

Chief Executive
Howard Miller

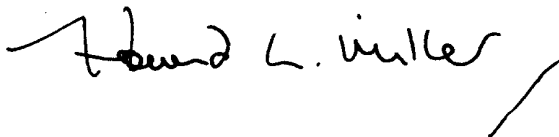
To: The Chair and Representatives of the
Sustainable Transport and Road Safety Forum

19 November 1999

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 25 NOVEMBER 1999 at 7.00 pm** when the business set out overleaf will be transacted.

Yours faithfully

A handwritten signature in black ink that reads "Howard L. Miller". The signature is written in a cursive style and is followed by a diagonal slash mark.

Chief Executive

Councillor O'Sullivan (Chair)
All Representatives

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(1)

AGENDA

Item No:

1. Apologies

2. Matters Raised by Representatives

(a) Beanhill Residents Association

(i) Keeping Redways clear of travellers

(ii) Enforcement of Disabled Parking

(b) West Bletchley Neighbourhood Council

(i) Community Bus Service

(ii) Green Corridors in West Bletchley

(iii) The Wayfarer System

(c) Woburn Sands Town Council

‘What is the policy of Milton Keynes Council to raising the standard of rural pavements to match the urban areas?’

(d) Hanslope Parish Council

‘The Hanslope Parish Council would be grateful if the Milton Keynes Council would explain the policy and conditions under which it is willing to provide school crossing patrols.

Hanslope residents and users of Hanslope Combined School are of the opinion that the high level of morning and afternoon commuter traffic passing the school entrance in Long Street Road Hanslope creates an unacceptable accident risk to children attending the combined school.

The Parish Council and Hanslope residents want a school crossing patrol to reduce this risk.

Furthermore it is believed that many Village parents would cease to bring their children by car if a patrol was present and they could ensure that their children could cross Long Street Road in safety.’

(e) Emberton Parish Council

‘At the October and November meetings of Emberton Parish Council the Milton Keynes Sustainable Transport – Park and Ride paper was discussed. The Councillors would make the following points:

- (i) The Park and Ride parks should cater for cars as well as buses.
- (ii) There should be a charge to use the scheme, this charge to be carefully balanced against the car parking charges in Milton Keynes.
- (iii) Revenue obtained from Park and Ride and car parking charges should be “ring fenced” to aid rural bus services.
- (iv) All buses coming to Milton Keynes should use the Park and Ride site, including long distance shopper buses.
- (v) The operation of Park and Ride buses needs careful planning to provide an adequate service at peak shopper times. All pedestrian crossings in the shopping complex should be request Park and Ride stops.
- (vi) A survey should be carried out in the business sector to see if it is possible to service industrial areas with Park and Ride.
- (vii) Quick, simple and speedy service is required if the scheme is to be attractive to motorists.
- (viii) Car parking fees in the New Town of Milton Keynes should be increased, the money raised again being ‘ring fenced’ to subsidise the Rural Bus transport system in Milton Keynes.
- (ix) Concern was expressed that though Park and Ride may reduce the number of vehicles travelling into Milton Keynes, many feeder roads and rural roads are already heavily congested at peak times of the day.

Emberton Parish Councillors request that another look be taken at the Park and Ride Scheme.’

(f) Stantonbury Parish Council:

- (i) Secure Parking – ‘There are some parking areas on city estates, mainly those associated with terraced housing, for example Stantonbury (West), which are not overlooked by houses. Cars parked in those areas are prone to vandalism and so residents are reluctant to use them. This leads to parking in inappropriate places, for example verges, which residents feel are more secure because they are overlooked. What advice can the council offer to overcome this problem?’
- (ii) Parking and lack of bus stops in Hail and Ride areas – ‘Residents have raised with us a problem of cars being parked in the road where the bus service operates as Hail and Ride and there are no bus stops. There is sometimes a conflict between the desires of residents to park near their homes and the desires of others to hail the bus near their homes. The lack of bus stops also means that there are no bus shelters and so there is nowhere for people to shelter from the elements while waiting for the bus and no timetable information is displayed. Redbridge, Little Stanton and Crosslands on Stantonbury are examples of this. Can the Council ensure that bus

shelters and timetable information are made available in Hail and Ride areas. Perhaps this could be addressed as part of the Quality Bus Initiative.'

- (iii) Cycling on pavements – 'The legality or otherwise of cycling on pavements in Milton Keynes was raised at the last meeting. Can we please have a definitive statement so that everybody can know what the rules are?'

- (g) Bedford to Bletchley Rail Users Association:

Access at Bletchley station – There is no lift on platform 6 of Bletchley station, which is where the trains from Bedford pull in. This represents a considerable access problem, especially for the disabled and elderly as the stairs which lead to the ticket office are not covered and can become very slippery.

3. De-criminalising parking in Milton Keynes

A study has recently been completed investigating the feasibility of implementing Decriminalised Parking Enforcement (DPE) within Milton Keynes.

In October all local councils were consulted on the implications of implementing DPE – the consultation paper is attached at Item 3.

Responses received during the consultation are due to be presented to the Council's Transport Committee meeting on 1 December 1999.

Any queries or comments which arise at the STARS meeting will be reported to the Transport Committee.

4. Date of Next Meeting

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