



Minutes of the meeting of the SUSTAINABLE TRANSPORT AND ROAD SAFETY FORUM held on WEDNESDAY 11 JANUARY 2006.

Present: Councillor Mabbutt (Chair)

Forum Representatives

D Brett	Pro-Monorail Lobby Group
J Brown	Central Milton Keynes Women's Institute
A Dnes	Stony Stratford Town Council
D Dodman	Moulsoe Parish Council
M Fagan	Haversham Parish Council
R Gibbard	Woughton Parish Council
A McGookin	Pro-Monorail Lobby Group
G Small	Shenley Brook End & Tattenhoe Parish Council
D Stabler	Great Linford Parish Council
G Stimpson	Haversham Parish Council
H White	Emberton Parish Council

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

Also Present: S Jolly (Transport and Infrastructure Manager, Milton Keynes Partnership)

Apologies: Milton Keynes Councillors Bristow and Hoyle, J Belcher (Traffic Management Officer, Thames Valley Police), J Belcher (Thames Valley Police), J Freeman (Stagecoach) and T Usher (Lavendon Parish Council).

ACTION

1.0 MINUTES

That the Minutes of the Sustainable Transport and Road Safety Forum held on 7 September 2005 be approved and signed by the Chair as a correct record.

2.0 MATTERS ARISING

(a) **Minute 4.0(b) - Re-Alignment of V10 Brickhill Street**

V10 proposals were soon to be discussed by the Oakgrove Steering Group. The Group considers that the best way forward would be for the V10 to continue on its present alignment. The proposals are still under consultation.

There was some concern regarding the ownership of the land and embankments and the effect this may have on the proposals for the V10. The Forum was informed that some of the land adjoining grid roads was in the ownership of the Milton Keynes Parks Trust.

RESOLVED

That Councillor D Stabler (Great Linford Parish Council) be provided with a definitive answer regarding the ownership of land and embankments.

(b) **Minute 4.0(c) – Milton Keynes Transport Partnership**

The Milton Keynes Transport Partnership had now formed an Executive and had produced a schedule of future meetings.

3.0 TRANSPORT IMPLICATIONS OF GROWTH

The Forum received a presentation from Kevin Whiteside (Milton Keynes Council Chief Highways and Transport Engineer) and Stephen Jolly (Milton Keynes Partnership Transport and Infrastructure Manager) on the impact of growth and traffic growth 2001 to 2011.

The presenter gave an indication of some of the issues to be considered by Milton Keynes such as growing highway capacity, sustainability and developing a means to deliver Milton Keynes 10 year programme. An 18-month delivery plan was in operation.

The major traffic schemes were changes to Junction 14 (at a cost of £13m) and the dualling of the A421 (at a cost of £24m). The Forum were provided with a map which proposed changes to over 50 roundabouts in Milton Keynes as a way to increase capacity.

There were plans to introduce a more improved Park and Ride scheme at the Coachway, although funding for the project had yet to be received.

The Forum also received a brief outline of the future at Milton Keynes Rail Station and the proposal for an additional rail line.

The Forum raised some concerns and suggestions about the impact of traffic growth

- There was a need to consider running buses earlier than 7am to increase bus usage
- How accurate was projected future bus use (projected increase in bus usage was between 4% and 8% and possibly 12% depending on the success of the measures implemented)
- How can those living outside of Milton Keynes be encouraged to use the bus
- Any re-alignment of the V10 would have an impact on traffic flow (Supplementary Planning Guidance indicates that it continues on its present alignment)
- Implementation of a Park & Ride Scheme to Milton Keynes General Hospital could help traffic flow
- Consider an increase in car parking charges to encourage more bus use

The Chief Highways and Transportation Engineer indicated that the proposals set out in the 10 year programme would not solve the problem of traffic queues but would remain as they were at present.

The Forum was advised that the cost of per passenger per mile was investigated before a decision was made to subsidise a bus route. The Forum was informed that MK Metro was planning to invest in further vehicles. This may increase the number of bus users by the provision of a better service.

RESOLVED – That the growth of Milton Keynes and the impact this will have on traffic growth be noted.

4.0 AVAILABILITY OF TRAFFIC DATA FROM SIDS (SPEED INDICATING DEVICES)

T Dove (Traffic & Transport Manager) reported that a summary from Speed Indicating Devices would be emailed to Parish Councils within 14 days of the SID being removed. Information would be published on the MK Website as from March 2006. The summary provides details based on the 85th percentile although raw data could be sent to members of the Forum on request.

RESOLVED

That the Traffic & Transport Manager investigate whether there was capacity to include the Speed Indicating Device (SID) raw data on the MK Website.

5.0 ISSUES RAISED BY PARISH COUNCILS

Councillor D Stabler (Great Linford parish Council) tabled an item on cycling on a footway. Under Section 72 Highways Act 1835 it is a criminal offence, punishable by a fine up to £50 to ride a bike along a footpath. From August 1999 the police have had the power to issue a fixed penalty notice for cycling on a footway (currently £20 penalty). The exception being those under the age of 10. However a fixed penalty notice cannot be issued to anyone under the age of 16.

The 1835 Act does not apply to footpaths which are not at the side of the road.

6.0 ANY OTHER BUSINESS

- (a) Road signing has now been erected on the A509.
- (b) The extension of hatching to the Newport Pagnell bypass was due to start on 23 January 2006
- (c) Speed Limit Order was now out for consultation and responses were required by 29 January 2006.
- (d) TVRS the mobile site was to be moved
- (e) The Parish Council has requested that the speed limit from Olney to Filgrave be set at 40mph.

In response, the Chair reported that the Council needed to take into consideration to recommendations of the Thames Valley Police in respect of speed limits.

6.0 DATE OF NEXT MEETING

There was no consensus regarding the date of the next meeting.

RESOLVED –

That the Committee Administrator consult with the Chair of the Forum regarding the date of the next meeting. The Committee Administrator will inform the members of the Forum

THE CHAIR CLOSED THE MEETING AT 9.00PM.