



Minutes of the meeting of the SUSTAINABLE TRANSPORT AND ROAD SAFETY FORUM held on TUESDAY 7 SEPTEMBER 2005.

Present: Councillor Mabbutt (Chair)

Forum Representatives

J Brown	Central Milton Keynes Women's Institute
A Dnes	Stony Stratford Town Council
M Fagan	Haversham Parish Council
A Francis	New Bradwell Parish Council
A Richards	Newport Pagnell Town Council
D Stabler	Great Linford Parish Council
G Stimpson	Haversham Parish Council
H White	Emberton Parish Council

Officers: T Dove (Traffic & Transport Manager), D Lawson (Senior Engineer), K Whiteside (Chief Highways and Transportation Engineer), and L Hay (Senior Committee Manager).

Apologies: Milton Keynes Councillors Bristow and Hoyle, J Belcher (Traffic Management Officer, Thames Valley Police), Councillor Galvin (Bletchley & Fenny Stratford Town Council), J Harper (Transport Policy Manager), Councillor McQue (Bletchley & Fenny Stratford Town Council),

ACTION

1.0 MINUTES AND MATTERS ARISING

That the minutes of the Sustainable Transport and Road Safety Forum held on 28 June 2005 be approved and signed by the Chair as a correct record.

2.0 CHAIR'S ANNOUNCEMENT

The Chair announced that two additional items would be added to the agenda:

- (a) Bridge Painting in Haversham
- (b) Verge Parking in Haversham

3.0 SIDS/VAS POLICY

T Dove (Traffic & Transport Manager) presented the Forum with a revised and approved version of the SIDS/VAS Policy. The Policy had been approved by delegated decision by the Councillor Graham Mabbutt, the responsible Cabinet Member. Speed Indicating Devices (SIDs) could now be sited in a location for up to 5 days per month instead of 3.

Parish Councils would have the option to purchase Speed Indicating Devices through Milton Keynes Council or direct from the supplier, if the equipment was software and mounting compatible and if the purchase would work within the maintenance agreements.

Details of the SIDs programme, criteria for installation and supplier details would be published in the next Parish Magazine.

RESOLVED –

That the approved version of the Speed Indicating Devices and Vehicle Activated Scheme Policy, which had been amended to extend operation in any one site for a period of 5 days in any one month instead of 3 days, be agreed.

3.0 NEW DEVELOPMENTS – DEPARTURE IN DESIGN

T Dove (Traffic & Transport Manager) reported on the proposal to install at grade crossing in new developments in the Great Linford/Stony Stratford/Stantonbury areas. This was a departure from the existing redway/footpath system currently in place throughout the borough.

The Forum recognised that public transport was the safest way to travel in Milton Keynes and that there was a greater accident rate for more vulnerable road users such as pedestrians, cyclists and motorcyclist.

The Forum raised some concerns regarding the change in the design principles of Milton Keynes and the Forum accepted that the correct use of redways would reduce the number of accidents involving pedestrians and cyclists which occurred when using the grid roads.

It was not possible to compare statistics as there were no at grade crossing in Milton Keynes at present. D Lawson (Senior Engineer) reported that traffic speed on these would be controlled at 30mph. He added that the design of at grade crossings had taken into account users were uncomfortable with using underpasses and over-bridges at night. Further, there would be surveillance on at grade crossings.

The design details were still to be decided with the contractor.

RESOLVED –

That the report be noted.

4.0 ISSUES RAISED BY PARISH COUNCILS

- (a) Councillor A Richards (Newport Pagnell Town Council) requested that the traffic light sequence on Wolverton Road, Newport Pagnell be re-considered. He suggested that the impact of future developments be considered before any changes to the sequence was made.

The Chair advised that the traffic light sequence would be investigated as part of a review which would take place at a later date.

Councillor D Stabler (Great Linford Parish Council) requested that the bridge and underpass at Stantonbury Park Farm be reviewed again. He reported that Great Linford Parish Council would be forwarding to Milton Keynes Council their views and concerns in respect of at-grade crossings in the borough.

Public Transport Improvements Project

D Lawson (Senior Engineer) presented a report on the Central Milton Keynes transport improvements project and advised that the ODPM (Office of the Deputy Prime Minister) had been unable to provide funding on bus procurement and so this had been removed from the project. The Department for Transport (DfT) would be requested to provide funding towards the bus interchange and the bus only link to Belvedere Roundabout.

ODPM Funding of £5.432m had been agreed for this financial year for improvements to the following areas:

Avebury Boulevard Campbell Park
Silbury Boulevard Campbell Park
Childs Way/Saxon Gate and Childs Way/Secklow Gate
Bus Route 23
Bus Route 5
Childs Way/Grafton Gate
Silbury Boulevard/Grafton Gate
Bus Route 8
Bus Route 4

Funding for the following works had still to be confirmed by the Department for Transport (DfT) and requires discussion by the Project Group:

Springfield Roundabout
Midsummer Boulevard/Saxon Gate
Belvedere Roundabout
H6/V8 Belvedere Junction Link
H5/V8 Springfield Junction Link
Portway
Real-Time Passenger Information
34 No. Bus Stops in Central Milton Keynes

A tender was in progress to provide real-time passenger information on buses and some shelters. Negotiations will need to take place with bus companies regarding their installation and timescale.

