allows access to Redmoor Roundabout which interchanges with the A5. To the west of the A5, A421 Standing Way provides access through the Beanhill, Netherfield, Monkston, Kents Hill and Brinklow areas to Junction 13 on the M1 Motorway and also north into Bedford.
- 2.1.2 To the west, the A421 provides links to Buckingham and the A43. The A421 runs west from Bottle Dump Roundabout in the north-west corner of the application site, and has a number of junctions along its length providing links to minor roads that serve the surrounding villages. The A421 continues west and meets the A413 at a roundabout to the east of Buckingham, some 12.5km west of the site, before continuing around the south of Buckingham, north of the Buckingham Industrial Estate. The A421 continues west from Buckingham, bypassing Tingewick to the south before joining the A43 approximately 4km south of the centre of Brackley.
- 2.1.3 Whaddon Road runs in a south easterly direction along the western edge of the application site, over the disused railway, into the village of Newton Longville. Within the village, Whaddon Road gives way to Bletchley Road/Drayton Road at a cross road type junction before continuing as Stoke Road. Stoke Road provides access to the A4146 Stoke Hammond bypass to the south of which the A4146 provides a southern bypass to Leighton Buzzard before running into the A505. The A505 joins A5 Watling Street at roundabout junction to the north west of Houghton Regis.

## 2.2 Pedestrian & Cycle Routes

2.2.1 National Cycle Route 51 runs south-west through the site, along Weasel Lane from Buckingham Road, crossing Whaddon Road before re-joining the road network on a small farm track, east of Lower Salden Farm. Weasel Lane is a restricted byway, with the following public right of way classifications:

- NLO/25 at the north eastern end (between Buckingham Road and footpath NLO/19 – around 250metres) with a metalled surface around 4m in width and with verges both sides;
- NLO/20 between footpath NLO/19 and the parish boundary – around 1150m in length generally metalled and with a similar width of around 4m and verges to both sides; and
- MUR/15 between the parish boundary and the track to Lower Salden Farm – around 550m, with width and surface generally as for NLO/20.

2.2.2 The route is signed posted throughout as National Cycle Route 51, providing connections to Bicester and Oxford to the south-west, and Bedford and Huntingdon to the north-east.

2.2.3 Bridleway WHA/16 runs south from the A421 (approximately 150m west of Bottle Dump Roundabout) to Whaddon Road (Mursley) and beyond Whaddon Road to the west as LHO/19.

2.2.4 Footpath NLO/19 runs from Weasel Lane (250m west of Buckingham Road) south to Whaddon Road, Newton Longville, opposite Westbrook End. It crosses under the currently disused route of the East West rail line via a bridge.

2.2.5 There are two recreational footpath routes in the vicinity of the site:

- The Midshires Way is a long distance footpath and bridleway that runs from Bledlow in Buckinghamshire, to Stockport in Great Manchester. In this area, it runs along Bridleway WHA/16 from Whaddon Road (Mursley) under the subway at Bottle Dump Roundabout, and north along the western boundary of Tattenhoe Park; and
- The Milton Keynes Boundary Walk is a circular route around Milton Keynes. It runs through Newton Longville, north along footpath NLO/19 to

Weasel Lane, along Weasel Lane, north along Whaddon Road to Bottle Dump Roundabout and north along the western boundary of Tattenhoe Park.

2.2.6 The Milton Keynes cycle network, the Redway system, connects to the site, beginning west of Bottle Dump Roundabout before continuing eastbound, north of A421 Standing Way, reaching Tattenhoe Roundabout where it passes under the Snelshall Street and A421 Standing Way arms of the roundabout via subways. At this point, the Redway splits in three. A route can be followed north-east alongside the A421 Standing Way towards the City Centre and Central Milton Keynes Railway Station, or to the south east alongside Buckingham Road, and to the north alongside Snelshall Street.

2.2.7 The Redways can be accessed from the site via:

- Whaddon Road, immediately south of Bottle Dump roundabout;
- The subway under the A421, east of Steinbeck Crescent; and
- Buckingham Road, south east of Tattenhoe Roundabout.

### 2.3 Public Transport Provision

2.3.1 The nearest bus stops to the application site that are served by a regular bus service are on Chepstow Drive in Far Bletchley to the east of the site. These existing bus stops on Chepstow Drive are currently on Route 28 operated by Red Rose Travel. On Monday to Saturday an hourly service operates between Central Milton Keynes and Bletchley Bus Station.

2.3.2 The nearest bus stops to the application site that provide a more frequent level of service are around 800 metres walking distance from the site boundary on Whaddon Way. These stops are currently on Route 4 operated by Arriva which provides a 10 minute service during peak weekday hours and a 20 minute service throughout the rest of the day.

2.3.3 An extract from the Milton Keynes Urban Bus Map showing the existing bus routes in the vicinity of the Proposed Development is contained at **Appendix A**.

2.3.4 Bletchley Railway Station is approximately 4km driving distance of the application site to the east via Buckingham Road and therefore is accessible both by cycle and car. The station has 638 parking spaces with 29 for use by the mobility impaired. There is also sheltered parking for 54 cycles.

2.3.5 The station, operated by London Midland, is located on the West Coast Main Line, providing connections to Milton Keynes Central and Birmingham New Street to the north, and Watford and Euston to the south. The station also provides links to local stations, including Leighton Buzzard. Southern Trains operates an hourly service which terminates at South Croydon. **Table 2.1** below provides details of the services from Bletchley Railway Station with the current timetables contained at **Appendix B**.

