

Chief Executive
Howard Miller

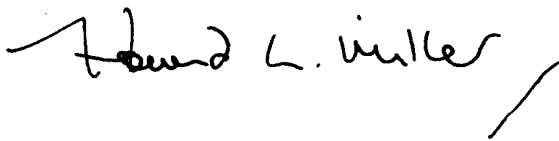
To: The Chair and Representatives of the
Sustainable Transport and Road Safety Forum

17 March 2000

Dear Representative

Your attendance is requested at a meeting of the **SUSTAINABLE TRANSPORT AND ROAD SAFETY FORUM** to be held at the Civic Offices, 1 Saxon Gate East, Milton Keynes on **THURSDAY 23 MARCH at 7.00 pm** when the business set out overleaf will be transacted.

Yours faithfully



Chief Executive

Councillor O'Sullivan (Chair)
All Representatives

Milton Keynes Council
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(1)

AGENDA

Item No:

1. Apologies

2. Minutes and Matters Arising

To receive the Minutes of the meeting of the Forum held on 25 November 1999 and to discuss matters arising from that meeting if requested. Attached at Item 2 (Page 7).

3. Matters Raised by Representatives

(a) Beanhill Residents Association

Enforcement of Disabled Parking.

(b) Newport Pagnell Town Council

Guidance on how Milton Keynes Council is implementing the Speed Check Campaign, and what individual residents can do to help.

(c) Milton Keynes Cycle Users Group

(i) Cycling in the City Centre

In the light of:

- Developments in the city centre;
- A statement by the Senior Traffic Warden at a recent meeting of the Central Milton Keynes Residents Association that he had been informed by Milton Keynes Council that cycling was permitted on all footpaths in the City Centre; and
- The proposed introduction of a fixed penalty for the offence of cycling on footpaths.

Can a statement be made specifying where it is legal and where it is illegal to cycle in the City Centre?

(ii) Closure of Cycle Exemption at Whaddon Way/Watling Street

This has been closed since the creation of the Milton Keynes Council. Can a statement be given of the progress, if any, to achieve the re-opening of this cycling facility?

(iii) National Cycle Route 51

The recent and forthcoming events at the National Bowl have led to the closure of part of this cycle route. No alternative route has been either given in the formal notice of the roads and paths around the Bowl or in the form of sign-posted diversions.

What is the Council's policy for ensuring that cyclists following this long distance cycle route are not going to be led astray in the vicinity of the National Bowl every time that there is an event?

(iv) Cleansing of Redways

The aim of the Government, with the full support of MK Council, is to head off future traffic gridlock by encouraging alternative methods of transport for many journeys. Cycling is a key transport mode in this policy. Milton Keynes has an extensive network of paths shared by cyclists and pedestrians. The network is, however, very underused. One factor in this under-use is the amount of debris on the paths, much of which has a high potential for causing punctures with consequent inconvenience. The solution is to have high quality of path cleansing. Accordingly:

- What are the targets for cleaning the Redway Highway Network in terms of frequency and efficiency?
- Are there Department for Environment, Transport and the Regions guidelines for cleansing and monitoring of cycle routes?
- How are the targets monitored?
- Are the targets met?
- What is the shortfall?
- What feedback has been given to the contractors carrying out the work?
- What reports are fed to the performance review process?
- Is the problem due to a lack of working cleansing machines?
- If so, are replacement machines to be purchased? and
- If so, what priority does this have in Council spending plans?

(v) De-Icing of Redways in Inclement Weather

For pedestrians and two-wheelers (both motor and pedal powered) ice is a particular hazard. There is a programme for de-icing Redways but it seems a little hit-and-miss in its performance. Accordingly:

- What is the policy for de-icing in icy weather?
- How much of the policy is being fulfilled? and
- The cleansing machines have been used in the past to de-ice Redways in icy conditions. Has the lack of machines affected this programme?

4. **Cycling in Milton Keynes**

Clarification as to where it is possible to cycle in Central Milton Keynes has been sought at the last two meetings of the Sustainable Transport and Road Safety Forum.

The Council's Legal Department has produced the document attached at Item 4 (**Page 12**) which defines in legal terms where cycling is, and is not permitted.

Some further work would be necessary in order to relate these legal definitions to "on the ground" situations in Milton Keynes.

5. **Department for Environment, Transport and the Regions: Strategy Documents**

On 10 March 2000 the Department for Environment, Transport and the Regions published two strategy documents, as follows:

(a) **New Directions in Speed Management**

New Directions in Speed Management outlines the results of the Government's review of speed limits and deals with speed management issues on high speed roads, urban roads and rural roads. The report also discusses Driver Education and Enforcement/Penalties.

The setting of appropriate speed limits is an intrinsic element of the Council's Speed Management Strategy - SpeedCHECK. Further work will need to be undertaken by the Council in order to assess the effect of this Government document on local Policy.

(b) **Tomorrows Roads - safer for everyone**

Tomorrows Roads : safer for everyone outlines the Government's road safety strategy and casualty reduction targets for 2010.

The new national targets which the Government has adopted are:

- (i) a 40% reduction in the number of people killed or seriously injured in road accidents;
- (ii) a 50% reduction in the number of children killed or seriously injured ;and
- (iii) a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle km.

The document discusses further specific areas of concern such as children's safety, speed management, safety for all road users and better enforcement.

Work is currently proceeding on the preparation of the Council's own Road Safety Strategy document which will form part of the Local Transport Plan submission to the Department for Environment, Transport

and the Regions in July. The Council is currently re-assessing its own document in the light of the publication of the Government's strategy.

A more detailed synopsis of both documents will be presented at the meeting.

6. MKC Safer Journeys Strategy

In line with the Government's strategy for reducing casualties and reducing the level of children travelling to school by private car, Milton Keynes Council is currently developing a "Safer Journeys Strategy".

The strategy takes more conventional Safe Routes to School Policies and extends them to embrace the whole of the community.

Safer Journeys seeks to meet a variety of targets through a four strand approach, as follows:

- (a) Encouraging the implementation of local "School Travel Plans";
- (b) Extending existing cycle/pedestrian and pre-driver training facilities;
- (c) Introducing where appropriate low cost physical measures; and
- (d) Introducing, where appropriate, area wide safety measures to create "Safer Journey Zones".

The strategy, when finalised will set out our aims and targets, and the processes and toolkit available to assist in achieving them.

A copy of the first draft of Safer Journeys is attached at Item 6 (**Page 15**).

Any comments that you have would be welcome and taken into consideration in the preparation of the final document which will form part of the Local Transport Plan submission to the Department for Environment, Transport and the Regions in July.

7. Hypothecation

The Thames Valley Police area covering Buckinghamshire, Oxfordshire, Berkshire and Milton Keynes is one of only 8 areas nationwide to be chosen by the Government to pilot a major road safety project.

The two year project starts in April 2000 and aims to reduce the number of casualties on our roads by allowing investment of funds obtained from fixed penalty tickets. Under the scheme, part of the money generated from speed camera fixed penalty tickets can be used to fund further road safety measures, thus permitting greater enforcement and greater education of the public about the dangers of inappropriate speed.

Reducing the speed of vehicles on our roads is one of the most effective ways to reduce the number of road casualties and the severity of injuries.

The scheme is backed by a partnership of local authorities, Thames Valley Police, the local courts and the Crown Prosecution Service. Existing speed camera sites and equipment will be used to greater effect and there will be more mobile camera equipment. There will be more public awareness campaigns, and publicity on "speeding" will take place.

Accident trends and changes will be closely monitored.

8. Date of Next Meeting

To confirm the date of the next meeting of the Forum.