

# 10. Access, Transport & Parking Policies

10.1 To support the access, transport and parking strategy described in Chapter 7, a number of policies are needed to ensure developments contribute to meeting the strategy. These policies build on those in the adopted *Core Strategy*, and provide greater detail and guidance than the high-level principles set-out in the revised *CMK Development Framework*.

## List of Access, Transport & Parking Policies

- T1 Access & Design
- T2 Public Transportation
- T3 Cycling
- T4 Parking

### Access & Design

#### Aim of policy:

- » To safeguard existing movement corridors in CMK;
- » To ensure that the needs of pedestrians, cyclists and public transport users are given priority in new developments in CMK.

10.2 To encourage journeys to and within CMK by means other than the car, new development should be planned so that it offers safe and convenient access for pedestrians, cyclists and public transport users. A key principle for new development in CMK is that it should facilitate pedestrian movement and activity, creating a public realm with a lively street scene.

10.3 Note: access and design requirements for pedestrians are also set out in the General Policies.

### Policy CMKAP T1

#### *Access & Design*

New development in CMK should reflect the following access and transport principles:

- a) Protect existing movement corridors established as the grid of Gates, Boulevards, Streets, and 'slow streets' within the perimeter parking areas and North and South rows.
- b) Improve safe, attractive and convenient access for pedestrians, cyclists and users of public transport.
- c) Ensure that vehicle movement and parking demand generated by the proposed development can be accommodated whilst also taking into account the needs of other development commitments where planning permission has been granted but not commenced or completed.

## Public Transport

### Aim of policy:

- » To improve the sustainability of CMK;
  - » To improve interchange between public transport users.
- 10.4 To support the future delivery of a second transport interchange in the retail core, the *Consultation Draft* of the *CMKAP* identified a choice of several locations for a second transport interchange or hub – the public car parking areas on the eastern or western sides of Secklow Gate between Midsummer and Avebury Boulevards; and the car parking area on the western side of Marlborough Gate between Silbury and Midsummer Boulevards (to the rear of John Lewis).
- 10.5 In processing the consultation responses received, it became clear that the brief for the area of Midsummer Boulevard East needs further research, particularly with regard to the future of the public transport corridor through Midsummer Place and the possible location of a civic square.

- 10.6 If Midsummer Boulevard is to remain stopped-up at Midsummer Place, then sites around Secklow Gate are ideally located for a public transport hub, with easy access to the core retail area and close to a potential stop of a future transit system on Midsummer Boulevard. (Some studies imagine the future possibility of guided buses, trams or more futuristic systems running the length of Midsummer Boulevard.)
- 10.7 The Marlborough Gate site is further away from the retail core and would remove coach parking currently used for the Theatre and events in Campbell Park. The site has the potential advantage, however, of connecting directly to V8 Marlborough Street at the H5 Childs Way and H6 Portway roundabouts so buses would not be delayed by local CMK traffic. However, these dedicated bus routes were removed some years ago due to safety concerns.

- 10.8 If there is a possibility that Midsummer Boulevard might be re-opened to conventional public transport at Midsummer Place, then the transport hub / interchange may be better located on the Boulevard itself or on a site accessed directly from it.
- 10.9 Whatever site is eventually selected for the transport hub, future commercial development on adjacent land should be designed to contribute shelter, cafes and toilets for passengers.

### CMK Shuttle

- 10.10 To support the second strand of the strategy to deliver an improved CMK transport system, the Alliance seeks a sleek reliable and unique bus ‘hop-on, hop-off’ shuttle service circulating CMK using primarily Silbury and Avebury Boulevards and the existing porte-cochere infrastructure as stopping or hailing points.

- 10.11 It is envisaged that the shuttle service will run every few minutes clockwise and anti-clockwise on Avebury and Silbury Boulevards from the station to Campbell Park. Stops will be provided frequently at approximately every 200m. This routing also leaves open the option to undertake construction on Midsummer Boulevard of a mass transit system, should such a system be justified in future.
- 10.12 The Shuttle will also provide a link between the dispersed parking areas in CMK, so that it will no longer be necessary to seek a parking space as close as possible to one's destination, thereby maximising the use of all public non-residential car parking in CMK.
- 10.13 The Shuttle routeing may be extended to include adjacent residential grid squares, including Fishermead, Oldbrook, Bradwell Common and Conniburrow.

### **Hackney Carriages and Private Hire Vehicles**

- 10.14 Hackney carriages and private hire vehicles are an easily overlooked form of public transport. In transport planners' jargon they are 'Demand Responsive Transport' (DRT) which simply means they come and go where and when you want. It is common for them to be shared by several people to reduce costs, for business, social and shopping trips.
- 10.15 Hackney carriages and private hire vehicles have a major role in meeting the transport needs of Milton Keynes generally. They are infinitely flexible in routeing, and are (mostly) immediately available, and the costs per head of a shared vehicle can often be less than an individual's bus fare.