**Table 2.1: Services from Bletchley Railway Station**

Service	Frequency		
	Monday-Friday	Saturday	Sunday
<b>London Midland</b> Bedford - Bletchley Bletchley - London Euston Bletchley – Milton Keynes	Hourly Hourly Hourly	Hourly Hourly Hourly	No Service No Service No Service
<b>Southern Trains</b> Croydon and Clapham Jn. to Watford Jn. and Milton Keynes (connections to Northampton and Birmingham New Street)	Hourly	Hourly	Hourly

2.3.6 Milton Keynes Central is approximately 7km driving distance from the site via Snelshall Street, Childs Way and Elder Gate and is therefore accessible by both cycle and car. Cyclists can also use the network of Redways to access the station which provides sheltered storage for 900 spaces. Car parking is available at the station although this is more costly than the provision at Bletchley and therefore may be a less attractive option for drivers wishing to access rail journeys.

2.3.7 The train operators serving Milton Keynes Central are London Midland, Southern trains and Virgin Trains. **Table 2.2** below provides details of the services from

Milton Keynes Central with the current Virgin Trains timetable also contained at **Appendix B.**

**Table 2.2: Services from Milton Keynes Central**

Service	Frequency		
	Monday-Friday	Saturday	Sunday
<b>London Midland</b> Bletchley – Milton Keynes	Hourly	Hourly	No Service
<b>Southern Trains</b> Croydon and Clapham Jn. to Watford Jn. and Milton Keynes (connections to Northampton and Birmingham New Street)	Hourly	Hourly	Hourly
<b>Virgin Trains</b> London & West Midlands - North West & Scotland Milton Keynes - London Euston	Hourly	Hourly	Hourly

3. TRAVEL SURVEY

3.1 It is fully understood that a comprehensive travel behaviour survey of residents, employees, pupils/students, visitors and freight/delivery will form the basis of the Travel Plans that are implemented at the Proposed Development. However at the present time this detailed information is not available.

3.2 As it is likely that the Residential Travel Plan will be the first to be implemented at the Proposed Development use has been made of Census data to ascertain the likely baseline modal split for the residential element. The Proposed Development is located in the ward of Newton Longville (Aylesbury Vale). **Figure 3.1** below shows the location of the Proposed Development and the boundaries of nearby wards.

**Figure 3.1: Ward Boundaries in the vicinity of the Proposed Development**



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3.3 The figure shows that the neighbouring wards to Newton Longville, with the district/unitary authority they are located within are Emerson Valley (Milton Keynes), Whaddon (Milton Keynes), Bletchley and Fenny Stratford (Milton Keynes), Eaton Manor (Milton Keynes), Great Horwood (Aylesbury Vale), Great Brickhill (Aylesbury Vale) and Stewkley (Aylesbury Vale).

3.4 Therefore using 2011 Census Data, the 'Method of Travel to Work – Resident Population' information (ONS Table QS701EW) has been obtained for these eight wards as is shown in Table 3.1 below.

**Table 3.1 – Mode of Travel to Work Census data (2011)**

Mode of Travel	Ward							
	Newton Longville	Stewkley	Great Brickhill	Great Horwood	Bletchley and Fenny Stratford	Emerson Valley	Whaddon	Eaton Manor
All Usual Residents Aged 16 to 74	100%	100%	100%	100%	100%	100%	100%	100%
Work Mainly at or From Home	7%	10%	9%	10%	3%	4%	3%	1%
Underground, Metro, Light Rail, Tram	0%	0%	0%	0%	0%	0%	0%	0%
Train	4%	5%	5%	4%	3%	5%	3%	2%
Bus, Minibus or Coach	1%	1%	1%	0%	4%	3%	4%	6%
Taxi	0%	0%	0%	0%	1%	1%	1%	1%
Motorcycle, Scooter or Moped	0%	0%	0%	0%	0%	0%	0%	0%
Driving a Car or Van	50%	45%	49%	50%	42%	56%	48%	37%
Passenger in a Car or Van	3%	3%	2%	3%	4%	4%	5%	5%
Bicycle	0%	1%	0%	0%	2%	2%	1%	1%
On Foot	3%	5%	3%	3%	6%	3%	3%	5%
Other Method of Travel to Work	0%	0%	1%	1%	0%	0%	0%	0%
Not in Employment	31%	29%	29%	28%	34%	21%	32%	40%

3.5 The data in Table 3.1 has been used to calculate the percentage modal split for journeys to work over the eight wards as is shown in **Table 3.2**.

**Table 3.2 – Percentage Modal Split**

Mode of Travel	Ward							
	Newton Longville	Stewkley	Great Brickhill	Great Horwood	Bletchley and Fenny Stratford	Emerson Valley	Whaddon	Eaton Manor
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0	0	0
Train	6	8	8	7	5	7	5	4
Bus, Minibus or Coach	2	2	2	0	6	4	6	11
Taxi	0	0	0	0	2	1	2	2
Motorcycle, Scooter or Moped	0	0	0	0	0	0	0	0
Driving a Car or Van	82	75	80	82	68	76	74	65
Passenger in a Car or Van	5	5	3	5	6	5	8	9
Bicycle	0	2	0	0	3	3	2	2
On Foot	5	8	5	5	10	4	5	9
Other Method of Travel to Work	0	0	2	2	0	0	0	0

3.6 While the data above provides an indication of the current modal split trends in the general vicinity of the Proposed Development there is considerable variance between the data for each ward which is not easily explained from this dataset alone.

3.7 Therefore in advance of any surveys of residents at the Proposed Development, the data for Newton Longville ward will be used as the baseline modal split for the residential element of the Proposed Development against which initial targets will be set for modal shift:

- Underground, metro, light rail, tram – 0%
- Train – 6%
- Bus, minibus or coach – 2%

- Taxi – 0%
- Motorcycle, scooter or moped – 0%
- Driving a car or van – 82%
- Passenger in a car or van – 5%
- Bicycle – 0%
- On foot – 5%
- Other – 0%

**4. AIMS AND OBJECTIVES**

4.1 The **AIM** of the Travel Plans that will be implemented, managed and monitored at the Proposed Development is to achieve a modal shift to sustainable transport.

