



Minutes of the meeting of the SUSTAINABLE TRANSPORT AND ROAD SAFETY FORUM held on TUESDAY 4 JULY 2006 at 7.00 pm

**Present:** Councillor Williams (Chair)

Forum Representatives

J Brown	Central Milton Keynes Women's Institute
A Clark	Stantonbury Parish Council
A Dnes	Stony Stratford Town Council
E Dodworth	Hanslope Parish Council
M Fagan	Haversham and Little Linford Parish Council
A Francis	New Bradwell Parish Council
M Galloway	Wolverton and Greenleys Town Council
R Gibbard	Woughton Parish Council
S Kennedy	Stantonbury Parish Council
A Malleson	Bedford Bletchley Rail Users
E O'Rouke	Fenny and Bletchley Town Council
D Stabler	Great Linford Parish Council
G Stimpson	Haversham and Little Linford Parish Council
H White	Emberton Parish Council

**Officers:** T Dove (Traffic and Transport Manager) and W Marsden (Senior Committee Manager).

**Also Present:** C King (Arriva - The Shires)

**Apologies:** J Belcher (Traffic Management Officer, Thames Valley Police), J Freeman (Stagecoach), J Harper (Transport Policy Manager), Councillor A Richards (Newport Pagnell Town Council), Councillor G Lancaster (Hanslope Parish Council) and B Baker (MKC Fire Safety and Petroleum Officer)

**1.0 CHAIR'S ANNOUNCEMENT**

**ACTION**

The Chair read out the following tribute from Councillor Alan E Richards for and on behalf of Newport Pagnell Town Council to the former Chair of S.T.A.R.S, Graham Mabbutt:

- (a) "I wish to place on record my appreciation and thanks, together with those of my Town Council, to Graham Mabbutt, who as Cabinet Member and Chairman of S.T.A.R.S Forum, did such sterling work on behalf of the people of Milton Keynes. As Chair of S.T.A.R.S he was inclusive, sympathetic, helpful, accommodating speeches of such laboured repetitiveness with good humoured forbearance, a hallmark of his Chairmanship. We wish him well in his new endeavours".

## **2.0 MINUTES**

**ACTION**

That the minutes of the Sustainable Transport and Road Safety Forum held on 11 January 2006 be approved and signed by the Chair as a correct record.

## **3.0 MATTERS ARISING**

**ACTION**

### **(a) Minute 3.0 Transport Implications for Growth**

Councillor A Dnes (Stony Stratford Town Council) asked if anything had been done regarding running buses earlier than 7am. The Chair replied that officers were working with Arriva and Forum members would be kept informed.

### **(b) Minute 4.0 Availability of Traffic Data From SIDS (Speed Indicating Devices)**

Councillor D Stabler (Great Linford Parish Council) asked if the SIDS data had been sent to Parish Councils.

The Chair replied that a programme was currently been written which would give a link from MKweb to the relevant pages.

Some of the representatives stated that they had not received the SIDS data. Trevor Dove stated that data was sent electronically and he would investigate why Parish Councils had not received it. Trevor Dove to check when SIDS were last issued.

**T DOVE**

## **4.0 REVIEW OF TRAFFIC AND TRANSPORT SERVICE POLICY AND PROCEDURE**

**ACTION**

The Forum received an update from the Traffic and Transport Manager on a review of all existing service related policies and procedures for the traffic Management and road safety teams.

The Traffic and Transport Manager said that this was part of a service improvement programme looking at 3 areas:-

- a) New Project Management Procedures
- b) Customer Care Procedures
- c) Review of Service Related Policies and Procedures.

There was a need to reinvestigate and update the Traffic and Transport Department's Service Request Policy and Procedure Review. The Forum noted that the review document aimed to capture all the Traffic and Transport customer services requiring a policy or procedure to ensure that guidance is available to all staff.

The Traffic and Transport Manager said the intention was to set up Internal Workshops, draft up policies and then bring the document back to a future S.T.A.R.S meeting for discussion with Forum representatives. The document would then be forwarded to Cabinet for approval.

