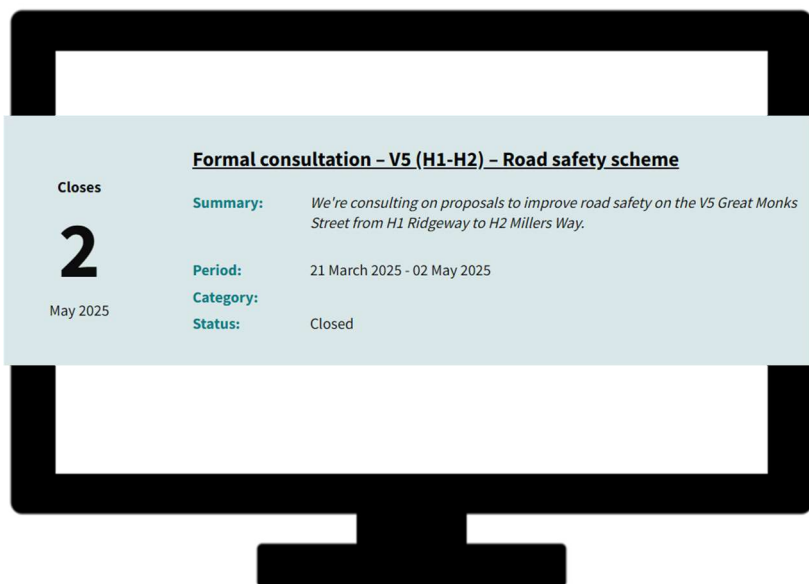


Informal Consultation Report

V5 (H1-H2) - Road safety scheme

On 21 March 2025 the Council uploaded a proposal onto the Council's website for a road safety scheme between V5 and H1-H2 junction.

Start: 21 March 2025
End: 02 May 2025
Period: 42 days



Representations (Response received)

The Council received **67** representations during statutory consultation (as shown in Annex A to this report).

23 objections to the proposals

06 in support of the proposals

38 commented on the proposals.

Objections (In summary)

Below is a summary of the reasons why 23 representatives objected to the road safety scheme:

1	The representative opposes the proposed junction changes, arguing that the left-turn-only design would increase traffic congestion, fuel use, and carbon emissions, negatively affecting air quality and residents' health. They suggest a roundabout instead, which would keep traffic flowing more smoothly and has proven successful in similar nearby locations.
2	The representative disagrees with banning right turns into Gloucester Road from the V5, stating it is unnecessary and would force drivers to take a longer detour. They acknowledge the potential need to ban right turns out of Gloucester Road due to traffic but argue that turning into the road is safe and manageable for competent drivers.
3	The representative objects to all proposed changes, arguing they will divert traffic from main roads onto side streets, increasing danger and disruption near schools, clinics, and homes. They believe right turns into Gloucester Road should remain due to existing filter lanes, and caution against over-restricting drivers. They also oppose reducing the speed limit, suggesting it may lead to unsafe pedestrian behaviour and reduce the efficiency of main roads, potentially increasing traffic on narrower routes like McConnell Drive.
4	The resident sees no need for the proposed changes, stating that traffic currently flows well. Their only concern is the abrupt speed limit reduction near Old Wolverton Road; otherwise, they believe the roads should be left as they are.
5	The resident supports safety improvements but expresses concern that closing right turns, combined with the new 40 mph speed limit, would cause daily inconvenience in accessing their home. They request reconsideration of the closures and are open to alternative solutions.
6	City of the Future supports the left-in/left-out junction changes for safety but strongly opposes the 40 mph speed limit reduction, arguing it is unnecessary where pedestrian

