



Minutes of the meeting of the SUSTAINABLE TRANSPORT AND ROAD SAFETY FORUM held on MONDAY 26 FEBRUARY 2001 at 7.00 pm

**Present:** Councillor O'Sullivan (Chair)

**Officers:** J Inman (Head of Transport), J Harper (Transport Policy Manager), T Dove (Traffic and Transportation Manager) and D Shrubsole (Committee Manager)

### Forum

**Representatives:**

N Biggs	-	Thames Valley Police
J Lane	-	Emberton Parish Council
M Fagan	-	Haversham Parish Council
I Fraser	-	Campbell Park Parish Council
R Osbourne	-	Campbell Park Parish Council
G Boston	-	MK Cycle Users Group
A Swanson	-	Shenley and Tattenhoe Parish Council
R Bowker	-	Wolverton and Greenleys Town Council
M Galloway	-	Wolverton and Greenleys Town Council
P Waterman	-	Stony Stratford Neighbourhood Council
R Nix	-	CMK Neighbourhood Council
D Stabler	-	Neath Hill Residents Association
C Douglas	-	Freight Transport Association
D Dodman	-	Moulso Parish Council
R Seymour	-	Gayhurst Parish Council
J Sidebottom	-	Newport Pagnell Town Council
A Irwin	-	Newport Pagnell Town Council

## 1.0 MINUTES

The Forum received and agreed the Minutes of the meeting held on 26 October 2000. The following matters arising from that meeting were raised by representatives:

### (a) Cycle Parking Facilities

The Forum noted that the possibility of providing more undercover cycle parking facilities in CMK to encourage greater use of cycling, had been referred to the CMK Transport Group for its consideration.

The Forum also noted that Milton Keynes Council would remind English Partnerships of their obligation to ensure the developer provided undercover cycle parking at the Xscape facility.

T Dove reported that the proposal to install a new Cycle Safe facility, including lockers, showers and toilets in the old toilets at Secklow Gate, was progressing with costings having been done and with a budget having been made available for next year, and discussions were being held on the possibility of franchising such arrangements. In addition, the Council was planning to re-deploy the spare cycle lockers it had next to the library.

(b) Redways and Buildings in Central Milton Keynes

D Stabler reminded the Forum that an answer from earlier requests was still awaited on whether cyclists could legally use the paved areas around buildings in Central Milton Keynes.

The Forum noted that T Dove had clarified the position that although cyclists could cycle under the subways and through the car parks, it was not legal to cycle by the paved areas between the buildings and the parking spaces in Central Milton Keynes.

(c) Local Transport Plan

D Stabler raised a number of concerns arising out of the Local Transport Plan (LTP) document:

(i) Workplace Parking

The Forum noted that changes on workplace parking would only be introduced with the consent of the business community and that proposals would be consulted upon in the Autumn to gauge opinion.

(ii) Variable Message Signing System

The Forum noted that the proposal to establish the Variable Message Signing System had gone before members, but it had not yet been accepted. The intention was to fund the scheme through the LTP settlement for next year.

The Forum noted that the remit of the project had been widened and members wanted the signing to cover the users of both cars and public transport.

(iii) Green Travel Plans

The Forum noted that the LTP had included a target for a 30% reduction in staff car park use at the Council by 2001. Though the Council had established a Green

Commuter Plan it was clear this target would not be met. The Forum was concerned that the LTP seemed to be failing at some of its first hurdles.

(d) Progress of Issues

The Forum noted that representatives felt they often had to raise matters at several meetings before they believed they were getting a response. J Inman, however, reminded the Forum that the Council only had a limited budget and they had to decide priorities between over 300 traffic management schemes suggested to them each year.

The Forum agreed that there needed to be a clearer more effective way of setting out at each meeting the current programme of works by the Transport Department, what had been achieved to date and what could be expected to be achieved in the future.

(e) Cycling on Pavements

The Forum expressed their concern that cyclists were continuing to cycle on pavements and this obstructs pedestrians. N Biggs reported that adults over 16 caught cycling on pavements could be issued with fixed penalty notices of £30 and the Police would seek to enforce this. However, beyond improving education, there was little that could be done to prevent these under 16 cycling on pavements.

