

Notes of the Transport Innovation Task and Finish Group meeting held on Tuesday 24 November 2015 in the Emily Bronte Meeting Room, Civic Offices, Milton Keynes

Present: Councillors Buckley (AB), Coventry (SC), Eastman (DE) (Chair), Gifford (RG)

Officers: B Matthews (Head of Transport Innovation) (BM) and S Heap (Committee Services and Scrutiny Manager) (SH)

Apologies: Councillors McPake and Walker

Also Present: Mr A Francis and Ms S Thornton

(Actions in **bold**)

Disclosures of Interest

The following previous disclosures were noted:

- BM declared a personal interest as an owner of an electric car.
- RG declared a personal interest as Interim Chief Executive of the Road Safety Trust, a body which funds research and good practice in road safety.

Notes of Previous Meeting on 2 November 2015

The notes of the meeting of the Task and Finish Group held on 2 November 2015 were agreed, subject to it being clarified that the intention behind bullet points 2 and 3 under Issues for Research was to create transport hubs at Milton Keynes Hospital and Leadenhall Campus.

CMK Transport Strategy Consultation Responses / Transport Issues

The Group received a presentation from Brian Matthews (Head of Transport Innovation) on the consultation responses to the draft CMK Transport Strategy, specifically where transport innovation could help address the issues raised. Mr Matthews also outlined other transport issues that were currently relevant to the work of the Group.

The Group noted that 80 formal responses had been received to the consultations comprising of 507 individual comments. The issues raised which had been broken down into the following general categories, had been used to inform the draft Strategy which was to be presented to Cabinet on 30 November 2015:

- Parking issues;
- Walking and Cycling;
- Passenger Transport Interchange;
- Transit Spine

The Group heard that parking issues had constituted the bulk of the comments (34%). Other issues raised related to better walking and cycling routes, improved bus services with better connectivity and alternative forms of transport which would reduce the dependency on the car in getting into Central Milton Keynes.

Mr Matthews advised the Group on the projected growth of Milton Keynes, which was estimated would produce an increase in the demand for transport by 60% by 2026 and the potential implications this would have, particularly for Central Milton Keynes, if solutions were not found. The major implications included potential gridlock with a doubling of journey times, a need for an additional 10,000 to 12,000 parking spaces and increased levels of pollution.

Mr Matthews suggested that potential solutions could be a monorail (or equivalent), dedicated roads for buses, buses on demand, autonomous vehicles and the increased use of electric vehicles (both cars and buses). The increased use of autonomous vehicles would have the benefit of:

- increasing accessibility;
- reducing congestion;
- increasing safety;
- reducing the need for additional infrastructure; and
- increased in vehicle productivity (for the occupants).

The Group discussed the following comments:

- the potential increased demand on the electricity generating infrastructure could be an issue for the success of electric vehicles ;
- the legal position on liability which meant that the 'driver' of an autonomous vehicle was responsible for the vehicle;
- any real and speedy innovation in transport needed to be backed by Central Government, at least in terms of enabling legislation.
- the use of pay on exit parking should be addressed, including the use of mobile 'phone technology to automatically charge;
- that having a car seemed less of an attraction to young people than it once was;
- greater use should be made of car sharing;
- the impact of social change on demand needed to be recognised;
- greater use of park and ride should be encouraged;
- the use of variable dynamic charging that responded to demand;
- the key nature of reducing the dependency on the car to get to Central Milton Keynes;
- a greater use of parking sensors, ideally supported by a mobile 'phone application, to enable motorists to identify empty bays;
- measures to increase the use of facilities within grid squares to potentially reduce the need to travel to Central Milton Keynes;
- the need for a change in mind-set which meant that the car wasn't seen as the first option for travel;
- the need for more direct routes for walking and cycling and measures to improve the speed of cyclists such a 'cycling super highway', better signage, sensors on corners to indicate if the way was clear and a clear separation between cyclists and pedestrians;

- the need for an efficient and attractive public transport interchange which aided and encouraged the use of public transport;
- public transport needed to be more available through the grid squares, possibly by the use of dedicated routes, which could aid the idea of buses on demand; and
- ways to facilitate the sharing of taxis.

The Group also heard from two members of the public, who commented:

- that the draft Strategy was not actually a strategy, more a series of interventions which wasn't supported by an action plan;
- that there did not appear to be any significant change to the Strategy as a result of the consultation comments;
- measures needed to be taken to encourage the use of public transport by young people;
- the price of bus tickets between the railway station and Central Milton Keynes should be reduced; and
- Redways needed to be better maintained, both in terms of the surface and the landscaping.

Work Programme

The Group noted that due to staff absence it had not been able to invite the identified witnesses for the next scheduled meeting of the Group on 8 December 2015.

It was reported that the arrangements for a visit to the Transport Catapult was progressing.

It was therefore agreed that:

- The meeting on 8 December 2015 should consider:
 - The terms of reference in order to ensure they still reflected the direction the Group wished to take;
 - An identification of key subject areas to give a framework within which to take evidence and develop a clear line of questioning;
 - The structure of the final report; and
 - An update on progress in inviting witnesses.
- The meeting on 8 December 2015 should last no more than 1 hour, commencing at 5.00pm;
- A motor manufacturer, possibly Nissan should be invited to a future meeting to outline their thinking on innovative transport solutions;
- There should be a public evidence session to help the Group identify public expectation of future transport issues / innovations; and
- The witnesses identified for the forthcoming meetings should be rolled forward by one meeting.