	access is restricted. They view it as part of a broader, piecemeal effort by Milton Keynes City Council to downgrade the grid road system, making car travel less efficient. They call for alternative safety measures and will only support the proposal if the speed limit reduction is removed.
7	The respondent opposes the proposed right-turn closures, speed limit reduction, and other changes, citing inconvenience to residents and visitors. They support allowing right turns into side roads but banning right turns out and suggest mini roundabouts as safer alternatives. They strongly oppose reducing the V5 speed limit to 40 mph and request access to collision and safety data to better assess the proposals.
8	The respondent believes the proposed changes are less effective than a roundabout and will force all drivers to take longer routes, increasing congestion near Stratford Park. They question whether residents have been properly considered or consulted.
9	The respondent urges reconsideration of the proposed changes, suggesting a roundabout at Gloucester Road or Greenleys instead. They express concern that forcing U-turns at Stratford Park roundabout will increase traffic and accident risk, making it harder for residents to exit the estate. They also question whether proper resident consultation took place.
10	The respondent argues that the plan will reduce access to Wolverton, increase traffic on Stratford Road and McConnell Drive, and lengthen emergency and commuter routes. They state right turns into Gloucester Road are safe, while accidents occur mainly when turning out. They suggest traffic lights with filter lanes as a better alternative and criticize the council's anti-car approach and lack of improvements to public transport.
11	The respondent objects to the proposal, citing lack of access to alternative options or supporting data. They express concern that the changes will increase traffic congestion during rush hour and question why traffic lights aren't being considered as a solution. They oppose mini roundabouts due to poor driver compliance.
12	The respondent strongly objects to the proposal, calling it poorly thought out and likely to worsen traffic congestion, fuel use, and road safety. They argue it will divert traffic from grid roads to local estate roads not designed for heavy flow, particularly impacting areas near multiple schools and nurseries. Concerns also include inadequate consultation timing and a lack of alternative solutions. They recommend widening the V5 and installing traffic lights at key junctions instead of restricting turns.
13	The respondent formally objects to the scheme, citing a lack of proper resident consultation and serious concerns about accessibility, especially for vulnerable groups. They argue the proposed right-turn closures will cause major disruption, increase traffic on residential roads, and raise safety and environmental risks. They call for extended consultation, direct resident notification, and reconsideration of alternatives like mini roundabouts.
14	The respondent partially supports the 40-mph speed limit but strongly opposes the proposed traffic flow changes, arguing they will cause significant congestion, inconvenience, and increased pollution. They suggest that instead of restricting turns, traffic light systems should be installed at key junctions (e.g. Gloucester Road and

	Wilkinson Crescent) to improve safety and maintain access without overburdening local roads.
15	The respondent objects specifically to the closure of right turns, arguing it is unnecessary if the speed limit is already being reduced to 40 mph. They note that they use the right turn daily and the change would cause personal inconvenience, while other proposed measures should already improve safety.
16	The respondent opposes the proposed changes, arguing the current layout works fine. They believe the changes will force longer journeys, increase fuel costs and taxi fares, and divert more traffic through McConnell Drive, worsening congestion. They suggest a large roundabout as the only reasonable alternative if changes must be made.
17	The respondent objects to the proposed right-turn bans, stating they will force significantly longer detours via unsuitable residential roads like McConnell Drive and Green Lane, increasing congestion, accident risk, and carbon emissions. They propose building roundabouts at the affected junctions instead, which would allow right turns while improving safety. They support the 40-mph speed limit but request more transparency on traffic routing and consultation outcomes.
18	The respondent strongly opposes banning right turns into Gloucester Road and Greenleys, citing unsafe and impractical detours that would increase journey times, fuel use, and traffic through residential areas with schools and poor road conditions. They suggest a trial of the proposed routes, greater transparency on supporting data, and alternatives like a roundabout or a uniform 30 mph speed limit instead.
19	The respondent objects to banning right turns into Gloucester Road, citing longer travel distances and increased delays, especially during rush hour. They support banning right turns <i>out of</i> Gloucester Road and suggest adding roundabouts at Wolverton and Greenleys junctions to maintain traffic flow. They also believe the proposed 40 mph speed limit is too low and prefer a 50 mph limit.
20	The respondent opposes the proposed right-turn bans and speed limit reduction, suggesting mini-roundabouts or speed cameras instead. They argue the changes unfairly inconvenience responsible drivers, will divert traffic through Wolverton's residential streets, and increase congestion and safety risks.
21	The respondent expresses dissatisfaction with the proposed changes, especially the ban on right turns into Gloucester Road. They suggest focusing on improving road surface conditions instead of altering junction access.
22	The respondent formally objects to the right-turn bans, arguing they will complicate access for residents, increase congestion on unsuitable residential roads, and worsen local air quality. They advocate for roundabouts or controlled intersections as safer,

	more efficient, and environmentally responsible alternatives that align with Milton Keynes' planning principles.
23	The respondent strongly opposes the proposal to close right turns at the top of Gloucester Road, calling it inconvenient and likely to cause heavy traffic. They believe adding a roundabout would be a far better solution for local residents.

