

# ITEM 13a(i)

## TRANSPORT COMMITTEE

20 JUNE 2000

Minutes of the meeting of the SUSTAINABLE TRANSPORT AND ROAD SAFETY FORUM held on THURSDAY 23 MARCH 2000 at 7.00 PM

**Present:** Councillor O'Sullivan (Chair)

**Officers:** John Inman (Head of Transport), J Harper (Transport Policy Manager), T Dove (Traffic and Transport Manager), R Olczyk (Accident Investigation and Safety Audit Officer) and J Marshall (Committee Manager)

### Forum

**Representatives:**

R Gibbard	-	Woughton Parish Council
J Hughes	-	West Bletchley Neighbourhood Council
P Hughes	-	West Bletchley Neighbourhood Council
B Moore	-	Hanslope Parish Council
I Fraser	-	Campbell Park Parish Council
T Fraser	-	Fishermead and Oldbrook Residents Association
H Gilbert	-	Haversham Town Council
T Hayes	-	North Buckinghamshire Motorcycle Action Group
N Perry	-	North Buckinghamshire Motorcycle Action Group
G Borton	-	Milton Keynes Cycle Users Group
D Stabler	-	Neath Hill Residents Association
K Jory	-	Transport 2000
A Francis	-	Stantonbury Parish Council
A Irwin	-	Newport Pagnell Town Council
J Sidebottom	-	Newport Pagnell Town Council
P White	-	Milton Keynes Council
D Dodman	-	Hansloe Parish Council
R Osbourne	-	Campbell Park Parish Council
A Davies	-	Stony Stratford Neighbourhood Council
R Nix	-	Central Milton Keynes Neighbourhood Council
W Visscher	-	Emberton Parish Council
D Summerfield	-	Bow Brickhill Parish Council
K Antell	-	Thames Valley Police

<b>Apologies:</b>	R Cousins	-	Bedford to Bletchley Rail Users Association
	P Waterman	-	Stony Stratford

## 1.0 MINUTES

The Forum received the Minutes of the meeting held on Thursday 25 November 1999.

## 2.0 MATTERS ARISING FROM PREVIOUS MEETING

Bedford to Bletchley Rail Users Association

A Representative of the Bedford to Bletchley Rail Users Association stated that at Minute 1(g) the resolution should read as follows:

“That Officers contact the rail company to explore the possibility of re-routing the trains from Bedford to Bletchley in order that they arrive at Platform 5 of Bletchley station to enable disabled access to this service.”

Officers reported that the Passenger Transport Officer was currently on leave but this issue would be dealt with at the earliest opportunity.

### Stantonbury Parish Council – Hail and Ride

Representatives of Stantonbury Parish Council questioned whether there had been any progress since the last meeting on this matter. Officers reported that until there was a consensus of opinion on where timetables should be located they would not be erected. It was suggested that representatives of the Parish Council should suggest possible sites for these.

### Woburn Sands Town Council – Proposed separation of footpath and bridleway

Representatives claimed the situation with regard to the combined footpath and bridleway had worsened, with flooding of the footpath making it unusable. It was felt that the footpath posed a serious road safety problem as on occasion horses were forced to use the road because it was not possible for pedestrians and horses to coexist on the footpath.

The Head of Transport stated that he had personally inspected the route and was satisfied with its condition as a rural footpath.

### RESOLVED –

1. That Officers further investigate claims that the combined footpath and bridleway between Woburn Sands and Bow Brickhill is unusable and causes a road safety problem.
2. That Milton Keynes Council fund the clearing of the drains on the footpath.

### Emberton Parish Council

A representative from Emberton Parish Council requested that their item on Park and Ride which was deferred at the last meeting of the Forum be discussed at this meeting.

RESOLVED -

1. That an item on Park and Ride be tabled at the next meeting of the Forum to incorporate the recent study carried out by University College London (UCL).
2. That copies of the UCL study be circulated to representatives prior to the next meeting.

### West Bletchley Neighbourhood Council - Community Bus Service

The Chair reported that officers were still considering the matter.