4.2 The overall **OBJECTIVE** of the Travel Plans is to reduce the number of car-borne trips to/from the Proposed Development and surrounding area particularly during the highway network peak periods and those which involve single occupancy of the vehicle.

4.3 Complementary objectives that will assist in achieving the aim of the Travel Plans are:

- Reducing the need to travel to and from the Proposed Development which will be achieved by providing a mix of complementary uses on the site;
- Addressing the access needs of users by supporting walking, cycling and the use of public transport;
- Encouraging good urban design principles that open up the Proposed Development to walking and cycling;
- Addressing specific transport problems identified at the Proposed Development;
- Encouraging access solutions that are not dependent on 'hard' infrastructure measures; and
- Ensuring that residents, employees, pupils/students and visitors have sufficient information to have an informed choice about their travel options.

4.4 Related positive benefits of implementing effective Travel Plans that achieve a reduction in vehicle traffic from the Proposed Development by a modal shift to sustainable transport include:

- Reduced pressure on highway capacity particularly at peak travel times;
- Significant health and well-being benefits from walking and cycling;
- A cut in carbon emissions and their contribution to climate change; and
- Improved air quality and a reduction in noise pollution.

## 5. TARGETS

5.1 For Travel Plans to be successful and achieve their aims and meet their objectives, it is necessary that the objectives have a related target. The overall objective of the Travel Plans is to reduce the number of car-borne trips to/from the Proposed Development and surrounding area particularly during the highway network peak periods and those which involve single occupancy of the vehicle.

5.2 It is a requirement of Buckinghamshire County Council that all new developments commit to a minimum reduction of **10%** in single occupancy journeys within the first five years of occupation. Travel Plan targets must also be **SMART** (**S**ite - specific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-specific).

5.3 As already stated, it is not possible at the present time to carry out surveys of the travel behaviours of the occupiers of the Proposed Development and therefore local Census data is being used as a starting point. Currently it is expected that the baseline modal split for the residential element of the Proposed Development will be:

- Underground, metro, light rail, tram – 0%
- Train – 6%
- Bus, minibus or coach – 2%
- Taxi – 0%
- Motorcycle, scooter or moped – 0%
- Driving a car or van – 82%
- Passenger in a car or van – 5%
- Bicycle – 0%
- On foot – 5%
- Other – 0%

5.4 This modal split is related to peak hour 'generated' traffic in that it does not take account of those working from home or those who are unemployed and may not choose to travel at peak times. While it will be important to obtain accurate survey data as soon as possible following first occupation the above percentages have been used to propose the first targets for modal shift as a result of the

implementation of this Residential Travel Plan as it is likely to be the first Travel Plan implemented at the Proposed Development. **Table 5.1** below shows the baseline modal split and the proposed modal shift in the first five years of occupation.

**Table 5.1 – Target Modal Shift in first 5 Years of Occupation (Residential)**

<b>Mode</b>	<b>Baseline Percentage Split</b>	<b>Percentage Split after 5 Years Occupation</b>
Underground, Metro, Light Rail, Tram	0	0
Train	6	6
Bus, Minibus or Coach	2	4
Taxi	0	0
Motorcycle, Scooter or Moped	0	1
Driving a Car or Van	82	74
Passenger in a Car or Van	5	6
Bicycle	0	3
On Foot	5	6
Other	0	0

## 6. OWNERSHIP

### 6.1 Introduction

6.1.1 The management and implementation of the Framework Travel Plan (FTP) will form an integral part of the development process. The FTP will be delivered through a suite of documents, linked with each phase of development. These documents include:

- Residential Travel Plan;
- Workplace Travel Plans; and
- School Travel Plans

6.1.2 An important aspect of a successful Travel Plan is allocation of sufficient resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

6.1.2 The South West Milton Keynes Consortium will appoint a Travel Plan Manager (TPM) who will be responsible for all aspects of travel planning at the Proposed Development and for ensuring that Travel Plans are prepared, implemented, managed and monitored in accordance the requirements of Buckinghamshire County Council in conjunction with Milton Keynes Council. Direct responsibility for the implementation of each of the user-specific Travel Plans is defined in Sections 7, 8 and 9 of this FTP.

### 6.2 Travel Plan Manager

6.2.1 The Travel Plan Manager will be appointed prior to first occupation of the Proposed Development and will remain in that role for 12 months after full occupation. It is envisaged that the role of Travel Plan Manager will be needed in a full time capacity until such a time as all the Travel Plans are implemented, and may be reduced to part time once the main elements of the Proposed Development are initially occupied.

6.2.2 The TPM is responsible for initiating joint working with occupiers and other third party interests (e.g. officers from Buckinghamshire County Council and Milton Keynes Council, public transport operators, car club contacts).

6.2.3 The main responsibilities of the TPM are as follows:

- Being the main point of contact with BCC and MKC;
- The initial development and promotion of all Travel Plans;
- Chair of the Travel Plans Steering Group;
- Setting up a car share scheme for the Proposed Development in conjunction with national/local schemes;
- Establishing a sustainable transport web-site for the Proposed Development;
- Liaison with public transport operators and cycle retailers to secure discounts on tickets and equipment for occupiers at the Proposed Development;
- Support for individual Travel Plan Co-ordinators in developing the individual Travel Plans;
- Ensuring that monitoring takes place and a co-ordinated reporting system is established for provision of data to BCC and MKC (iTrace);
- Keeping an up-to-date list of occupiers and Travel Plan contacts;
- Organisation and promotion of sustainable transport events for all at the Proposed Development (Buckinghamshire County Council will provide promotional material / web links for a minimum of 6 campaigns per annum).