Officer Recommendations

Due to the high number of objections to the proposed right turn ban, MKCC has decided against implementing the right turn bans on this stretch of the V5 at the present time. Instead, the Council will be introducing minor remedial measures to help highlight potential movements in and out of the junctions for approaching vehicles on the V5. A 40mph speed limit will also be introduced on the V5 from its junction with the H1 to Abbey Hill Roundabout. Should collisions still occur after these improvements take place, the Council will be required to re-visit the introduction of the right turn bans.

The Council did look at alternative options, prior to consulting on the preferred option, these included: a double mini roundabout and a signalised junction, but these options were not viable due to cost and the potential traffic flow capacity issues for Hodge Lea roundabout (V5.H2).

List of annexes

Annex A – Representations

Annex B – V5 (H1-H2) - Road safety scheme.

ANNEX A

Representations

	Representative	Received	Comments/Objection
1	Town Cllr	24-03-2025	<p>Comments</p> <p>I have the following feedback for you in respect of the above consultation.</p> <p>Firstly, I would like to thank Council officers for looking at road safety along this stretch.</p> <p>I am aware of the dangers of right hand turning onto the grid Road at Gloucester Road and Greenleys Lane having witnessed several near misses and a couple of accidents myself over the years.</p> <p>The junctions at Field Lane and Wilkinson Crescent seem a lot less busy though and I am surprised they have met the threshold for action.</p> <p>I do fully support the need for some improvement works at both these junctions though as I feel that is what most residents would want.</p> <p>However, if the right turning is eliminated, then the case to reduce the speed limitation to 40 mph presumably no longer exists. It seems an unnecessary erosion of the principles of free flowing grid traffic, and would heap further frustration on those exiting at Greenleys Lane as they make their lengthy detour down to Ridgeway to turn round.</p> <p>I therefore do not support the introduction of a 40-mph speed limit unless the data supports the need for that change for other (publicised) road safety reasons.</p> <p>Ridgeway roundabout will become busier with drivers doing a 360 turn - has that change in traffic flow and resulting impact of that on those leaving Wilkinson Crescent and those coming up from the direction of Stratford Road been fully factored in?</p> <p>However, my main feedback is that the proposed solution, whilst the cheapest way of stopping the right turns, causes disproportionate levels of inconvenience to residents exiting Greenleys to access Wolverton or travelling south to the City Centre, especially when you consider the importance of Gloucester Road as home to the local health centre and natural gateway to the main community facilities in Wolverton.</p> <p>I propose instead a solution at that location like the one on Fulmer Street where Dulverton Drive and Hawkshead Drive meet the grid road. A staggered pair of roundabouts would work much better and provide self-imposing speed limitation without the need to put in speed limits. Whilst understanding that this is more costly, it would seem to be far more aligned to the needs of local residents.</p>
2	Member of the Public	25-03-2025	<p>Comments</p> <p>I think stopping turning right from Gloucester Road onto Great Monks Street and reducing the speed limit is a positive change.</p> <p>However, I think stopping turning right from Great Monks Street onto Gloucester Road is a bad idea. What would be the expected route to take when accessing Gloucester Road from the Hodge Lea Roundabout?</p>
3	Member of the Public	25-03-2025	<p>Objection</p> <p>Having previously lived on Gloucester Road for more than a decade I wish to give my comment regarding the above proposed road junction changes.</p>