## **3.0**

### **WARD MATTERS**

#### (a) Beanhill Residents Association

##### Enforcement of Disabled Parking

The Forum considered the difficulties of parking for disabled members of the community after 5.00pm when disabled parking spaces were not enforced. Officers sited their response to this issue at the last meeting of the Forum and reported that there had since been some progress. All disabled parking spaces would be correctly marked by next week, making them legally enforceable. However it was noted that traffic wardens do not work at night and therefore the problem of parking after 5.00pm would remain for disabled drivers. Officers responded that it was hoped that more vigorous enforcement during the day would act as a deterrent to illegal nighttime parking in disabled spaces.

Officers emphasised that the Council had fulfilled its role in this matter and that ultimately the enforcement of parking spaces was currently the responsibility of Thames Valley Police. K Antell confirmed this and emphasised that police time was valuable with many important priorities which had to take precedence over this issue.

The Forum discussed the misuse of Disabled Parking badges. Officers reported that this was a central government issue. However with regard to a question concerning the introduction of the new European blue disabled badges officers responded that these were being issued by the Neighbourhood Services Directorate on 1 April 2000.

A representative requested that the Council take action to inform the public that pregnant women should not use disabled parking spaces.

(b) Newport Pagnell Town Council

Speed Check Campaign

A representative of Newport Pagnell Town Council questioned why no action was being taken in the Green Park area with regard to traffic calming. Officers responded that it was on the list of schemes to be undertaken, but was not currently a high priority. It was also reported that Milton Keynes Council officers had been working in partnership with the Town Council to provide suitable plans for a traffic calming scheme which the Town Council could then decide to finance and implement if it wanted to.

An officer briefed the representatives on the Council's Speed Check campaign. It was reported that all parish and neighbourhood councils should have received information detailing the scheme and how to become involved. Local representatives were requested to circulate questionnaires in their area with a view to assessing perceived need for measures to limit speed. It was hoped that a future public meeting could be arranged to emphasise the importance of educating people about the risks of speeding, as engineering alone could not solve the problem. Officers displayed samples of temporary posters which could be erected in areas which had subscribed to the Speed Check campaign.

(c) Milton Keynes Cycle Users Group

(i) Closure of Cycle Exemption at Whaddon Way/Watling Street

Representatives of the Cycle Users Group questioned why the cycle route at Whaddon Way/Watling Street was closed to cyclists and when it would be reinstated?

Officers stated that there was a planning application for the adjacent site which had a condition, that work be carried out to reinstate this cycle route, as part of the highway work. Officers assured the Forum that if this could not be organised quickly the Council would take action to reopen this cycle route.

(ii) National Cycle Route 51

The Forum discussed the problem of disruptions to cycle routes during organised events at venues such as the Bowl and Willen Lake. It was reported that often there were limited or no diversion signs, and only very rarely

was notice of such disruptions given. Officers responded that event co-ordinators were required to ensure that notice of disruption was given to cycle users and appropriate diversions put in place with signing.

The Chair apologised for any previous failures to enforce these conditions. It was reported that there was a rota to ensure that there was 24 hour coverage by engineers to deal with such incidents. If no action is taken complaints can be made to the Direct Services Organisation.

(iii) Cleansing of Redways

The Forum discussed the problems for cyclists caused by debris on the redway. Officers explained that the awarding of the waste contract to a new contractor (to take effect from 1 April 2000) should improve the reliability of the redway cleaning service. Action has therefore been taken to ensure targets are met in the future. With respect to the machines used to carry out the cleaning, officers reported that they were unaware of any problems.

Officers reported that the Council was not provided with any funding for the clearing of redways.

The Forum discussed the problem of hedge cuttings left on country roads.

(iv) De-icing of Redways in Inclement Weather

The Forum discussed the apparently limited de-icing programme for the redways. Officers distributed the Council's leaflet on de-icing routes in Milton Keynes. It was reported that this winter had been particularly demanding in terms of de-icing resources.