### **6.3 Individual Travel Plan Co-ordinators**

6.3.1 Each significant occupier will nominate a Travel Plan Co-ordinator (TPC) prior to occupation. The main responsibilities of a TPC will be as follows:

- Sign up to and support the Framework Travel Plan;
- To develop and implement their individual Travel Plan with assistance from the TPM;
- Compile Resident/Visitor Welcome Packs and Employees, Staff and Pupil/Student Induction Packs;

- Offer and provide personalised journey planning to residents/staff;
- Assisting the TPM in organising events and campaigns such as Bike Week, Walk to Work Week, Car Share Day and European Mobility Week;
- Being the first point of contact for all residents/staff/visitors regarding travel matters;
- Research and introduce initiatives for their organisation/area;
- Update noticeboards, websites etc. with travel information; and
- Assisting the TPM in the annual monitoring regime for the Proposed Development.

6.3.2 The South West Milton Keynes Consortium may propose that the TPM also acts as Residential Travel Plan Co-ordinator and subject to sufficient commitment being given to supporting an expanded role, this is considered to be an acceptable approach.

#### **6.4 Travel Plans Steering Group**

6.4.1 The TPM will form and chair a Travel Plans Steering Group at the Proposed Development. Other members of the Steering Group will be the Travel Plan Co-ordinators from the employment / commercial elements of the Proposed Development and those at the schools. Representatives of Buckinghamshire County Council and Milton Keynes Council will also be invited to join the Steering Group as will representatives from other key organisations such as residents groups, car clubs, public transport operators, walking and cycling groups.

6.4.2 The Steering Group will first meet at the time of the initial travel survey and following this will have quarterly meetings.

## **7. RESIDENTIAL TRAVEL PLAN**

### **7.1 Introduction**

7.1.1 This section outlines the requirements for the Residential Travel Plan which will be implemented for the residential phases of the Proposed Development. Given the quantum of residential development proposed and the membership of the South West Milton Keynes Consortium it is envisaged that there will be a number of house builders at the Proposed Development. It will however be more efficient if there is one Residential Travel Plan that is adopted by all house builders, with one Residential Travel Plan Co-ordinator jointly appointed by all house builders. This will ensure consistency of information and particularly a consistent approach to management, maintenance and monitoring.

### **7.2 Preparation of the Residential Travel Plan**

7.2.1 The Residential Travel Plan (RTP) will be used to promote sustainable travel to residents of the Proposed Development and it will outline initiatives to facilitate more sustainable travel choices, targets and associated deliverables (implementation and monitoring of initiatives) for both the Developers and the Local Authorities.

7.2.2 Identifying and setting objectives and targets for the RTP will give it focus and help measure its success. The main objectives of the Residential Travel Plan will be to:

- Address residents' needs for access to a full range of facilities for work, education, health, leisure, recreation and shopping;
- Reduce car traffic generated by the development to significantly lower levels than the baseline;
- Promote healthy lifestyles and sustainable, vibrant local communities; and
- Encourage good urban design principles that open up the permeability of the development for walking and cycling.

7.2.3 In order to ascertain if the RTP is being successful in meeting its objectives, it is important that they can be measured. Travel Plan targets most often relate to reducing the proportion of single occupancy car travel.

7.2.4 Realistic modal shift targets are best set once baseline modal split data is available (i.e. from surveys that establish what mode of transport people are currently using). A baseline residents' travel survey will be conducted within three months after the occupation of the 50<sup>th</sup> dwelling at the Proposed Development. Once the baseline travel surveys have been conducted and baseline modal split data is available along with information on what may be required to encourage greater use of sustainable modes, initial targets can be set and the initial RTP completed.

### **7.3 Residential Travel Plan Initiatives**

#### Marketing and Communication Strategy

7.3.1 If the Residential Travel Plan that will be implemented at the Proposed Development is to be effective, all residents should have easy access to a range of information that allows them to make an informed decision on the way they travel. They must also be made fully aware as to why the Residential Travel Plan has been developed and subsequently the range of benefits it can deliver. This is particularly important in respect of residential travel planning where the destinations are much more diverse and therefore the most effective means of influencing travel behaviour is through the proactive promotion and encouragement of existing opportunities.

7.3.2 Marketing and communication has to start prior to any occupation of the site and therefore sales staff will from the outset advise potential residents of the travel arrangements and the access options serving the site. This can be achieved using sales brochures, information at the sales office and on any developer web-site where this is available. A key form of communication within a Residential Travel Plan is personal travel planning as research shows that simply providing individuals with promotional literature and offers is not as effective as engaging with people on an individual basis and encouraging them to actively select the information and incentives they need.

7.3.3 The Residential Travel Plan Co-ordinator will organise a programme of Personal Travel Planning that will adopt the following approach:

- Households will be offered a home visit by a trained travel advisor;

- Residents will be offered advice on the range of travel options available for the site;
- The initial travel to work survey will be carried out (A template of the initial travel questionnaire is included at **Appendix C**); and
- Information and incentives will be compiled into a Travel Welcome Pack which will be delivered to that household shortly after the initial visit.

7.3.4 Information and incentives available for inclusion with the Travel Welcome Pack will include:

- Relevant cycling/walking maps;
- Relevant public transport information, including details any preferential ticketing schemes, maps and timetables;
- One free personal journey plan per household; and
- Attendance at a free cycle safety training course.

