



Minutes of the meeting of the SUSTAINABLE TRANSPORT AND ROAD SAFETY FORUM held on THURSDAY 26 NOVEMBER 2009 at 7.00 pm

**Present:** Councillor Mallyon (Chair)  
Councillor Bristow

Forum Representatives

P Ayles (Castlethorpe Parish Council)  
A Dnes (Stony Stratford Town Council)  
C Ennew (Campbell Park Parish Council)  
A Francis (New Bradwell Parish Council)  
J Keane (Castlethorpe Parish Council)  
G.McKenzie (West Bletchley Parish Council)  
C Mottram (Shenley Church End Parish Council)  
T Nightingale (Representing S.Kennedy) Stantonbury Parish Council  
A. Palmer (Woburn Sands)  
D Rumens (Olney Town Council)  
J Smith (Newport Pagnell Town Council)  
A Taylor (Walton Parish Council)  
A Vaidyanathan (West Bletchley Parish Council)

**Officers:** A Constantinides (Assistant. Director of Transport), T Dove (Traffic and Transport Manager), I Gohil (Senior Transport Planner), S Hunt (Group Manager Planning and Transport), B Matthews (Transport Programme Manager), and D Imbimbo (Committee Manager).

**Apologies:** D Stabler (Great Linford Parish Council), R Gibbard (Woughton Parish Council), G Stimpson (Haversham Parish Council), N Richards (Moulsoe Parish Council), S Kennedy (Stantonbury Parish Council), and J Brown (Milton Keynes Women's' Institute).

**27.0 MINUTES**

RESOLVED -

That the Minutes of the meeting of the Sustainable Transport and Road Safety Forum (STARS) held on Monday 27 April 2009, be approved and signed by the Chair as a correct record.

## 28.0

### MATTERS ARISING

- (a) The Forum heard that the lorry management strategy had been amended to take account of decisions made since the last meeting.
- (b) The Forum heard that Milton Keynes buses were reviewing and seeking to improve their services. The Chair acknowledged that there was a great deal more to be done and stated that the Council was already heavily subsidising services. There have been significant improvements with route 300 and route 100 had improved services for the retirement village.
- (c) The Forum raised a question in respect of the circulation of minutes and agendas for the meeting, and it was noted that the Parish Clerks should be forwarding documents to Forum Members. However should any member wish to receive a copy they should provide their email detail to the committee manager who would include them on the circulation list.

## 29.0

### LOCAL TRANSPORT PLAN 3 (LTP3)

The Senior Transport Planner gave a presentation on the subject of the Local Transport Plan 3, together with an explanation of the statutory requirements, challenges and funding opportunities. Following the presentation a number of questions were posed by Forum members.

- (a) How would LTP3 interact with the Council Local Development Framework Core Strategy?

The Forum was advised that the LTP3 would be taken forward in two phases, the first being to look forward at the 'vision' needed, and this would take place in early 2010. The second phase would include stakeholder involvement, and the Forum would be included.

It should take about three months to achieve a vision and then a further six months to draft a document to be submitted to Council.

Ideally the Local Development Framework (LDF) and the LTP3 should run side by side, however as this was not possible the plan was that the LTP3 would deal with any matters not within the scope of the LDF.

- (b) What account would the planning process take of Air Quality and what impact would there be on the environment and habitats?

The Forum noted that Network Rail had failed to take account of environmental and habitat issues when developing the West

Coast mainline and that The Council would be more aware of the issues. The Forum was advised that when the M1 Junction 14 improvements were made a great deal of thought went into environmental issues. It was noted that air quality in Milton Keynes was relatively good. The Forum heard that one of the goals to be included in the LTP3 was to improve health and social wellbeing.

It was noted that the LTP3 needed to react to the pace of change in Milton Keynes and the milestone dates of 2026 and 2031 were identified as key dates.

(c) What consultation would be undertaken?

The Forum heard that consultation would be an ongoing process with the intention to develop a plan with options to achieve best value and the most returns for the investment, there would be a process of appraisal, prioritisation and delivery, all the time keeping in touch with stakeholders, interest groups and public, seeking to identify the main goals and challenges for the process to be delivered.

LTP3 needed to be an evidence based document.

(d). It was commented that the majority of inner city commuters use cars, it was stated that there needed to be a strategy to encourage more use of public transport

The Chair pointed out that investment in bus services was ongoing with the Council having already invested £3.5m, there needed to be a drive to improve regularity of services.

Currently there are surveys being conducted to establish why people were not using the bus services.