Forum members raised the following:-

**Q.** Will there be reviews, drivers are overwhelmed by signs and this needed to be built into the schedule.

**A.** Any review of policy should come to a S.T.A.R.S meeting to give Forum Members an opportunity to express a view on policy. This would help to influence and change policy before the document was considered by Cabinet.

A Rolling 6 to 7 year review would be instigated which could include a sign review. Also the council are increasingly implementing route actions which consider the signing along a whole route.

**Q.** Has anything been done to inspect road signs that have been erected for years.

**T DOVE**

**A.** The Traffic and Transport Manager will take this matter up with the highways section regarding sign maintenance and inspection.

**Q.** What was happening regarding speed limit changes?

**A.** New policies will be identified on speed limits. Central Government has been promising a speed limits review since 2000. There is a need to consolidate speed limits for Milton Keynes roads in a policy. Hopefully this would to be done by the end of September 2006.

The Chair stated that Portsmouth had introduced a blanket 20 mph restriction which was applicable to estates surrounded by Grid Roads, and rural areas. Thames Valley Police was against this; however details could be viewed on the Portsmouth City Council website.

**Q.** What was the position regarding Delivery Vehicles going into service yards?

**A.** There is a loading ban on the front of service yards. The Council was currently looking at an HGV Strategy that covered parking/loading and HGV routing.

**Q.** The Forum expressed concern regarding the problem of Heavy Goods Vehicles passing through Haversham and Castlethorpe and requested figures for HGV usage for different types of road. The Traffic and Transport Manager said the issues of exemption for access, number plate surveys and where to route HGV's needed to be addressed. The Chair stated that he had asked for an HGV review as an urgent solution was needed; and draft proposals will be coming to a future S.T.A.R.S meeting.

**T DOVE**

Regarding the issue of zig zag lines the Council was proposing to make a blanket order to make zig zag lines enforceable and it was hoped to have these outside every school by 2010.

## **5.0 ISSUES RAISED BY PARISH COUNCILS**

**ACTION**

The following issues were raised by Parish Councils:-

(a) Use of Bio Fuels (Councillor A Richards, Newport Pagnell Town Council)

(i). What is the policy of MK Council in relation to Bio Fuels?

**A.** A General Energy Policy is in the process of being drawn up in line with our Carbon Management Programme. Bio Diesel in relation to fleet transport will be included as a sub-section of the General Energy Policy.

(ii). What steps is MKC taking to encourage the use of these bio fuels?

**A.** On the Local Agenda (LA21) website there is a link to the alternative fuel government website and also to a local supplier of bio diesel based in Winslow.

(iii). How many vehicle fuel courts are currently providing bio fuels sales facilities?

**A.** in MK – none! Tesco at Kingston used to provide diesel of which 5% was bio diesel – but it was 2p per litre more expensive than ordinary diesel! Tesco no longer sell it. Unless or until Central Government leads the way on bio fuels, there will be no incentive for fuel providers to set up appropriate pump outlets.

(iv). What encouragement is MKC giving the auto distributing industry to provide bio fuel consuming engines in new units?

**A.** None! Without a clear lead from Central Government, and the funds to substantiate it, MKC has no mandate to spend residents' finances on this. Auto manufacturers are national and pan-national – it is the province of Government to encourage Auto manufacturers to provide more bio fuel-driven vehicles.

(v). What dialogue has MKC had with major fuel distributors within Milton Keynes and the region?

**A.** Trading Standards has not initiated any such dialogue, nor have any of the major companies approached Trading Standards. We are not aware of any service stations in MK planning to dispense bio fuels. However, there are several farmers who are considering the production of bio fuels – and one in Haversham who has actually started to do so.

(vi). What dialogue has MKC had with the National Farmers' Union on the planned (if any) production of bio fuels crops in this region?