7.3.5 Households that decide not to participate in the Personal Travel Planning programme will be still provided with a generic Travel Welcome Pack which will contain more general information relating to the development as a whole and the sustainable travel measures/initiatives that are on offer.

7.3.6 In conjunction with the TPM, the RTPC will implement a programme of on-going promotion which might include regular updating of the Proposed Development web-site, organisation of community travel events such as cycle or walking promotion days, the distribution of a quarterly travel newsletter providing details of the on-going operation of the Residential Travel Plan and updating of any community notice boards.

7.3.7 The RTPC will also devise an effective system of ensuring that existing residents are kept fully up-to-date with regard to any changes in information relating to matters such as public transport services as this may need to be provided more quickly than can be achieved through even regular newsletters.

#### Walking

7.3.8 At this stage, the exact internal layout of the site is not fixed and will be subject to reserved matters planning applications. However an Illustrative Master Plan has been prepared and this proposes high quality footways and footpath/cycle ways to ensure good connectivity to facilities and public transport provision within the Proposed Development and with Milton Keynes existing Redway system. The Redways will be accessed from the Proposed Development via:

- Whaddon Road, immediately south of Bottle Dump roundabout;
- The subway under the A421, east of Steinbeck Crescent; and
- Buckingham Road, south east of Tattenhoe Roundabout.

7.3.9 The RTPC will provide within the Travel Welcome Pack comprehensive information to all new residents in relation to safe pedestrian and cycle routes.

7.3.10 The TPC will also offer to help residents to identify a '**walking buddy**' who lives nearby and will also work with the Police to promote safe walking and awareness particularly for young people. The TPC will promote **Walk to Work Week** and/or similar walking initiatives.

#### Cycling

7.3.11 All dwellings will provide for **safe, weather-proof cycle storage**. Communal areas of the development will also provide safe cycle parking and storage.

7.3.12 **High quality cycle routes** will be provided as an integral part of the Proposed Development to ensure efficient connectivity with local facilities both within the development and within the wider community. The cycle routes will connect with the Milton Keynes existing Redway system. A copy of various cycle maps are available on Milton Keynes Council's website (<http://www.milton-keynes.gov.uk/streets-transport-and-parking/cycling/advice-and-information/cycle-routes-and-maps>). Copies of maps relevant to the Proposed Development will be made available within the Travel Welcome Pack and on the Proposed Development website.

7.3.13 **Cycle Training** will be offered to residents as well as regular **group cycle trips** into the countryside or town encouraged to build up people's confidence in cycling on roads. The RTPC will assist the TPM in promoting **Bike Week** and/or similar cycling initiatives.

7.3.14 The RTPC will work with local cycle shops to negotiate a discount for residents of the development for purchasing bicycles and accessories, possibly in return for advertising on the Proposed Development website.

7.3.15 The RTPC will also encourage residents to look into and join any Employer Cycle Purchase Schemes that might be available to them.

#### Motorcycles

7.3.16 In order to achieve a shift from car use to motorcycle use it is essential that there is training and provision of guidance to those new to motorcycling. In addition, advanced training will be offered to more experienced users. Residents will be offered **motorcycle training** appropriate to their individual needs.

7.3.17 The RTPC will assist the TPM in promoting the annual '**Ride to Work Day**' and/or similar cycling initiatives. Riders are asked to use their motorcycle or scooter to commute to work and demonstrate the benefits of commuting on two wheels. The TPM will also promote the '**Get On**' initiative ([www.geton.co.uk](http://www.geton.co.uk)) which also offers free motorcycling taster sessions around the country.

#### Public Transport

7.3.18 Pell Frischmann has consulted with Arriva with regard to the provision of bus services for the Proposed Development. Arriva has advised that the most feasible option will be to extend the Oxley Park to Brownswood via Kingsmead, Westcroft, Kingston and CMK Route 8.

7.3.19 At the present time Route 8 travels from CMK in a south westerly direction and follows Childs Way and V3 Fulmer Street to Furzton Roundabout, then turns right on to H7 Chaffron Way. At Kingsmead Roundabout the route currently turns to the right towards Oxley Park.

- 7.3.20 The service into the Proposed Development will be a diversion at Kingsmead Roundabout to the south along Snellshall Street, through Tattenhoe Roundabout and into the Buckingham Road access. Once within the Proposed Development it will follow a circular route, exiting at the Buckingham Road access, through Tattenhoe Roundabout and along Snellshall Street to rejoin its existing route at Kingsmead Roundabout. The route to be followed is shown on the drawing contained at **Appendix D**.
- 7.3.21 Arriva envisages that there will be three buses per hour to the Proposed Development and three per hour to Oxley Park. The total vehicle requirement for this provision will be six buses of which Arriva considers three will be developer funded; 1.5 as part of the Proposed Development and 1.5 as part of the Oxley Park development.
- 7.3.22 Within the Proposed Development the bus route will be provided with high quality shelters complete with seating and real time information if appropriate at the time of installation.
- 7.3.23 Details of **local taxi companies** will be provided within the Travel Welcome Pack and on the Proposed Development website.
- 7.3.24 The RTPC will liaise regularly with local public transport operators to ensure that information remains valid and up to date, and ensure that website information provided to residents is correct and up-to-date.

#### Car-Sharing and Car Clubs

- 7.3.25 Some residents may live near colleagues, or may work in the vicinity of another resident, and could be encouraged to car-share. Car-sharing websites advertising local journeys, such as [www.buckscarshare.co.uk](http://www.buckscarshare.co.uk) and <http://www.milton-keynes.gov.uk/streets-transport-and-parking/parking/parking-permits/car-share/milton-keynes-council-car-share> will be promoted and advertised in the Travel Welcome Pack and in the local community facilities.

