

ITEM 13a(ii)

TRANSPORT COMMITTEE

20 JUNE 2000

Minutes of a special meeting of the SUSTAINABLE TRANSPORT AND ROAD SAFETY FORUM held on TUESDAY 9 MAY 2000 at 7.00 PM

Present: Councillor O'Sullivan (Chair)

Officers: John Inman (Head of Transport), T Kirk (Passenger Transport Manager), J Harper (Transport Policy Manager), T Dove (Traffic and Transportation Manager) and J Shaw (Senior Committee Manager)

Forum

Representatives:

R Gibbard	-	Woughton Parish Council
B Moore	-	Hanslope Parish Council
I Fraser	-	Campbell Park Parish Council
T Fraser	-	Fishermead and Oldbrook Residents Association
R Osbourne	-	Campbell Park Parish Council
T Hayes	-	North Buckinghamshire Motorcycle Action Group
N Perry	-	North Buckinghamshire Motorcycle Action Group
L Hay	-	North Buckinghamshire Motorcycle Action Group
P Callen	-	North Buckinghamshire Motorcycle Action Group
D Cook	-	North Buckinghamshire Motorcycle Action Group
D Etheridge	-	North Buckinghamshire Motorcycle Action Group
P Graves	-	North Buckinghamshire Motorcycle Action Group
G Boston	-	Milton Keynes Cycle Users Group
D Stabler	-	Neath Hill Residents Association
A Francis	-	Stantonbury Parish Council
A Irwin	-	Newport Pagnell Town Council
J Sidebottom	-	Newport Pagnell Town Council
R Osbourne	-	Campbell Park Parish Council
A Davis	-	Stony Stratford Neighbourhood Council
R Cousins	-	Bedford to Bletchley Rail Users Association
E Cooper	-	Shenley Brook End and Tattenhoe

	T Mernagh	-	Parish Council Woburn Sands Town Council
Apologies:	P Hughes	-	West Bletchley Neighbourhood Council
	J Hughes	-	West Bletchley Neighbourhood Council
	Mr Hagan	-	Freight Transport Association
	P Waterman	-	Stony Stratford Neighbourhood Council
	Emberton Parish Council		

1.0 MINUTES

The Forum agreed the Minutes of the meeting held on 23 March 2000 subject to the following amendments :

Attendance

The representative of the Milton Keynes Cycle Users Group was Mr Boston, not Mr Borton.

D Dodman was a representative of Mulsoe Parish Council not Hanslope Parish Council.

The representative of Stony Stratford Neighbourhood Council is Adrian Davis not Davies

Minute 3.0 – Ward Matters

This section should be titled ‘Matters Raised by Participating Bodies’ not ‘Ward Matters’

Item c(ii) – Milton Keynes Cycle Users Group did not state that formal notices of closure were not published, the group were drawing attention to the lack of signed diversions on the day.

Item c(iii) and (iv) – The Milton Keynes Cycle Users Group were provided with written answers by Trevor Dove. They were of the view that these should have been Annexed to the Minutes.

Item c (v) and Minute 4.0 – The Milton Keynes Cycle Users Group were of the view that these two items should have been combined. Similarly, a written response was provided by the Council which was not Annexed to the Minutes.

Minute 5.0 (b) – Tomorrow’s Roads – Safer for Everyone

The Chairman of Haversham cum Little Linford Parish Council asked :

“It is very important that roads, and particularly small country roads, should carry appropriate traffic. Large HGVs on narrow country roads, with the roads through Haversham as an example, are simply not wide

enough and this is a serious safety issue. HGVs regularly (every day) have to use footpaths in order to pass one another. Will there be a review of HGV banning and routing as a safety issue?"

The answer given by the Chairman, following consultation with others was "We will consider the issue for inclusion in the local plan and will contact Haversham Parish Council."

2.0 LOCAL TRANSPORT PLAN

The Forum received a presentation on the Local Transport Plan from John Harper. A copy of the presentation is attached as **Annex A** to these Minutes (PREVIOUSLY CIRCULATED).