(f) Midsummer Place Shopping Centre

The Forum noted that they were still awaiting an answer on whether a redway route could be established in the gap between the two Shopping Centres in Central Milton Keynes, so cyclists did not have to get off and push their bikes.

## 2.0

### **MATTERS RAISED BY REPRESENTATIVES**

(a) Newport Pagnell Town Council - The Speed Check Campaign

The Forum noted that a report had been submitted by Newport Pagnell Town Council to the officers of Milton Keynes Council on the Speed Check Campaign.

The Forum noted that there was a desire to further restrict the speed limit from 40mph to 30mph on the approach road from the bypass. In response to the requests for improvements in Marsh End Road, it was noted that a provisional item for a crossing and other improvements had been included in the programme going before the Transport Committee in March 2001. The concerns over speed in Green Park Drive were a matter for Police enforcement.

(b) Stony Stratford Neighbourhood Council - Waiting Restriction Reviews

The Forum considered the need for an integrated and flexible approach to the traffic and parking needs of the older district centres. The Forum noted the concerns of Stony Stratford Neighbourhood Council that such an approach was currently lacking and their suggestions for improvement.

The Forum noted that the Central Milton Keynes parking fund surplus were spent on projects concerned with parking, public transport and highway improvements. Though most of the funds were spent in Central Milton Keynes, they could be used in the older district centres. Allocation was on the basis of the Transport Committee deciding priorities and was primarily to support the objectives of the LTP in achieving a model shift in the use of transport.

The Forum also noted that there was little flexibility to vary the seven year programme of Waiting Restriction Reviews across the Borough due to legal and resource restraints, unless a local council was to use resources of its own. The Forum recognised the need complete all current Waiting Restriction Reviews and to ensure that Traffic Regulation Orders (TROs) corresponded with the actual lines on the road, before parking was decriminalised.

The Forum considered a number of recommendations proposed by Stony Stratford Neighbourhood Council.

AGREED -

1. That Milton Keynes Council commit itself unreservedly to consultation with other district town centres through the Town Councils.
2. That all data collected by Milton Keynes Council on traffic and parking, e.g. traffic counts and origin/destination, studies should be automatically sent to local councils.
3. That Milton Keynes Council endorse the policy of no parking charges in the older towns.
4. That Milton Keynes Council clarifies the position of parking expenditure in the older towns raised from the income from Central Milton Keynes parking charges.

(c) Campbell Park Parish Council - The Portal Development Sites on Evans Gate, Oldbrook

The Forum considered a suggestion from Campbell Park Parish Council that double yellow lines be introduced of the office sides of Milburn and Boycott Avenue, off Evans Gate, to avoid the congestion currently being caused and the

hazardous situation arising therefrom. T Dove reported that he would visit the area to investigate.

The Forum expressed general concern that new business developments were being erected with inadequate parking spaces. The Forum noted that the Council was considering more widely the best way to deal with the problems of parking in the 'donut ring' around Central Milton Keynes, and was consulting on establishing controlled zones with permits for residents, to reduce the inconvenience to residents.

In addition, T Dove would investigate the possibility of Parish Councils paying to support their own traffic wardens.

### **3.0 ANY OTHER BUSINESS - STATION SQUARE**

The Forum noted the concern of Central Milton Keynes Neighbourhood Council at the revised layout of the bus and taxi ranks outside the station, as pedestrians now had to walk further to reach the buses and this, it was believed, would discourage use of the buses.

It was suggested that alternative options for the buses and taxis layouts could each be trialed, so that the impact and satisfaction with each could be compared before deciding on the most preferable.

The Forum note that officers were not favourable to such an idea but that consultation would be carried out on the current experimental layout before it was finally agreed.

### **4.0 DATE OF NEXT MEETING**

It was agreed that the next meeting of the Forum would be held towards the end of June 2001.

THE CHAIR CLOSED THE MEETING AT 9.23 PM