The introduction of the Real Time Passenger Information (RTPI) service was anticipated in the first half of 2010; this should encourage more use of the services as passengers would be better informed when buses were due.

(e) The Forum commented the Council placed too much emphasis on the urban areas of Milton Keynes and not enough on rural areas. In particular concern was aired in respect of Olney which is experiencing serious congestion and pollution problems with heavy goods vehicles using the A509.

It was requested that an update on the Olney By-Pass was given. A discussion was held in respect of the issues around this matter, in particular the lack of clarity as to whether the residents of Olney favoured a by-pass to the East or West of the town. Each option has its supporters and each option its own associated problems.

(f) The Forum requested an explanation of what was meant by the goal of 'reducing the need to travel'?

It was noted that this included consideration of where services were provided and runs parallel with town planning initiatives, seeking to decentralise facilities.

RESOLVED –

1. That the presentation be noted.
2. That a report in respect of the Olney by-pass be submitted to the next meeting of the Forum and include the Council deliberations regarding the by-pass

**30.0**

**NATIONAL HIGHWAYS AND TRANSPORT NETWORK PUBLIC SATISFACTION SURVEY 2009 (NHT)**

Trevor Dove informed the Forum that Milton Keynes had taken part in a national survey conducted by the National Highways and Transport for the past two years, unfortunately Milton Keynes featured anonymously in the findings from 2008, however 2009 was very informative.

The Forum heard that all the results of the survey could be located on their website <http://nhtsurvey.org>

The Forum heard seventy six Local Authorities took part and there were 69k responses

It was noted that of the 4500 questionnaires sent to residents of Milton Keynes 769 responses were received, the national average was 18%.

The Forum noted that the data obtained from the survey would help to inform the LTP3

RESOLVED –

That the report be noted.

**31.0**

**CENTRAL MILTON KEYNES PARKING – OUTCOME OF CONSULTATION**

The Forum was advised that a consultation process had been undertaken from early September, and finished on the 26 October 2009. Twenty Thousand comments were received overall from individuals, representative groups and businesses. It had therefore been decided that more time would be taken to assess the responses taking account of 4 key areas

- (a) Public Transport
- (b) Free Parking
- (c) New Permits
- (d) Retail Elements

It was anticipated that the outcome would be available in January 2010.

The Forum asked the following questions:

- (a) Do any groups responding to the consultation represent environmental groups?

The Chair assured the Forum that the Green agenda would form part of the decision process

- (b) Did the consultation process consider the number of disabled spaces available?

It was noted that this is a matter dictated by legislation; currently the amount available represents about 6% of parking spaces in the City Centre area.

RESOLVED –

That the report be noted.

## 32.0

### **ELECTRIC CARS**

The Forum was advised that Milton Keynes had been selected as a site for a new Government initiative to increase the usage of Electric vehicles. The project would attract funding to develop an infrastructure of 'charging points' within the city.

The Challenge was to encourage people to use electric vehicles and to do so incentive packages needed to be developed.

There was a need to engage with manufacturers both locally and nationally to encourage investment.

The Forum noted that the following were key to this initiative;

- (a) The infrastructure.  
(b) The location of 'charging points'.  
(c) Who would pay  
(d) What opportunity would there be for events to publicise the initiative

The Forum was informed that Milton Keynes had made a bid for funding for three Electric buses.

It was noted that Nissan had their electric vehicle research establishment at Cranfield. Likewise Mercedes were based in Milton Keynes and there was the legacy of Aston Martin. All these offered an opportunity for increased investment.

The Chair informed the group that discussions were ongoing in respect of encouraging local schools and colleges to engage in the project, discussions had already started in respect of the possibility of a competition between schools to develop electric vehicles, this would potentially serve to encourage young people to get involved in

the industry and potentially work to reduce the skills shortages that the city is experiencing.

Some discussion took place in respect of what would be the best use of any electric buses that were acquired, it was noted that the main drawback is the need to 'charge' the vehicles at regular intervals and where it would be appropriate to be able to use them on some of the initiatives such as 'plus-bus' it was unlikely that they would be suitable as those vehicles were on the road for long periods of the day without time for 'charging'

It was also noted that charity organisations such as Age Concern should be encouraged to consider options under the scheme to seek government funding for buses.

RESOLVED –

That the report be noted.

**33.0**

**DATE OF NEXT MEETING**

It was noted that the next meeting will be on Thursday 4 February 2010 at 7.00 pm

THE CHAIR CLOSED THE MEETING AT 9.25PM