Representatives of the Forum raised the following issues :

Mr Boston – MK Cycle Users Group

On Page 24 of the document, the figures relating to pedestrian and cycle access have been repeated mistakenly.

On Page 25 of the document, the addition is incorrect on the section relating to Local safety Schemes.

I Fraser – Campbell Park Parish Council

There is concern about the spending on the cycle network and the older centres compared to that spent on residential grid squares. The parking charges in the city centre are pushing parking out into the residential areas. Park and Ride Schemes are of little use to residents in areas such as Campbell Park.

The Chair stated that these comments would be taken on board.

A Francis – Stantonbury Parish Council / New Bradwell Parish Council

Park and Ride is the largest single expenditure in the plan (£6 million) but this is of little benefit to city residents. The funds would be better spent on regular bus services rather than Park and Ride. In fact, the consultants report on Park and Ride in Milton Keynes advocates fewer Park and Ride sites.

The Chair replied that there were some concerns about the consultants conclusions. Tony Kirk added that Park and Ride was just one of the solutions to the problem of parking and congestion in Central Milton Keynes. The consultants report was commissioned to see if Park and Ride is viable and it seems that this is the case.

The Chair added that there was a need to reduce car dependency and manage down demand for car parking in the city centre. Part of this is charging for parking together with other measures, of which Park and Ride is one. The modal shift can only be delivered by using both of these.

Mr Boston – MK Cycle Users Group

What is the split between cars coming into the city centre from outside Milton Keynes and inside Milton Keynes?

John Harper replied that following a journey to work census, it was estimated that around 33 per cent were from outside Milton Keynes.

Adrian Davis – Stony Stratford Neighbourhood Council

The bus services in the evening start 45 minutes after the end of the daytime service and this is too long. Short distances in buses are also far too expensive.

The Chair replied that the issue of the evening service has been raised with MK Metro but the cost of short journeys is for them to address.

David Stabler – Neath Hill Residents Association

A list of questions were submitted to the Chair and to officers. A copy of the questions and the replies to them are attached as **Annex B** to these Minutes. (PREVIOUSLY CIRCULATED)

Specifically, the issue of how many of the estimated 8250 people who travel to work in Milton Keynes from outside the Borough would use Park and Ride was raised.

Tony Kirk stated that around 10% of the 800-900 people travelling by car from outside the city are likely to be attracted to the Park and Ride.

Neil Perry – North Bucks Motorcycle Action Group

When will funds for motorcycle parking be made available? There also needs to be a separation between cycles and motorcycles. Also, will MK residents be able to hail the Park and Ride buses as they pass or will there be a number of stops on the journey?

Trevor Dove replied that funds would be available this financial year when the Council reviews cycle parking in CMK. Tony Kirk stated that there would be some express stops for the Park and Ride buses.

Tom Fraser - Fishermead and Oldbrook Residents Association

The issue of air quality management is a difficult one for the Council as much of the pollution in Milton Keynes is generated from the M1 Motorway. Speed bumps also contribute to pollution. Also, if Campbell Park is developed to the high density option, there will be 4 car parks but with the low density option there will be none.

The Chair stated that he was unaware that speed bumps caused pollution. John Harper stated that the Environmental Health Department were developing an air pollution strategy and it was correct that the M1 Motorway was a major cause of pollution in Milton Keynes. Unfortunately, MK Council would still be responsible for anti-air pollution measures.

I Fraser – Campbell Park Parish Council

The CMK Transport Group is unrepresentative, self-appointed and doesn't report widely enough – not even to the CMK Partnership Executive.

The Chair stated that discussion was needed to resolve these issues.

Mr Boston – MK Cycle Users Group

More emphasis should be placed on measures other than Park and ride, as this offers very little for those both from outside MK and within the Borough.