7.3.26 Milton Keynes has an Electric Car Club in the Wolverton area. This is run by E-car ([www.e-carclub.org](http://www.e-carclub.org)) and was facilitated by Milton Keynes Council, Hertz on Demand and Chargemaster. The TPM will investigate the implementation of a similar scheme at the Proposed Development.

#### **7.4 Residential Travel Plan Monitoring**

7.4.1 Two potential methods of monitoring for the residential element of the Proposed Development are:

- Residential travel survey; and
- Fully classified traffic counts at access points (this may be more appropriate for monitoring targets for the Proposed Development as a whole)

7.4.2 The residential travel survey will be used to set a baseline for the residential part of the Proposed Development against which modal shift targets can be set; as well as for comparison with future year data to establish if the RTP is successfully delivering its mode shift target and associated initiatives.

7.4.3 The initial residential travel survey will be conducted within three months following the occupation of the 50<sup>th</sup> dwelling at the Proposed Development and thereafter on an annual basis until all houses are occupied with a further additional year following completion. All survey results will be provided to BCC and MKC within an Annual Monitoring Report which will be available within one month of the completion of the surveys.

7.4.4 Traffic surveys will also be conducted on an annual basis, the first three months from the occupation of the 50<sup>th</sup> dwelling and continuing until a year after full occupation of the Proposed Development. The results of the traffic surveys will also be summarised within the Annual Monitoring Report.

**8. WORKPLACE TRAVEL PLAN**

**8.1 Preparation of Workplace Travel Plans**

8.1.1 In accordance with Buckinghamshire County Council's 'Sustainable Travel Plans – Guidelines for Developers', updated in 2012, Workplace Travel Plans will be prepared for all workplaces that fall above the thresholds set out in Table 1 of that document. For ease of reference a copy of Table 1 and its accompanying text is contained at **Appendix E** to this FTP.

8.1.2 Qualifying workplaces (i.e. those that fall above the threshold in Table 1) may prepare individual Travel Plans or may group together to prepare a Travel Plan for a particular use or for a multi-occupancy building or area. The main objectives of Workplace Travel Plans will include:

- Reducing the need to travel by car (to and from employment areas);
- Reducing the number of vehicles travelling to and from the site (particularly single occupancy car trips);
- Improving the safety and security of people who travel to the Proposed Development;
- Promoting healthier living through the increased use of cycling, walking and public transport;
- Promoting integration between different transport modes;
- Providing clear information to all employees, customers and visitors regarding sustainable transport; and
- Improving accessibility for non-car users and the disabled.

8.1.3 These Workplace Travel Plans will promote travel choice for the occupiers and visitors to these elements of the Proposed Development with the aim of increasing the use of sustainable transport. They will contain targets which will relate to specific measures as well as mode shift such as increasing the use of bicycle use through information and infrastructure provision. Targets will be agreed with BCC and MKC prior to the submission of individual Workplace Travel Plans.

#### **8.2 Workplace Travel Plan Co-ordinators**

8.2.1 Each occupier or group of occupiers that join together for Travel Planning purposes shall nominate a member of staff to be the Travel Plan Co-ordinator (TPC). The TPC should have a direct reporting line to senior management and ideally should be a person with financial responsibility to allow decisions to be made quickly and measures implemented in a timely manner. The TPM will provide support to individual TPCs and will also lead in the co-ordination of Travel Plan initiatives across the Proposed Development as a whole.

8.2.2 The key roles and responsibilities for the TPCs will be to:

- Attend Travel Plan Steering Group meetings and provide any necessary assistance to the TPM;
- Develop and implement a Travel Plan specific to their organisation or group of organisations;
- Ensure that sustainable travel information is disseminated to staff and visitors in appropriate formats;
- Offer and provide personalised journey planning to all staff;
- Be the first point of contact for all staff on Travel Plan matters;
- Promote the Travel Plan to all staff; and
- Conduct the annual staff and visitor survey and monitor performance of the Travel Plan.

#### **8.3 Workplace Travel Plan Initiatives**

8.3.1 This section outlines a number of initiatives that could be implemented for both staff and visitors to workplaces within the Proposed Development. This list is by no means exhaustive, but provides a starting point for individual TPCs and occupiers to review and implement if suitable for their particular organisation and staff/visitor requirements.

8.3.2 Walking and cycling infrastructure will be provided throughout the Proposed Development during the construction of the project. Proposed infrastructure includes cycle parking; footpaths and cycleways both within the Proposed Development and linking to the Milton Keynes Redway system and wayfinding

signage. Public transport provision will be as described in Section 7. The initiatives outlined in this section are for individual occupiers to apply.

#### **Staff**

8.3.3 Staff travel is easier to influence as the origin and destination of staff is more consistent than those of visitors. Therefore these initiatives look to influence staff travel behaviour in the both short and longer term.

#### Cycling

- Shower/changing/storage/drying facilities;
- Secure, convenient, undercover storage for bicycles;
- Bicycle User Group – there is potential for this to be on a Proposed Development-wide basis organised by the TPM with assistance from all TPCs;
- Bike Buddy scheme to encourage inexperienced/nervous cyclists to gain experience and confidence;
- Puncture repair kits available free of charge to all staff;
- Tax advantaged/interest-free loans for cycles/equipment; and
- Cycle maps available to all staff.

#### Motorcycling

- Shower/changing/storage/drying facilities;
- Secure, convenient, undercover storage for motorcycles;
- Beginner and advanced training;
- Interest-free loans to encourage purchase of small motorcycles; and
- Promotion of 'Ride to Work Day' and 'Get On'.

