

Statutory Consultation Report.

(TRO-434)

To duly consider objections received during statutory consultation.

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|----------------|---|
| Decision Maker | Graham Cox Director Environment and Property |
| Report Author | Paul Harrison Network and Enforcement Manager |

Report Summary

This report provides a summary of the statutory consultation and the officer decision to consider any objections received during statutory consultation.

On 13th March 2025 the Council served the notice of proposal on the following traffic regulation Order:

Milton Keynes City Council (Filgrave) (20mph, 40mph and 50mph Speed Restrictions) Order 2025

The general effect of the proposed Order is to introduce on the proposed 20mph, 40mph and 50mph speed restrictions in Filgrave.

The general effect of the proposed Orders will be to introduce 20mph, 40mph and 50mph speed restrictions in Filgrave between A509 and B526.

Statutory consultation has now concluded and the Council received one objection to the proposal.

Statutory Consultation

On 13th March 2025, the Council served the notice of proposal and undertook statutory consultation in accordance with the Road Traffic Regulation Act 1984 and Sections 6 and 7 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The notice of proposal was served in the local newspaper **CitizenMK**.

The notice of proposal was served on the Councils website [Proposed alterations to parking restrictions in Central Milton Keynes \(TRO-420\) | Milton Keynes City Council](#).

The notice of proposal was served (by email) to the following statutory consultees:

- Chief of Police (Thames Valley Police)
- British Motorcycle Federation
- South Central Ambulance Service
- Bucks Fire and Rescue Service
- Road Haulage Association
- Freight Transport Association
- Cycling UK
- British Motorcycle Federation
- Milton Keynes Parks Trust
- Councillor Moriah Priestly (Ward Councillor for Central Milton Keynes)
- Councillor Martin Petchey (Ward Councillor for Central Milton Keynes)
- Councillor Darron Kendrick (Ward Councillor for Central Milton Keynes)
- Central Milton Keynes Parish Council

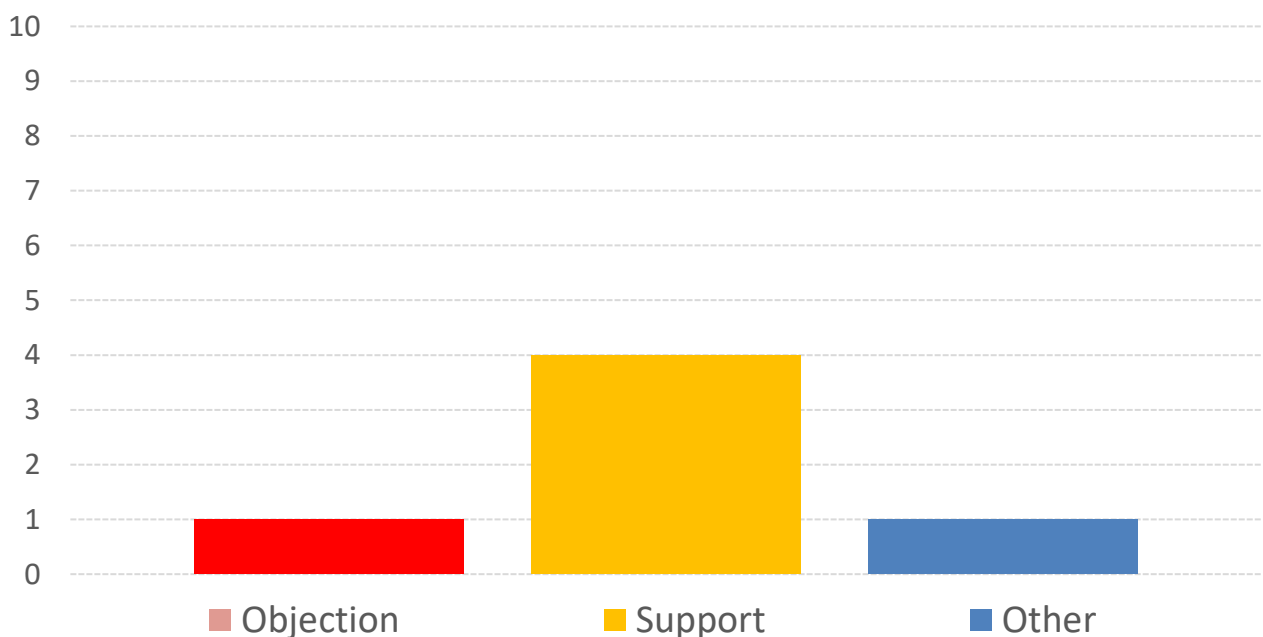
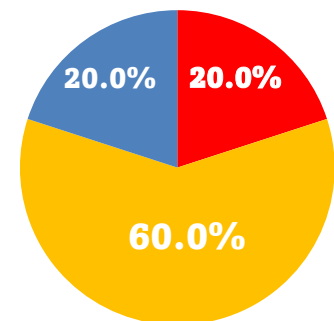
Response Received

During the statutory consultation period the Council received **five** representation (as shown in Annex A to this report).

1 **Objections**

3 **In favour**

1 **Other**



Objection (In summary)

The 85thile is too high and therefore, without further physical measures speeds will not be reduced to a level within the NPCC guidelines.

Officer comments

The TVP objection in principle based on the recorded 85th percentile speeds being slightly higher than the guide threshold is noted by the Council. However, the mean speeds are within the threshold and there is widespread resident support for the speed limit reduction. Consequently, on careful consideration, the Council is minded to proceed with the speed limit reduction in this case, with the inclusion of signage and road markings to further influence driver speeds.