Representatives questioned whether the Council had requested that local MPs lobbied central government to seek funding for the de-icing of redways. Officers replied that frequent requests for funding had been made to central government.

It was reported that the Council has a contract with the London Weather Centre which predicts when de-icing is required. This is renewed every year on the basis of performance.

(v) Cycling in the City Centre

Representatives requested a definitive statement of where it is legal to cycle in Central Milton Keynes. Officers had produced a legal statement explaining in which types of location it is legal to cycle (as discussed

below), however they agreed that further work needed to be carried out to apply this to Central Milton Keynes in particular.

#### **4.0 CYCLING IN MILTON KEYNES**

The Forum discussed a report on legal definitions of where it is legal to cycle. Representatives highlighted the problem that redways are unique to Milton Keynes and therefore there is no clear statement of which category they would fit into. It was also felt that it was unclear which underpasses it was legal to cycle in.

RESOLVED –

That further legal advice be sought to provide clearer guidance on where it is legal to cycle in Central Milton Keynes.

#### **5.0 DEPARTMENT FOR ENVIRONMENT, TRANSPORT AND THE REGIONS: STRATEGY DOCUMENTS**

##### **(a) New Directions in Speed Management**

The Forum considered a report on the recent government publication New Directions in Speed Management. Officers provided a summary of the main recommendations in the report. These included the need for further work on a national framework on speed management, the need to educate the public on the risk of speed and simpler methods for setting speed limits. In addition the report focussed on the need to recognise that a 30 mile per hour speed limit on all urban roads may be inappropriate, that there should be work towards introducing a 30 mile per hour limit in all villages and the need to ensure that enforcement and penalties do act as a deterrent to speeding.

Officers reported that they were currently looking at the feasibility of implementing a quiet lanes project in Filgrave and Tyringham which would involve reverting the carriageway to give more priority to forms of transport other than the car.

##### **(b) Tomorrows Roads – Safer for Everyone**

The Forum considered a report on the recent government publication Tomorrows Roads – Safer for Everyone. Officers provided a summary of the main recommendations contained in the document and highlighted the casualty reduction targets, which would need to be met by 2010. It was reported that Milton Keynes own strategy (as discussed below) would be revisited to take account of information in this strategy document. It was stated that figures may appear inconsistent as the classification for accidents on Thames Valley Police forms had recently been altered, so the difference between serious and slight accidents

needed to be addressed. It was reported that the police were now targeting areas where there are high rates of crash related accidents and using mobile enforcement techniques.

## **6.0 MKC SAFER JOURNEYS STRATEGY**

The Forum received a draft version of the Milton Keynes Safer Journeys Strategy. Officers explained that this project had begun with a focus on journeys to schools in particular, but this had been widened. It was reported that this was an evolving document on which representatives comments would be welcomed in order that they could be incorporated into the final version, to be included in the local transport plan.

With regard to local School Travel Plans it was stated that only a limited number of schools had received government guidance. The project was intended to encourage schools to take the initiative and produce innovative plans for school transport. It was reported that this would require a dedicated person working at the school to take a lead on the project, however engineers from the transport department would visit interested schools to assist in the development of plans.

Representatives questioned whether Milton Keynes operated a cycling proficiency test. It was reported that training was provided but was largely concentrated on one age group and relied on the work of volunteers. Representatives emphasised the need to ensure that children and young people in Milton Keynes were proficient in riding bicycles on road as well as off road.

## **7.0 HYPOTHECATION**

The Forum considered an officer report on the two year hypothecation pilot scheme in which Milton Keynes is to be included.

## **8.0 LOCAL TRANSPORT PLAN**

Representatives considered a report on the local transport plan.

RESOLVED -

That detailed consideration of this item be deferred to a future meeting of the Sustainable Transport and Road Safety Forum which would be scheduled to consider only this matter.

## **9.0 DATE OF NEXT MEETING**

It was agreed that a special meeting be held in the week commencing 8 May 2000 to consider the Local Transport Plan.

THE CHAIR CLOSED THE MEETING AT 10.00 PM