

Transport Innovation Task and Finish Group

TUESDAY 8 DECEMBER 2015

5.00PM

EMILY BRONTE MEETING ROOM, CIVIC OFFICES
CENTRAL MILTON KEYNES

AGENDA

www.milton-keynes.gov.uk/scrutiny

Membership: Councillors Eastman (Chair), Buckley, Coventry, R Gifford, McPake and Walker

Overview and Scrutiny Officer: Fran Bower

For more information about the meeting please contact Fran Bower on (01908) 252177 or by e-mail fran.bower@milton-keynes.gov.uk

AGENDA

1. Welcome and Introductions

The Chair to welcome Members, officers and the public to the meeting and introduce Members and officers who are present.

2. Apologies

3. Disclosures of Interest

Members to declare any disclosable pecuniary interests, or personal interests (including other pecuniary interests), they may have in the business to be transacted, and officers to disclose any interests they may have in any contract to be considered.

4. Notes of the Previous Meeting on 24 November 2015.

To agree the notes from the meeting of the Group held on 24 November 2015 (Item 4) (**Pages 5 to 7**)

5. Terms of Reference

To review the terms of reference of the Group (detailed below) in order to ensure they still reflected the direction the Group wished to take:

Terms of Reference

1. To research the applicability of transport innovations to the delivery of the Council's Priorities including congestion reduction, air quality and safety.
2. To present choices, benefits and opportunities clearly and enable linkages to be identified.
3. To consult with stakeholders on their experience of and aspirations for transport innovation in Milton Keynes.
4. To gather the views of experts on the applicability of transport innovations to the needs of Milton Keynes.
5. To make recommendations that will help to focus policy and accelerate improvements to transport in Milton Keynes including providing facilities and information to support modal shift.

6. Future Direction of the Group

To identify key subject areas to give a framework within which to take evidence in order to develop a clear line of questioning and to inform the structure of the final report.

7. Work Programme

To review an updated Work Programme (Item 6) (**Pages 8 and 9**) and receive an oral update on progress in inviting witnesses.

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Meeting Attended: **Transport Innovation Task and Finish Group**

Date of Meeting: **24 November 2015**

Comments:.....

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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.

Proposed Work Plan for Transport Innovation Task and Finish Group

Theme/Topic	Issues	Witnesses	Meeting?
<p>Overview To input stakeholder views on how innovation can be applied to address problems</p>	<p>To seek community based views on <u>innovative solutions</u> to set widely accepted problems</p> <ul style="list-style-type: none"> - Safety - Air quality - Poor public transport - Highway condition <p>Congestion</p>	<p>Resident Associations Local schools academies MKTP Cabinet Members (former) Parishes Corporate lead Hospital City Centre Management and Intu Open University</p>	<p>22 December</p>
<p>Private Vehicles Autonomous and Connected vehicles Electric Vehicles Sensor technology</p>	<p>Are they safe? Can they improve accessibility to residents? What are the benefits? What are the implications for MK Can use of real time sensors support in behavioural change Will we own cars in the future?</p>	<p>UK Autodrive rep (BM) Disabled / older persons group Air Quality officer MKTP (highways) Road Safety rep Transport Systems catapult Cycle Groups MK Transport Partnership (Parking) Imtech (supplier)</p>	<p>5 January</p>

Theme/Topic	Issues	Witnesses	Meeting?
<p>Public Transport Passenger Transport.</p> <p>Improvements to rail</p> <p>Small vehicle systems (pods small vehicle on demand)</p>	<p>How do we bring in Integrated Through Ticketing (cross mode) Bus reform Bill (regulation) does MK want to explore this? On demand services – how do we move to this form of transport. What contribution can taxis (PHV) make</p>	<p>MK Bus Users' Group Arriva/ Stagecoach ITSO (smart ticketing) Public Transport officers Cabinet Member Stuart Turner MKTP (PT) <i>Observe POD operating</i></p>	<p>TBC</p>

The theme of **Smarter Choices**, including Intelligent Mobility, Intelligent transport System (ITS) and smart applications, is relevant to all the meetings and will be considered wherever appropriate in an integrated way, rather than at a separate meeting. Topics may include Real Time Information, parking management, accessibility, dynamic charging, the benefits of a motion map and MK Smart.