RESOLVED –

That Parish Council's be provided with details on the current situation and project and that any further updates be published in the Parish Magazine.

(b) RE-ALIGNMENT OF V10 BRICKHILL STREET

Councillor D Stabler asked the Forum their views regarding the re-alignment of the V10 Brickhill Street which was planned as a key strategy in the Oakgrove Millenium Community Project. Councillor Stabler asked the following questions:

- (i) "Are Milton Keynes Council aware of, and if so do they endorse Crest Nicholson and English Partnerships actively proposing that V10 should be re-aligned, designed with linear restrictions, such as a "village square", pedestrian integration and with speed limits as low as 20mph, all of which is deliberately designed to prevent the north-south movement of cars, vans and HGVs between Oakgrove Roundabout H& Chaffron way and Woolston Roundabout H6 Childs Way when this solution is expressly not an option included in the Supplementary Planning Guidance of September 2004? The existing carriageway of V10 will be dug up and built upon."
- (ii) "Do Milton Keynes Council accept that the widest possible consultation about the proposed re-alignment of V10 should be undertaken with Parishes and other interested bodies and that this has not happened at present?"

In response, the Chair reported that the Administration was in favour of retaining the V10 in its present form but the land was English Partnerships owned.

Consultation will take place as part of the planning application process.

(c) MILTON KEYNES TRANSPORT PARTNERSHIP

The Chair reported that the Partnership had not yet met and was two months behind schedule. An Executive would be established and under the new terms of reference, two additional members would be appointed, one from the Parish Councils and one from the business community.

Parish Council selection could be organised through either the Parishes Assembly or by ballot.

(d) CYCLING ON PAVEMENTS

Councillor A Francis (New Bradwell Parish Council) outlined some of the dangers of cycling on pavements and requested clarification of the legality of this action.

T Dove (Traffic & Transport Manager) reported that there was not any way to enforce cycling on pavements for those of school age.

RESOLVED –

That the details of the policy from a police perspective be provided at the next meeting of the Forum.

(e) CYCLING IN MILTON KEYNES – PROGRESS ON EXTENSION OF THE REDWAY NETWORK INTO CENTRAL MILTON KEYNES

Milton Keynes Cycle Strategy reports on the desirability of a North – South and East – West redway/cycle route through the centre of Milton Keynes.

Central Milton Keynes Partnership had undertaken a feasibility study with the design work near completion. Consultation on the route had taken place in September 2004. Milton Keynes Council had yet to see the final scheme but had been advised that the Partnership was expected to finance a North – South route by the end of 2005. The East – West route had been delayed because of development works to Midsummer Boulevard East.

The North – South cycle route had still to be agreed by the Central Milton Keynes Board (a sub-committee of Milton Keynes Partnership Committee).

A Dnes (Stony Stratford Town Council) reported that the new redway near the bus garage and opposite Homebase came to an abrupt stop and asked when and where the redway would continue.

D Lawson (Senior Engineer) reported that the redway would be extended and funded through planning gain with new development. At present, no planning applications had been received to date for this particular area.

(f) TRAFFIC CALMING IN WOLVERTON ROAD, HAVERSHAM - UPDATE

Funding was currently being considered by Milton Keynes Partnership Committee to install traffic calming in Wolverton Road, Haversham.

(g) BRIDGE PAINTING IN HAVERSHAM

In response to request from M Fagan (Haversham Parish Council) regarding bridge painting in Haversham, D Lawson (Senior Engineer) reported that new rails would be installed at Haversham made of galvanised steel with a protective barrier at the front of the rails.

(h) VERGE PARKING IN HAVERSHAM

T Dove (Traffic & Transport manager) reported on the difficulties in attempting to enforce the non-parking of cars on grass verges. He asked that any Parish Councils with ideas on enforcement should contact him so that a scheme could be considered.

Milton Keynes Council would be consulting with Parish Council on parking restrictions before the end of the year. If a scheme is agreed with the Parish Council, then an experimental scheme would be put in place for 12 months before full implementation of a scheme was considered.

The Forum was reminded that the Parish Partnership Fund was available for the provision of parking spaces.

G Stimpson (Haversham Parish Council) reported that verge parking in Manor Road was particularly bad.

5.0 OTHER BUSINESS – COACH-STATION

J Brown (Central Milton Keynes Women's Institute) reported on the deplorable state of the Coach Station.

The Forum recognised that Milton Keynes Council had no control of the building and facilities.

The Council had applied for SIF funding as part of the improvements sought for Junction 14 (M1). The result of the bid was expected to be announced in November.

6.0 DATE OF NEXT MEETING

The next meeting of the STARS Forum will be held on Wednesday 11 January 2006 in Room 2 at 7pm.

THE CHAIR CLOSED THE MEETING AT 8.35PM.