			<p>Whilst living their traffic significantly increased over the years, particularly during rush hour, and many residents felt the most suitable option to keep the traffic moving would be a roundabout on the V5, similar to the one further along the road, H1 Ridgeway/Addington Avenue, with a 30 mph speed limit on it. There is enough land available for a roundabout.</p> <p>The proposed turn left at the two junctions would significantly increase traffic, and therefore carbon emissions, to this area, due to cars queuing in traffic waiting to exit.</p> <p>The roundabout at H2/V5 is already heavily congested during rush hour, and when accidents happen on the M1 and Watling Street. Those turning left from Greenleys would have a much longer drive down to Addington Avenue roundabout, to go around that roundabout and travel back the other way, again causing a significant increase in traffic/fuel costs/carbon emissions.</p> <p>The air quality for local school children and those with breathing issues would be significant. What study has taken place regarding this issue?</p> <p>Roundabouts keep the traffic moving rather than queuing along Gloucester Road waiting to turn left. Drivers get frustrated and cut into traffic causing a hazard, I have seen this happen at other turn left only junctions in Milton Keynes.</p>
4	Member of the Public	25-03-2025	<p>In support</p> <p>I would like to support your formal consultation for the proposed improvements on the V5 Great Monks Street.</p> <p>This is a fast and busy stretch of road, and it can be dangerous for those trying to make right turns into Gloucester Road and Greenleys Lane.</p> <p>I would also like to propose the possibility of closing off Gloucester Road to non-residents altogether, as the fast traffic is often directed by satnavs to go down Gloucester Road and then down narrow residential Windsor St to get to Stratford Road. When drivers should really be carrying on down the V5 and entering Wolverton via the mini roundabout at Old Wolverton.</p> <p>I would like to see something done about this traffic as it shouldn't be coming down a narrow residential street that wasn't designed for cars to begin with. It needs speed bumps or priority narrowing traffic calming measures to prevent it being used as a rat race.</p>
5	Member of the Public	25-03-2025	<p>Objection</p> <p>I am writing this email to express my concerns at the plan to alter the traffic flow on the V5, notably to stop traffic turning right from the V5 into Gloucester Road. Whilst I can see a reason to ban traffic turning right out of Gloucester Road onto the V5 due to traffic density, I see little reason to ban the movement into Gloucester Road.</p> <p>The roundabout required to turn around to allow traffic to turn left into Gloucester Road is a fair distance to travel and any sensible, adequate driver can easily turn right, as I have done hundreds of times during the time I have lived on Gloucester Road.</p>
6	Member of the Public	25-03-2025	<p>Comments</p> <p>I am a Wolverton local and have been reviewing your proposal in respect to the Greenleys/Wolverton junction on the H5. I am supportive of the removal of right turns; however I am strongly against the installation of a raised kerb i the centre of the road.</p> <p>I cycle out via the V5 and H2 in order to get out to the Wealds, for a number of reasons, mostly relating to the lack of direct redway opportunity along the V5 and H2, the fact that there have been repeated criminal behaviours in Hodge Lea which would be the indirect redway route, and the fact as a lone female I do not feel comfortable riding here when there have been repeated incidents of yobs on mopeds etc on the redways, and ultimately, the fact that on the road I can travel well in excess of 20mph along that stretch, far too fast to be safe for pedestrians on a shared use path.</p>