#### Walking

- Walking maps;
- Walk Buddy scheme to encourage walking participation;
- Promotion of 'Walk to Work Week', 'Walking for Health' and other initiatives; and
- Umbrellas available for loan.

#### Public Transport

- Personalised journey planning;
- Public transport information;
- Available real time journey information; and
- Interest free loans for season tickets.

#### Car-sharing

- Allocation of priority car parking spaces for staff who car-share;
- Free ride home for all car-sharers if lift falls through or an emergency occurs; and
- Information made available on existing lift sharing websites and any scheme set up at the Proposed Development by the TPM.

#### **Visitors**

- 8.3.4 Visitors to the retail and employment areas will have different travel patterns and frequency to permanent staff. Marketing therefore plays a larger part in influencing visitors by providing more information on the sustainable travel options available.

#### **8.4 Workplace Travel Plan Monitoring**

- 8.4.1 Annual staff and visitor surveys will be carried out following the occupation of units. An initial baseline travel survey is to be carried out within three months of occupation or prior to occupation if the company is relocating to the Proposed Development. Annual surveys will be carried out on the anniversary of the baseline survey until such a time as the Proposed Development is fully occupied.
- 8.4.2 The results of the surveys will be provided to BCC and MKC in an annual monitoring report which will be submitted within one month of the end of the survey. The results will also be used to update Workplace Travel Plans and review initiatives. A sample staff travel to work survey questionnaire is provided at **Appendix F**.

## **9. SCHOOL TRAVEL PLANS**

### **9.1 Introduction**

9.1.1 This section provides guidance for the preparation of School Travel Plans (STP) which will be the responsibility of the schools at the Proposed Development to deliver. If a plan is to be successful it must be supported by the whole school community i.e. parents, teachers/staff, pupils/students, governors and the local community. A School Travel Plan Co-ordinator (STPC) will be appointed at each school to champion the Travel Plan and its initiatives, organise monitoring and liaise with both the TPM and the Local Authorities.

### **9.2 Preparation of School Travel Plans**

9.2.1 Both the Primary School and the Secondary School will be required to implement School Travel Plans to ensure that pupils/students and their parents/carers are fully aware of the sustainable travel initiatives and facilities available as well as all staff. The School Travel Plans will contain targets for modal split which will be equally applicable to staff as to pupils/students.

#### **Baseline Survey**

9.2.2 The preparation of School Travel Plans will involve the conducting of baseline travel surveys to understand the behaviour of staff and pupils/students. The surveys will be completed within one month of the school being occupied. Following the survey, mode-shift targets will be set and school-specific initiatives implemented to encourage more sustainable travel.

#### **Travel Plan Initiatives**

9.2.3 There will be initiatives that are more appropriate to the Primary School than the Secondary School but one of the main aims for each Travel Plan is to encourage walking and cycling from within the Proposed Development and nearby. School trips by car form a large proportion of morning peak period travel, lesser so in the evening peak period and it is important that this is reduced as far as possible. Specific initiatives that will assist in this include:

- Implementation of an awareness strategy detailing information on safe, healthy, sustainable travel to school (there is information available online)

to assist the School Travel Plan Co-ordinators in developing their STPs. <http://www.buckscc.gov.uk/education/schools/school-transport/school-travel-plans/>);

- Sustainable travel events organised in conjunction with the TPM;
- Cycle proficiency training for staff/pupils/students;
- Development of a Walking Bus (more appropriate for the Primary School);
- Sustrans 'Safer Routes to Schools' project – includes infrastructure, education and information provision; and
- Cycle/Scooter parking for pupils/students and cycle storage for staff.

9.2.4 The suggested initiatives for staff to be implemented as part of Workplace Travel Plans are also equally applicable to staff at the schools on the Proposed Development.

### **9.3 Monitoring of School Travel Plans**

9.3.1 A programme will be included within the School Travel Plans outlining the methods and frequency of monitoring. Monitoring is likely to include annual travel surveys enabling comparison of travel choices to identify any increases in sustainable travel.

9.3.2 It is recommended that surveys are conducted at the beginning of the Autumn school term in order to understand pupil/student and staff travel behaviour and to provide information and initiatives to influence travel behaviour change during the remainder of the school year.

9.3.3 Annual monitoring reports detailing the results of the travel surveys shall be submitted by the STPC to BCC and MKC. The TPM will also require a copy in order that the progress of Travel Planning for the overall development can be monitored.

**10. MONITORING AND REVIEW**

- 10.1 One of the primary issues relating to the creation of a Framework Travel Plan at this point in the life of a development proposal is that it is difficult to predict the actual likely modal split and to propose targets for modal shift. Some policies and incentives will prove more successful than others hence the need for ongoing monitoring and review.
- 10.2 It is essential that all Travel Plans at the Proposed Development are closely monitored and reviewed regularly throughout the early stages of occupation and at subsequent intervals to ensure that the plans are still relevant and up-to-date as well as including all related views and opinions. This monitoring and review process will be the responsibility of the individual Travel Plan Co-ordinators under the guidance of the TPM and this document sets out a structure for guiding this process and setting out what is required.
- 10.3 In order to ensure regular monitoring an Annual Monitoring Report incorporating an Action Plan will be prepared by the TPCs for agreement with the Sustainability Team at Buckinghamshire County Council in consultation with a Transport Planner (Smarter Choices) from Milton Keynes Council. This document will include details of existing travel patterns, future measures to encourage modal shift and monitoring of performance against the previous plans targets.
- 10.4 The first step for the TPCs will be to implement the initial measures set out in this Framework Travel Plan such as issuing a Travel Welcome Pack for residents and carrying out the initial travel surveys. Following this, it will then be necessary to determine whether the suggestions that have also been set out in this document are appropriate for inclusion within the ongoing Travel Plans and, if not, consider what alternative or additional measures could be undertaken.
- 10.5 After the initial travel surveys have been undertaken, the initial targets for modal shift as set within this document will be reviewed, revised as necessary and agreed with Buckinghamshire County Council in consultation with Milton Keynes Council. At the same time the initial measures will be reviewed to gauge their

appropriateness for inclusion within the on-going Travel Plans. The agreed targets will be reviewed at the time of the first travel survey, which will take place on an on-going basis as part of the Personal Travel Planning programme with the first results being reported to BCC and MKC 12 months after first occupation of the residential element of the Proposed Development.