Speed monitoring will be undertaken once the speed limit reduction has been implemented to gauge the effectiveness of the scheme.

Therefore, the Officers be authorised to proceed with the making of the traffic regulation Order and implement the speed restriction.

Formal Consideration

The Assistant Director Highways and Transport must now now consider the objections received during statutory consultation and make a decision whether to uphold any of the objections.

Options

After carefully considering all the objections received during statutory consultation, the Decision Maker must not decide on the following options:

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| Option 1 | Do not uphold the objection and implement the speed restrictions as proposed on 13th March 2025. |
| Option 2 | Uphold the objections and not implement the speed restrictions as proposed on 13th March 2025. |
| Option 3 | Uphold some objections and implement the speed restrictions in part. |
| Option 4 | Review the proposal and re-consult. |

Decision

Accordingly, under my delegated powers, I have duly considered the objections received during statutory consultation and make the following decisions:

- 1) To not uphold the objections.
- 2) To proceed with the implementation of the speed restrictions as proposed on 13th March 2025.

Delegated Decision Maker:



Signed:
Assistant Director Highways and Transport

Date: **8th May 2025**

List of annexes

Annex A – Representations received during Statutory Consultation

List of background papers

The Notice of Proposal
Proposed Traffic Regulation Orders
Statement of Reasons

Annex A

Representations received during Statutory Consultation

| | Representative | Received | Response (in full) |
|-----|---|-----------------|--|
| (1) | Filgrave Parish Council In favour | 14th March 2025 | I am very pleased to see your proposal for lower speed limits and I know our residents will be delighted that such good progress is being made. |
| (2) | Member of the public Other | 25th March 2025 | The traffic speed is now becoming a very dangerous problem to pedestrians and cyclist. I have been involved in several near misses when walking where cars speed down the hill and almost miss the sharp bend at the bottom of the hill. Cars often run wide onto the farmers land and I need to avoid them by jumping out of the way. Yesterday a large delivery van almost run me over as I was walking past the old school. We need to do all we can to avoid somebody being injured. |
| (3) | Member of the public In favour | 25th March 2025 | I am writing to show my support for your Filgrave road proposal referenced above. This section of road has no pedestrian footway (despite it being part of the Three Shires Way public footpath) and includes several blind bends that make it extremely dangerous for the many pedestrians, dog walkers, horse riders and cyclists who frequently access the area. The proposed 20 mph limit will make this stretch of road a much safer place and I congratulate MKC on their plans. |
| (4) | Member of the public In favour | 25th March 2025 | I am pleased that, at long last, our concerns have been recognised. Living in a small village with no footways or street lighting we have suffered the negative affects of the development of Milton Keynes for many years with the increase in both traffic flow and the number of inconsiderate drivers who do not understand that they share the road with pedestrians (including dogwalkers and small children),cyclists and horses, and are totally oblivious to the Highway Code. As a dog walker myself, using the road several times a day, I have had numerous near-misses where drivers have driven straight at me and or passed close by at speed. It has been too dangerous to walk to Tyringham for many years...So a big Thank You, MKCC! My only suggestion is to restrict the short section of road from the A509 to the current 30 MPH zone to 40 MPH rather than 50 MPH, which is still too fast for the road which is narrow with numerous bends, in regular use by pedestrians and cyclists to access the Redway by the A509. |
| (5) | Thames Valley Police Objection | 3rd April 2025 | The TRO specifies the below speed limits to be introduced in the villages of Filgrave and Tyringham on an unclassified road which connect to the A509 between Olney and Newport Pagnell and the B526 which connects Newport Pagnell through to the village of Stoke Goldington. There are no collisions on the above part of the network for the five year period from 1/11/2019 – 31/10/2024. The unclassified road which runs from the A509 to the B526 is very rural in its nature apart from the two small villages/hamlets of Tyringham and Filgrave. Collection of sped data was made from the following sites for the period 16-23/4/2023 for Tyringham and 16-22/7/2024 for Filgrave. Speeds for the above are as follows; Filgrave SW bound <ul style="list-style-type: none"> ○ average 19.5mph ○ 85%tile 25.3 mph Filgrave NE bound <ul style="list-style-type: none"> ○ average 20.7mph ○ 85%tile 27.1mph Tyringham speeds are commensurate with the speed limits that are proposed, due to the nature and road environment the limits proposed will need to be self-enforcing. |

The proposed 20mph limit for Filgrave starts at the previously posted 30mph limit from the direction of the A509, what is proposed is a 50mph limit to a 20mph limit which in terms of good practice should not be more than a 20mph drop in speed. Whilst accepting that some National Speed Limits go into a 30mph when proposing new limits this should not be the case.

The 85%tile speeds within the village show that there is a large number of those travelling through the village even at this location will be travelling within the enforcement threshold of 10% +2mph as advised by the National Police Chiefs Council (NPCC).

The existing 30mph limit from the direction of the A509 has no further speed reduction measures in place and therefore speeds are likely to remain unchanged unless further physical measures are planned to bring the speeds down to be compliant with the proposed new limit which I understand will not be the case.

Thames valley Police (TVP) object to the proposal of the 20mph limit as proposed as without further physical measures speeds will not be reduced to a level within the NPCC guidelines as indicated, the introduction of the change in terminal signs is shown to have a slight reduction in speed and without other measures there will be little compliance to an acceptable level.