			<p>Installing raised central islands on an otherwise straight road that is currently quite easy to overtake a cyclist on safely causes drivers to desperately rush to overtake into pinch points, putting riders into danger. This has already become apparent along Stratford Road from Stony to Wolverton, where islands exist for pedestrians to cross. Currently in the 5-6000 miles a year I cycle, I have never had a close pass on the V5 nor the H2. I have had to take evasive action on both Stratford Road on a number of occasions, and also on the H4 near Two Mile Ash where a new central island has been installed creating essentially a single lane dual carriageway for sections (legal designation of road aside, I hope you understand what I mean)</p> <p>Your rationale behind the design is Safer access for road users using this stretch of the V5 however, you have failed to understand that cyclists are legitimate road users, and creating pinch points puts them at much greater danger, and they aren't protected by a 2ton metal cage like someone messing up pulling out of Wolverton is.</p> <p>I am also concerned how this will affect traffic at the roundabout of Stratford Park/Addington Avenue/H1 to Wolverton Mill, as there are a lot of school drop offs in Greenleys that cause traffic carnage which is why in rush hour a lot of cars come out of that turning rather than use the roundabout further up. If every greenleys resident is now either popping out on to the H2 Millers way or turning left on to the V5 and going up and back down to the roundabout this will cause gridlock on that road based on my daily experience of school traffic (I live on Addington Avenue and it is used extensively for Radcliffe drop off, I don't have kids but I see it every morning!) More than 3 or 4 cars getting stuck unable to pull out on to the V5 due to cars making a U turn at that roundabout will gridlock the estate at Budgens morning and afternoon. This will have a disproportionate effect on local residents because a few people don't believe a give way line applies to them. I will be levying a charge on the council for my time stuck in traffic should this change cause regular backlogs across my driveway.</p> <p>I would at a very large push be supportive of camera-based enforcement and fines levied, similar to the bus gate into Old Stratford from Deanshanger Road A422 if you feel you must make it left turn only, during peak times only, but really I don't feel it necessary. Using blunt measures like this to deal with incapable people causes significant disruption for those of us who drive that road multiple times daily without crashing into each other. We should be removing cars and driving licences of those incapable of holding them doing things like pulling out when the give way markings on the road clearly indicated that those on the V5 have priority under the highway code. That would be a better measure for road safety across all of Milton Keynes. There is of course also the concept that as is is single lane single carriageway it should be perfectly safe to turn out of if you have even basic powers of observation. My experience is we don't see nearly the number of smashes making right turns into/out of the Greenleys/Statford Park junction further up (Field Lane). So what is it about Gloucester Road residents that makes them incapable of pulling out safely.</p> <p>40mph I have no issue with especially, however one of the key selling points of MK is that the grid roads allowed high speed transit. It would be interesting to see if reducing the speed limit allows those with the reaction speed and spatial awareness of a rhinoceros to now pull out safely without all the other money waste, inconvenience to residents and danger to vulnerable road users. Make the driving test harder. Consider particularly those of your licensed taxi drivers, as these are often the most below par drivers, and deal with those who fall short, rather than trying to make everything into a slow-moving one-way racetrack.</p>
7	Member of the Public	25-03-2025	<p>Comments</p> <p>As a former resident of Greenleys - and a relative of people involved in a serious road collision owing to another driving not watching when taking a right turn from Field Lane onto the V5 - I strongly support the proposals to remove right turns at these named junctions.</p> <p>However, I am not convinced that there is a need to reduce the speed limit on the V5 to 40mph. It seems to me that removal of these right turns would be sufficient to improve safety on this stretch of the V5 without the need for a reduced speed limit. At the very least, I would suggest that the removal of these right turns is tried first and later reviewed to decide whether further measures are needed.</p>