T Mernagh – Woburn Sands Town Council

If employers in the city centre are concerned about losing employees because of car parking, they could run a bus/shuttle service for their employees themselves.

Eric Cooper – Shenley Brook End Parish Council

The Local Transport Plan needs to outline details of the bus, train and road network and how it all integrates. Also, maps/plans are needed in the final document. Further, the Quality Bus Initiative needs to run East-West as well as North-South and we need to make better use of the existing network.

The Chair stated that the document included in this agenda was merely a summary. The full document, when complete would be much more detailed. Tony Kirk stated that the Local Transport Plan was a bid for capital spend. Fares and frequency of service are revenue spends which local authorities have difficulty in supporting because of the restrictions within the 1985 Transport Act. The Local Transport Plan is a bidding process and the funds received could be allocated away from Park and Ride if other measures were proving more successful.

R Osbourne – Campbell Park Parish Council

The Local Transport Plan should list relevant policies such as the Development Plan relating to the expansion of Milton Keynes.

John Harper replied that it was an editorial decision not to include such policies in the draft document. They would, however be included in the final version.

The Chair stated that the Development Plan related to a limited expansion of Milton Keynes. The Draft Regional Planning Guidance relating to the greater expansion of the south east remained unresolved. The Government Office of the South East had assured the Council that the Local Transport Plan could be amended over the 5 year period in accordance with a potential rapid rate of growth in the Borough.

A Francis – Stantonbury Parish Council / New Bradwell Parish Council

The frequency of evening bus services needs to be addressed as does the bus/rail interchange. There is also no reference in the Plan to Bletchley and Wolverton stations. Also, which body under the Council's new structures will be looking at the Local Transport Plan?

The Chair replied that the frequency of services is in the hands of the operators but the bus/rail interchange needs addressing with a view to improving this. The issue of the Council's political management structures is unresolved at present and there is a possibility that the current Committee structure would remain. As such, the Transport Committee, if appointed would look at the Plan.

B Moore – Hanslope Parish Council

There is no mention of rural transport in the Plan. There is a far superior service in the city than the rural areas and this needs to be addressed.

The Chair stated that the Council would raise this issue again with MK Metro. Tony Kirk informed the Forum that a Rural Transport Partnership Officer had now been appointed who would try and tackle such issues.

David Stabler – Neath Hill Residents Association

The Sustainable Integrated Transport Strategy (SITS) has been produced with a view to affecting a modal shift from cars to public and other forms of transport. The Local Transport Plan will not deliver this. There are no real benefits to the Local Transport Plan process as it is only for capital expenditure. How much of the £2.0 million will be used to help deliver the objectives in SITS?

John Harper replied that around £1.2 million will be for bridges and road maintenance, as indicated by central government. Hence if the bid secures around £2 million, around £800,000 will be used to support the objectives of SITS. The Government can, however, direct local authorities to spend the funds in specific areas or specific ways.

T Hayes – North Bucks Motorcycle Action Group

Central Government has promised more discretion but there appears to be a more strict criteria for the allocation of funds. There is little opportunity for useful comment by the Forum if the Government is going to be prescriptive. The views of consultees should be fed into central government.

John Harper replied that there was discretion within the plan but central government has guided the authority on how to spend at least some of the funds. Officers have expressed concern that there should be genuine discretion for local authorities. The Chair stated that it was hoped that some flexibility would emerge from the process.

Mr Boston – MK Cycle Users Group

In principle, the MK Cycle Users Group welcomes the plan but the detail of it has to be right. The quality of cycling provision is a key issue for the group.

The Chair stated that the Council would take these issues on board.

Eric Cooper – Shenley Brook End Parish Council

Is there a maximum bid under the Local Transport Plan process?

John Harper replied that there was no maximum bid, but the settlement letter for the provisional Local Transport Plan from central government stated that the Council's bid was ambitious.

The Chair assured the Forum that they would be given the opportunity to have copies of the finalised plan.

THE CHAIR CLOSED THE MEETING AT 9.15PM