**A.** None that we are aware of. However, please see comment under Question (v) with regard to local farmers.

- (vii). What initiatives has MKC undertaken to make representation to the surrounding agricultural industry for the production of bio fuels as a means of sustaining an industry under threat and playing its part in the reduction of environmental fuel emissions

**A.** See answers to Question (v) and Question (vi)

- (viii). What level of partnership, or discussions has MKC entered into with Government and other stakeholders in relation to bio fuels issues?

**A.** MKC has been in discussion with the Energy Saving Trust with regard to our Carbon Management Programme, which will include a sub-section on bio fuels.

(b) A509 – Lorries, Signage/ Road Markings (Emberton Parish Council)

- (i). There is a sign on the A509 travelling North at the Chichley Hill roundabout indicating a lorry. The Parish Council would like further details on this and also to discuss the implications of lorries using the A509 as an alternative route because of the newly proposed speed restrictions.

**A.** The Traffic and Transport Manager stated that the reason was to divert HGV's around Newport Pagnell and to take them up to Warrington. This would form part of the Newport Pagnell Lorry Ban and would help to overcome the problem of lorries driving through Newport Pagnell.

- (ii) The road markings and signage at Junction 14 from the A509 travelling south are extremely confusing. Are there any plans to change either the signage or road markings?

**A.** The Traffic and Transport Manager stated that roundabouts and road markings would change as part of the extensive works at Junction 14 and Northfield.

- (iii) Are there plans to 'shave off' the corners of the islands at the Emberton crossroads on the A509?

**A.** The Traffic and Transport Manager replied that the work had been done and a video survey was a possibility. Milton Keynes Council staff will come out to discuss with the Parish Council and to look at reshaping the junction, as well.

(c) Residents Parking – Olney Road (Emberton Parish Council) Residents Parkin – Olney Road, Emberton.

The Chair stated that this would be looked at as part of the Olney Review, and Olney Emberton Parish Councils would be involved in the review. This would be finished by April 2007.

The Traffic and Transport Manager to provide and update at the next North East Forum.

**T DOVE**

(d) Income and expenditure in respect of the Permitted and Special Parking Areas in Milton Keynes (section 55 of the RTRA 1984) (Councillor D Stabler, Great Linford Parish Council).

1. Will Milton Keynes Council please provide STARS Forum with information relating to the total gross income received from the Permitted and Special Parking Areas in Milton Keynes (Section 55 of the RTRA 1984) for the financial year 2005-2006? And also provide a detailed breakdown of the expenditure directly related to the collection of the gross income received?
2. Will Milton Keynes Council provide details of the distribution of the surplus income from the Permitted and Special Parking Areas in Milton Keynes, which should be accounted for in section 55 under the following abbreviated headings:
  - (i). Provision and maintenance of off street parking schemes.
  - (ii). The provision of operation of, or facilities for, public passenger transport services.
  - (iii). Expenditure highway improvement schemes.
  - (iv). Environmental Improvements including: improving or maintaining the amenity and appearance of roads, land or water and the provision of out door recreational facilities for the general public.

The Chair replied that the information requested was subject to the Audit Commission's decisions and a reply could not be given to Councillor Stabler until the Audit Commission report back and pronounce a judgement.

Councillor Stabler to receive a written reply before the next STARS meeting assuming that a decision from the Audit commission is forthcoming.

*T DOVE*

(e) Grid Roads and Landscaped Highway Reservations (Councillor D Stabler, Great Linford Parish Council)

1.) Which agency is the freeholder of the land on which the grid roads are constructed?

**A.** In the main MK Council, with a small amount residing with EP.

2.) Which agency is the legal owner of the actual paved surface of the carriageway and for what depth?

**A.** All land within the highway boundary is dedicated as public highway for which the relevant highway authority is responsible (in this case MKC). The highway does not stipulate a depth, but Lord Denning defined it as "two spits".

3.) Which agency is the freeholder of any land in the central reservation?

**A.** The freeholder of the central reservation is the same as the freeholder of the carriageway – i.e. in general, MKC.

4.) Which agency is the freeholder of the land on which the roundabouts are constructed?