			Your consultation information does not indicate whether the proposed changes would effect any public bus routes. I think this should be taken into account and that any changes should be conditional on there being no detrimental impact on bus services within Greenleys.
8	Member of the Public	25-03-2025	<p>Comments</p> <p>Thank you for the opportunity to comment.</p> <p>Bullet one</p> <p>... says the Right Turns onto Gloucester Road etc.</p> <p>The diagrams seem to suggest preventing both right turns into and out of these four side roads. I'm totally in favour – personally I think pulling out and turning right is far more dangerous than turning in; when turning in you are already on the main road, (shouldn't) have to worry what's coming up behind and have to accelerate across oncoming traffic for a few yards. Pulling out you have to consider traffic from both sides and be prepared to accelerate from a standing start to maybe 60 MPH as quickly as you can.</p> <p>Bullet four</p> <p>In favour of the reduced speed limit but please extend it to the current 30 MPH limit between the Wolverton Mill bus stop / High Park Drive. It's confusing enough already with a 60 limit between H1 and H2 (and round the Greenleys Roundabout although I've never had a car that can do it!), then down to 40 as you leave the roundabout (and are concentrating on the next turn) then down to 30 while you are still making sure you are below 40...</p>
9	Member of the Public	25-03-2025	<p>Comments</p> <p>I am a resident who lives in Wolverton and uses the Gloucester Road entrance, both in the morning and of an evening. Preventing a right turn into the junction is just going to increase congestion.</p> <p>It would be better if you installed a traffic light system that services both the Wolverton and Greenleys entrances rather than those that you are proposing. It would also have been better if you had installed a traffic light system or a roundabout at the McConnell drive entrance rather than the other measures you put in place.</p> <p>I would also like to know what is being done about the potholes in and around the same area that is likely to cause more accidents as people swerve to avoid the holes that are damaging wheels.</p>
10	Member of the Public	25-03-2025	<p>Objection</p> <p>I would like to lodge an objection to all the suggested changes. I feel that the road layouts that have been suggested will increase traffic in other areas of Wolverton and Greenleys and will take more traffic off the main roads and onto side street which will be more dangerous for public as well as disruption for local schools, doctors and residents.</p> <p>Turning off the V5 into Gloucester Road, Greenway Lane, should be kept available as a filter lane is already provided to allow for traffic to pass freely.</p> <p>I respect that turning right out of these junctions and the other two junctions mentioned is a dangerous situation crossing across the road traffic and that possible mitigations do need to put in place however I think we need to allow for common sense of drivers more than trying to restrict them even more.</p> <p>In regard to reducing the speed limit to 40. I feel that this may encourage more people to try and cross the road instead of using the underpasses as now the bus stops are live especially by</p>

			<p>Greenleys Lane, slower traffic will encourage people just to nip across instead of using the designated footpaths.</p> <p>Also, most of the other grid roads of Milton Keynes have been 60 for many years and allows faster routes which encourages people to use these, instead of using side streets and back roads to get to their destination. So keeping the main traffic on the intended routes.</p> <p>Finally with Gloucester Road specifically, people will use McConnell Drive instead to get into Wolverton residential streets. The junction into Wolverton is a very tight turn and can already be quite dangerous, closing right turn access to Gloucester Road this off coming from the Hodge Lea direction would most probably divert traffic to McConnell Drive instead therefore increasing traffic on this road.</p>
11	Member of the Public	26-03-2025	<p>Comments</p> <p>I have seen that you are currently putting out to consultation safety proposals relating to V5 in Wolverton.</p> <p>As part of this I would like you to consider only allowing left hand turning at the end of Gloucester Road.</p> <p>So many people take unnecessary risks, particularly when they are rushing to turn right at this junction. With a roundabout so close by to the left I feel a change like this wouldn't cause undue inconvenience. As part of this it is not unusual to be waiting at this junction to turn left at present & your view from the right-hand side is completely blocked by stationary vehicles waiting to pull out. This can cause delays to the flow of traffic, frustration from drivers further who can see there is a gap but don't appreciate that the driver at the junction cannot. Also people can feel tempted and/or pressured to pull out without being able to see oncoming traffic.</p> <p>I have long since found this to be a huge frustration & not only potential but actual hazard. It's not unusual for there to be accidents of one kind or another at the junction & is only a matter of time before there is a very serious one.</p> <p>Thank you for your consideration & feel free to contact me if you wish to discuss my concerns further.</p>
12	Member of the Public	26-03-2025	<p>Objection</p> <p>As a local resident, (I live in Blue Bridge), and regular user of Great Monk Street I see no need whatsoever for changes to the roads and turnings. Traffic flows efficiently along these roads. The only problem is the change from 60 to 40 to 30 MPH in a very short distance as one approaches Old Wolverton Road. Otherwise, please leave it alone.</p>
13	Member of the Public	26-03-2025	<p>Comments</p> <p>I am a resident of Wolverton living on Gloucester Road and would like to share my opinion on this.</p> <p>The traffic is already far too much on this road, that having everyone wanting to turn into Gloucester Road having to go all the way down and past the next roundabout will take every car another 2 minutes, causing a lot more environmental damage. Having a roundabout or double roundabout with the Greenleys junction makes so much more sense!</p>
14	Member of the Public	26-03-2025	<p>Comments</p> <p>I've just seen your proposal to close the right turns into Gloucester Road etc.</p> <p>I feel this has a limited impact and won't prevent accidents from cars trying to pull out from Gloucester Road into the traffic heading from Wolverton on the V5 . I'd suggest adding another roundabout which will force cars travelling in BOTH directions on V5 to slow down and provide better opportunities for the cars coming out of the estates onto the V5.</p>

