



Minutes of the meeting of the SUSTAINABLE TRANSPORT AND ROAD SAFETY FORUM (STARS) held on TUESDAY 30 JUNE 2015 at 6.30 pm

Present: Councillor Clifton (Chair)
Councillors Buckley and McPake

Forum Representatives

Neil Biggs	(Thames Valley Police)
M Cato	(Shenley Brook End & Tattenhoe Parish Council)
A Dnes	(Stony Stratford Town Council)
C Ennew	(Campbell Park Parish Council)
A Francis	(Central Milton Keynes Town Council)
P Griffiths	(Milton Keynes Motorcycle Association & [AGE (UK) Milton Keynes)A)
P Harvey	(West Bletchley Council)
P Kirkham	(Stantonbury Parish Council)
M Lombard	(Newport Pagnell Town Council)
J MacLean	(Great Linford Parish Council)
Dr J Ray	(Woburn Sands Town Council)
M Taylor	(Walton Parish Council)

Officers: B Matthews (Head of Transportation Services)
I Gohil (Senior Transport Planner [Policy and Programme])
D Lawson (Transport Policy & Programme Manager)
T Milner (Committee Manager)

Also Present: Councillors Bint, Crooks and D Hopkins

1. WELCOME AND INTRODUCTIONS

The Chair welcomed Councillors, officers and Forum representatives to the meeting and introduced those present.

2. DISCLOSURE OF INTEREST

No disclosures of interest were made.

3. DRAFT CENTRAL MILTON KEYNES TRANSPORT AND PARKING STRATEGY CONSULTATION

The Forum received a presentation from the Transport Policy & Programme Manager relating to the consultation on the draft Central Milton Keynes Transport and Parking Strategy.

The Forum heard that the draft Strategy had a specific geographical focus to measure transport and parking mainly within Central Milton Keynes (CMK). The Strategy, whilst looking at the current and future issues, and proposed implications, had linkages to the Core Strategy, the Local Transport Plan and CMK Business Neighbourhood Plan. The wider aspirations of the Strategy included the desire to improve the public realm around Midsummer Boulevard east. The four key strands of the Strategy were:

- Parking;
- Public transport;
- Walking and cycling; and
- Behaviour change.

The meeting heard the following issues raised by representatives, which the Chair indicated would be taken forward for consideration as part of the Strategy:

- (1) Welcomed the 'Park and Exit' initiative and signage marketing of bus routes.
- (2) There was insufficient focus on the periphery of bus services and the estates served in MK. Also, other holistic bus services should be looked at, and the issue around Campbell Park with the shifting demand of parking.
- (3) There was evidence of public safety issues, particularly with some buses going through traffic lights, and using mobile phones inappropriately.
- (4) Bus service issues for example, travelling from to and from Bletchley to Wolverton was not easy, you have to go to the centre of MK to change.
- (5) Bus services do not run regularly enough and insufficient timetable information advising when buses were to arrive.
- (6) The parking issue should not be looked at in isolation to bus usage in CMK/MK.
- (7) General parking issues for car users around MK at weekends when shopping should be addressed, especially if compared to

parking at Meadowhall in Sheffield, where you park close by to the shopping area.

- (8) Electronic parking signs were supposed to be in place in MK about 10-15 years ago, a forward thinking city like ours should have this type of equipment and not just talking about putting enhancements in place.
- (9) The tone of the Strategy could be improved and suggested that the scope be widened and not be just restricted to motorists in CMK.
- (10) Concern over the 40% increase in highways traffic and how this would be managed. The Strategy should be looking at how people travel to CMK, not just managing the increasing number of vehicles coming into CMK.
- (11) Lower speed limits on dual carriageways should be looked at.
- (12) The Strategy indicates that not many people travel from outside Milton Keynes (MK) and perhaps the Strategy should be looking at how commute better and incorporate travel from other main towns to MK, between 20-30 miles away.
- (13) The Strategy should look to ensuring MK it retains a competitive advantage, especially when the car occupancy of 1.1 was set to increase to 1.3-1.4.
- (14) There was an inconsistent approach in the Strategy, as it appeared not to be sufficiently address getting people to use other modes of transport.
- (15) Taxis, Hackney carriages, power bikes and motor cyclists should be included as part of the consultation Strategy.
- (16) The Strategy should address taxis service provision, particularly designated parking for black cabs at Xscape, as it was carnage due to poor planning.

The meeting also received the following questions:

- (17) The Local Transport Plan 3 did not appear to link to the Strategy, any economic objective of this should be stated.
- (18) There appeared to be insufficient data in the draft Strategy as to how would the Council would increase business and parking stock along with dwell time, and also no indication of the potential impact of 'distant travellers' to CMK causing an increase in dwell time.

- (19) Bus Services - was there a cultural shift with Arriva and the 'Bus to Work Week', as recent feedback would suggest that people were using their cars even more frequently in Milton Keynes as opposed to using bus services.
- (20) Whilst recognising the Council's choice of providing more housing, jobs and the increase in businesses within Milton Keynes, was the Council looking to use business space to aid the issue of providing additional parking, some of which was located quite a distance from the main shopping area.
- (21) As a consequence of the Strategy potentially having policy gaps and procedural issues, would a revised draft Strategy be provided for further comments.
- (22) Was the land issue at Station Square preventing the Council from looking at making further improvements and enhancements to the area.
- (23) Has anyone spoken to new businesses starting up recently in MK, particularly when there are plenty of new buildings being built, when there appeared to be plenty of empty buildings not being filled. What is the point of having a transport system to serve MK, when you have got empty shops, offices, businesses and nightclubs.

The comments and 33 questions put to the Forum on behalf of Age UK Milton Keynes and Milton Keynes Motorcycle Users' Group are attached as Annexes A and B to these notes.

The Chair requested that the Transport Policy & Programme Manager circulate the presentation to all Parish and Town Councils and Forum members.

The Chair thanked those present for their comments and questions and indicated that views would be considered for inclusion in the draft Strategy Consultation.

The Chair asked that any further feedback from attendees or Parish and Town Councils should be provided to the Head of Transportation Services, Senior Transport Planner (Policy and Programme) or the Transport Policy & Programme Manager no later than 26 June 2015.

4.0 FUTURE MEETINGS

The Forum noted that the Chair would agree the notes of the meeting minutes upon satisfying himself that they were accurate and provide copies of the minutes to the Forum representatives.

THE CHAIR CLOSED THE MEETING AT 8.01PM

CHAIR'S INITIALS