**A.** The freehold of the roundabout is as Q1 and Q3.

5.) Which agency is the freeholder of the land from the highway kerb which forms the grid road embankments and in which gas, water and electricity utilities are located?

**A.** Where the land is public highway, the landowner is generally MKC.

6.) Has any agency a lease on the land in the central reservation, or on the roundabouts or on the land from the highway kerb which forms the grid road embankments and who is that agency?

**A.** The Parks Trust manages verges and 'green highway' land under a 999 year lease. The highway authority can undertake works on the land, provided 28 days notice is given.

7.) Which agency is the legal owner of the redway bridges or the redway and coterminous underpasses crossing under the grid roads and over which carriageway is constructed?

**A.** MKC highway structures.

8.) If the answer to question 1 and 3 are different from the answer to question 2 and 7, what, if any, are the legal implications for the agency in question 2 and 7 should the agency in question 1 and 3 wish to extinguish the grid road?

**A.** Ownership has no impact on the issue of the stopping up of a highway. When highway rights are extinguished, the land reverts to the landowner or owners.

9.) In relation to the answers given above, what is the legal role and or obligations of the Highways Agency for any grid road designated an "A" class road.

**A.** The Highways Agency is responsible for trunk roads and motorways only (i.e. the M1 and the A5). None of the grid roads fall under that category and, therefore, the Highways Agency has no obligations.

(f) School Warning Signs (Councillor Rod Gibbard, Woughton Parish Council)

I. There are no school warning signs at Falconhurst School at Eaglestone. When will they be installed?

**A.** There are school signs on Harrier Drive and on the Grid Road.

II. A school warning sign has been knocked down on one side of the road at Moorland school in Beanhill. What action is being taken?

A. The sign has been fixed.

(g) Redways and Underpasses (Councillor Rod Gibbard, Woughton Parish Council).

A response from John Harper is required regarding an email from Woughton Parish Council (November 2005) regarding the Council's encouragement to use redways and underpasses. Before this can happen, there is a need to clean up the underpasses and make the redways and underpasses safe. What action is being taken?

A. The Traffic and Transport Manager replied that he had been in contact with the cleansing Department. The department had started to identify Priority Redway route and good Quality redway routes were essential.

## 6.0

### ANY OTHER BUSINESS

(a) Alan Francis (New Bradwell Parish Council) said that he had represented the STARS forum on Milton Keynes Transport Partnership, which comprised a stakeholders Group and Executive and 4 working groups. There was currently consultation on CMK Supplementary Planning Guidance Document looking at Saxon Street to Marlborough Street, and whether buses should be using Midsummer Boulevard. The Transport Partnership was also looking at Junction 14 Improvements.

A railways group was looking at Milton Keynes rail station, the Bletchley rail station platform, Wolverton rail station and another report was due shortly on the East-West Rail Network link. Another project was replacing traffic lights in the city centre.

A cycle Forum Group was looking at a proposed North –South redway across the City Centre.

The Forum thanked Alan Francis for his presentation.

(b) The Forum received a presentation from Clive King, Business Development Manager for Arriva the Shires. Clive outlined the commercial side of the business and said that Arriva was the third largest passenger transport provider in the United Kingdom. Arriva had acquired a good nucleus of bus provisions and was interested in external liaison with bodies such as S.T.A.R.S.

Forum members asked Questions to which Clive responded.

The forum thanked Clive for his presentation.

- (c) The Forum agreed that in future, items would be supplied at least 48 hours in advance of the meeting.
- (d) June Brown (Central Milton Keynes Women's Institute) to provide details of new bus problems to Councillor Williams.
- (e) The Forum agreed that these would be a presentation to the next S.T.A.R.S. meeting on Junction 14 improvements.
- (f) Andy Malleson (Bedford Bletchley Rail Users) to give a presentation to the next S.T.A.R.S. meeting.

## **7.0 DATE OF NEXT MEETING**

RESOLVED-

That prospective dates for the next meeting be circulated for consideration.

**THE CHAIR CLOSED THE MEETING AT 9.25PM**