- 10.16 They take advantage of the convenience, fuel economy and environmental efficiency of the city's grid network, and enable people who do not have access to a car to reach services and facilities that would not otherwise be accessible. They are available out of hours, and have a key role for people who have difficulty using ordinary bus and train services.
- 10.17 For all these reasons, good provision for hackney carriages and private hire vehicles is needed in CMK.

## **Policy CMKAP T2**

### *Public Transport and Hackney Carriages*

- a) New developments should contribute to the provision of new public transport infrastructure within CMK including:
  - i. A second public transport hub in the retail core with passenger facilities integrated with adjacent development; and
  - ii. An intra-CMK transit network, such as a shuttle or more advanced system, using Silbury and Avebury Boulevards, making best use of the porte-cochere infrastructure, to connect all areas of CMK and Campbell Park.
- b) The Transport Assessment and Green Travel Plan submitted with large planning applications will help determine the need and contribute to the brief for hackney carriage provision and pick-up and set-down space where required. In general, provision for hackney carriage and pick-up & set-down space will be required for food store developments over 2,500 m<sup>2</sup>, for large retail and leisure developments of all kinds, for hotels, and at rail and bus stations and transport interchanges.
- c) Facilities for hackney carriages should:
  - i. have adequate capacity for hackney carriages according to existing and/or anticipated customer demand;
  - ii. be within easy walking distance of the development;
  - iii. have seating and shelter;
  - iv. be in a secure location, well-lit and overlooked; and
  - v. be accessible for disabled people;
- d) Where existing off-site hackney carriage provision in the public domain can be shown to satisfy the above criteria, additional provision will not be required.
- e) Where existing off-site access for hackney carriages and pick-up & set-down space is inadequate, a legal agreement will be sought to secure the developer's contribution to works in the public domain or on site to provide the necessary infrastructure. This will be relative to the scale and type of the development and the relevant performance characteristics of the local highway network.
- f) Developer contributions made under this policy shall, in accordance with Policy CMKAP G12, reflect the system of planning obligations (including Section 106 agreements and Community Infrastructure Levy) applied by Milton Keynes Council for the CMKAP during the life of this Plan, from time to time and used to support the provision of relevant public transport infrastructure within the Neighbourhood Plan area.

## **Cycling**

### **Aim of policy:**

- » To give increased priority to cyclists in the design and layout of new development.
- 10.18 New development should contribute to the convenience and safety of cycling as a transport choice for users and workers, including the provision of facilities for cycle commuters.
- 10.19 There is a strong need to complete an 'east-west' Redway to connect National Cycle Route 51 from where it leaves Campbell Park at Marlborough Gate to where it exits Station Square over the footbridge to Loughton. Consideration should be given to re-routing the NCR utilising H5 Portway and/or H5 Childs Way Redways leading to/from Campbell Park.

10.20 Better wayfinding signage for cycling within CMK and on the approaches to CMK is required.

10.21 Further improvements will be sought for cycle provision in the vicinity of Station Square, via a cycling ‘hub’ with dedicated changing facilities and cycle storage (lockers), possibly co-located with a cafe and visitors’ information.

**Policy CMKAP T3**

*Cycling*

New development should encourage cycling by:

- a) Providing safe and secure storage for cycles on-site, as well as changing facilities; and
- b) Contributing to improvements to the CMK cycle network, particularly the proposed east-west Redway connection for National Cycle Route 51, a cycling hub in the vicinity of Station Square and/or such other locations as appropriate, and cycle hire infrastructure.

**Parking**

**Aim of policy:**

- » To promote a shift to more sustainable modes of transport whilst taking into account the needs of business so that CMK remains attractive as a location for office-based businesses;
- » To enable more efficient use of parking spaces through flexible public/private parking management and utilising better information and communication technology (ICT);
- » To provide un-allocated residential parking for visitors in the Campbell Park grid square.

10.22 The Alliance’s strategy for parking in CMK is focused on supporting sustainable economic growth of CMK, which requires a significant increase in public transport use, as well as an increase in the number of parking spaces over the plan period. Although the overall number of parking spaces in CMK will increase, it will not be in proportion to the increase in development (i.e. less additional parking will be created in relation to additional development).

10.23 A significant shift to public transport, cycling and walking is assumed over the plan period, but additional car parking for office development is also to be provided to ensure CMK is not at a disadvantage as a desirable location for business.

10.24 Information and communication technology (ICT) that monitors and transmits parking information in real-time to motorists will be a key tool in utilising parking spaces more efficiently and reducing congestion ‘hotspots.’ This is a key deliverable for MK’s ‘smart city’ approach.

10.25 The main changes to the current *2005 Parking Standards SPG* and *2009 Addendum* are:

- » Designating business B1 land use in CMK as Zone 2 for parking standards, thus bringing parking for office development in the city centre in line with other town centres in Milton Keynes;
- » Adoption of 'expected' standards as opposed to 'maximum' standards with parking to be provided on-plot, except in the Primary Shopping Area; in the Primary Shopping Area, the option of providing some parking off-plot in the outer Blocks, subject to agreement of the relevant landowner(s); and
- » Requirement for un-allocated (visitor) parking for residential development in Campbell Park grid square.