- 10.6 A travel survey will be conducted annually until full occupation of the Proposed Development with a further additional year following full occupation. The results from these surveys will help ascertain whether new measures have been effective and to determine revised baseline statistics and modal split so that subsequent realistic targets can be determined as part of the Annual Action Plan for each subsequent year. The TPCs will endeavour to ensure that the survey response rate is as high as possible and the use of a prize draw is one way of encouraging a higher response rate. The TPCs shall aim for a 50% minimum survey response rate.
- 10.7 The survey results should also assist in highlighting any problems with existing measures and improvements that could be made. The travel to work surveys (both for the RTP and WTPs) will be augmented with traffic data collection in order that vehicular trip generation can be monitored.
- 10.8 Following the submission and agreement of the TPs, a Monitoring Report will be prepared annually by the TPCs, which will contain the proposed Action Plan for the following twelve months. This Annual Monitoring Report will contain the results of the annual travel to work survey, with an assessment of whether the targets are being met. If the targets have been achieved, the AAP will contain actions aimed at maintaining the target modal shift. If the targets have not been met, additional measures to be provided by the developer will be discussed and agreed with BCC and MKC and included within the Annual Monitoring Report. The TPCs shall not omit or change the agreed targets without prior consultation and agreement from BCC and MKC.
- 10.9 **Table 10.1** sets out the proposed initial Action Plan for the Residential Travel Plan as it is likely that this will be one of the first to be implemented. Similar action

plans will be prepared for all Travel Plans when submitted for approval as part of Reserved Matters planning applications.

**Table 10.1 – Proposed Initial Action Plan for Residential Travel Plan**

<b>Time</b>	<b>Action</b>	
Prior to first occupation	Appoint a Residential Travel Plan Co-ordinator (RTPC). The role of the RTPC is to gather the necessary documents for the promotion of sustainable travel. The RTPC will also act as liaison officer between residents and the TPM and ultimately BCC in conjunction with MKC.	
	Personal Travel Planning	RTPC to implement a programme of Personal Travel Planning to all interested residents at which time the initial travel survey is to be carried out.
	Public Transport	RTPC to provide a Travel Welcome Pack to new residents with information on Public Transport, including any relevant initiatives. This information should also be on the Proposed Development website.
	Walking	The benefits of walking to work should be promoted within the Travel Welcome Pack. This information should also be on the Proposed Development website.
	Cycling	RTPC to circulate information to residents on available facilities for cyclists.
	Car Share	RTPC to promote existing car share schemes on the Proposed Development website.
	Car Club	TPM to investigate the implementation of an Electric Car Club at the Proposed Development.
	Travel Surveys	Travel survey to be issued in the Travel Welcome Pack to any residents not taking up Personal Travel Planning to determine their current and intended travel arrangements.
Within 3 months of 50 <sup>th</sup> residential occupation	Finalise Travel Survey Collection and Analysis	Initial travel survey responses to be collected and analysed to generate the baseline modal split for residents. Information to be provided to the BCC and MKC by input on to iTrace.
At the time of the baseline survey	TPM to set up first meeting of the Travel Plans Steering Group to discuss initial survey results, targets to be set from the first annual travel survey and any alterations to or additional measures required.	
Annually until a year after full occupation	Follow up travel surveys to assess performance of Residential Travel Plan and the introduction of any new targets.	
	Production of Monitoring Report detailing travel survey results, Action Plan including any additional new measures to be included (to be approved by BCC in conjunction with MKC).	
Ongoing	The RTPC will continue with the promotion of sustainable travel from the site and also continue to report the progress to BCC and MKC at agreed intervals.	

**11. BUDGET**

- 11.1 The South West Milton Keynes Consortium will provide a budget for the length of the Travel Plan Manager's post (2016-2025). The budget will fund the actual cost of the Travel Plan Manager and is also necessary to achieve the initiatives of the Framework Travel Plan. It is required to provide general travel plan incentives such as establishing and maintaining a sustainable travel information webpage, involvement in sustainable travel activities such as bike week, overview of regular monitoring and traffic counts including a survey prize draw, liaison with all TPCs at the Proposed Development and chairing the Travel Plans Steering Group.
- 11.2 The budget will be flexible to reflect the changing nature of the Framework Travel Plan over time and the potential requirement for additional general measures to be implemented or existing measures to be amended. This budget does not include the contribution to the improvements to public transport that are described in Section 7.2.
- 11.3 The South West Milton Keynes Consortium will also provide fees to BCC for the ongoing support of the Framework Travel Plan. These fees are £1,000.00 per annum (One thousand pounds) for a period of 5 years after first occupation (of the residential element of the Proposed Development).
- 11.4 It is assumed that funding for the Residential Travel Plan and the Workplace Travel Plans including the appointment of the TPCs and BCC support of these plans will be secured through agreement of the full details of those Travel Plans as part of Reserved Matters planning approvals. It is understood that the Section 106 Agreement for the Proposed Development will contain details of travel planning commitments.

**FIGURES**

**FIGURE 1.1**  
**SITE LOCATION PLAN**