10.26 Standards for disabled bays, cycles and powered two-wheeler parking are retained in accordance with the 2005 SPG, as is the need for work travel plans.

10.27 Access arrangements for servicing developments need to be identified early in the development process. Servicing arrangements (e.g. loading/unloading HGVs) directly on Gates and Boulevards will not be acceptable.

#### **Policy CMKAP T4**

##### *Parking*

- a) The car parking standards for CMK are shown in Table 3. These are the maximum number of parking spaces to be provided by new development.
- b) Standards for disabled bays, cycles and powered two-wheeler parking are retained in accordance with the *2005 Parking Standards SPG*, as is the need for work travel plans.
- c) Developments are expected to meet the parking standards through on-plot parking. Where site constraints make it difficult to deliver 100% parking on-plot, a commuted sum representing the current build cost of the equivalent number of parking spaces in a Multi-Storey Car Park may be agreed with MK Council. Exclusive use of some off-plot spaces in these new MSCPs may also be negotiated with MK Council.
- d) Within the Primary Shopping Area, there will be flexibility to provide parking off-site in the outer Blocks adjacent to the Primary Shopping Area, subject to agreement of the relevant landowner(s).

- e) Shared private/public parking: To better utilise the available parking across CMK, developments that need to provide a large number of parking spaces (where the standard requires provision in excess of 250 spaces, excluding allocated residential spaces), a legal agreement should be entered into to ensure that a majority of parking spaces are made available to the public during off-peak hours.
- f) Replacement parking: Some CMK development plots contain existing parking spaces that were provided as part of off-plot parking obligations from other developments. This existing parking must be replaced on a 1:1 basis and is additional to the amount of parking required by the new development itself.
- g) ICT to enable efficient use of parking: Parking facilities open to the public will be required to incorporate information and communication technology (ICT) to enable real-time monitoring of parking spaces that can be linked to an expanded Variable Messaging System (VMS). With likely advances in mobile applications ('apps') in future, consideration should also be given to proposed ICT systems that enable mobile phone and GPS devices to direct motorists to available spaces.
- h) Minimising visual impact: Off-street car parking (including integral garages and multi-storey car parks) should be located within development Blocks to minimise visual impact on street frontages where at all possible. Where MSCPs are visible from the public realm they should be designed as a piece of architecture in their own right and contribute to the quality of building stock in CMK.
- i) Servicing arrangements directly on Gates and Boulevards will not be acceptable, but access to servicing areas via Gates and Boulevards will be permitted.
- j) Safe and attractive pedestrian access: All publicly available multi-storey or underground parking should provide pedestrian access to the facility on pedestrian desire lines and be linked to key destinations (including public transport services) by safe, attractive, and preferably sheltered pedestrian routes.
- k) Standardised wayfinding for parking: To improve wayfinding and minimise confusion for motorists and pedestrians, developments that include public parking should provide signage in accordance with uniform standards specified by the Council.

Use Class	CMKAP Parking Standards
A1 – Shops Food Non-Food	1/46 1/66
A2 – Financial and Professional Services	1/66
A3 – Food and Drink	1/33
B1 – Business	1/50 + units >300m <sup>2</sup> 1 HGV/500 (min 1)
B2 – General Industrial	Not appropriate in this location
B3 – Storage or Distribution	Not appropriate in this location
C1 – Hotels and Hostels	1/3 bedrooms + A3 @ 1/33 + D2 @ 1/16 seats
C2 – Residential Institutions	1/6 bedspaces or most appropriate D1 standard
C3 – Dwellings 1 bed dwellings 2 bed dwellings 3 bed dwellings 4+ bed dwellings Un-allocated parking, either on- or off-street in Campbell Park grid square (see C3 Note 2 below for CMK)	1 per dwelling 1 per dwelling 2 per dwelling 2 per dwelling 1 per 3 dwellings

**Table 3: CMKAP Parking Standards**



Use Class	CMKAP Parking Standards*
D1 – Non Residential Institutions (a) Medical/Health (b) Crèche/Nursery (c) Schools (d) Higher Education (e-h) Art, Museum, Library, Hall, Place of Worship	2/Consulting Room + 1/3Staff 1/3 Staff + pick-up & set-down* 1/3 Staff + pick-up & set-down* 1/6 staff + 1/30 students as D2
D2 – Assembly & Leisure Cinema/Theatre Stadia Other	1/16 seats Not appropriate in this location 1/73
Car related uses	Not appropriate in this location

\*See 2005 Parking Standards SPG for pick-up & set-down standards

**C3 Notes**

1. Garages are not counted as a parking space;
2. For developments in CMK where on-street parking is limited or restricted, on-site provision of un-allocated parking may be required at 1 per 3 dwellings;
3. Developments that comprise a large proportion of 1-bed dwellings will be assessed individually.

# **Section 3: Proposals Plan, Implementation & Monitoring**