			Also, will be better for roads, environment by not forcing people to drive further and forcing everyone to come back on themselves at the next available roundabout which will probably cause even more gridlock.
15	Member of the Public	27-03-2025	<p>Objection</p> <p>Seeing the upgrade on the highway on V5 along the H1 and H2 sections, while am on board with the proposal and consider safety as the primary motive for all my decisions as well, closing right turn with the new speed limit of 40 would cause me inconvenience in accessing my home on a day-to-day basis.</p> <p>Please let me know if we can avoid closure of the rights, and also am happy to consider any alternatives that might be proposed to this.</p>
16	Member of the Public	27-03-2025	<p>Objection</p> <p>City of the Future welcomes the modification of grid road junctions into a left-in/left-out configuration at accident blackspots and supports this intervention in this case. However, we see no case for the introduction of a 40mph speed limit on a road to which pedestrians do not have access once the right-turn junctions are removed. As such, we will object to the proposals until the speed limit reduction is removed from them.</p> <p>This proposal is the latest in a rolling program of speed limit reductions on the grid road system carried out by Milton Keynes City Council. Following public backlash to repeated attempts to initiate a citywide speed limit reduction, MKCC appears to be pursuing a program of piecemeal reductions, ultimately serving to slow the overall grid system and reduce the ease with which people can travel by car around Milton Keynes. For example, “safety interventions” at several locations have included unnecessary speed limit reductions. These include H4 at Two Mile Ash, H5 at Grange Farm, and H2 at Stacey Bushes. In all these cases, junction redesigns were sufficient to address the safety issues (although a roundabout is still needed at the H2 / McConnell Drive junction).</p> <p>City of the Future has detailed this program of speed limit reductions on our website. The below map illustrates the extent to which grid road speed limits have been slashed since 2004.</p> <p>City of the Future is campaigning for a citywide 60mph speed limit (including dual carriageways). To achieve this, we are pushing for safety interventions where needed, including junction reconfigurations, new grade-separated crossings, deterrent fencing, and grid road dualling. In this case, if there is evidence of pedestrians accessing the grid road unsafely despite the existence of two underpasses, better signage along with deterrent planting and fencing may be needed to prevent this.</p> <p>We will circulate this response publicly to draw awareness to MKCC’s ongoing program of grid road downgrading. In the meantime, if these proposals are amended to remove the speed limit reduction (including increased lane widths if necessary), City of the Future will gladly support the remaining elements of the safety scheme.</p>
17	Member of the Public	27-03-2025	<p>Comments</p> <p>I’d like to add my voice to the consultation on the above.</p> <p>I’m in favour of the suggestions to calm the traffic and restrict the right turns especially after witnessing a collision between a car turning right into field lane and a motorcyclist going straight on the resulted in life changing injuries to the motorcyclist about 5 years ago that is about to go to court.</p> <p>Can I request that consideration needs to be given to how the carriageways will be separated. It needs to be a type of central reservation to discourage pedestrian traffic from attempting to use the street as a crossing point and force people onto the redway. This is extremely pertinent at the</p>

			<p>Gloucester Road junction where I've witnessed people doing the school run and crossing the road from Gloucester Road to Greenleys lane with young kids and prams and if the carriageways are separated by an island type of central reservation would encourage rather than discourage this behaviour. It's needs to be a fence or large barrier type</p>
18	Member of the Public	27-03-2025	<p>Comments</p> <p>I drive this road twice a day, and the mornings are a lottery, the problem is there are three roads that drive up to and around the roundabout at the same time causing traffic chaos, between Millers Way (both sides) and Great Monks Street, then on top of that the A5 roundabout traffic lights causes traffic backup all the way to the same roundabout, between 8am and 9am it's madness the congestion is crazy.</p> <p>It's not so much the side roads, it's the advancing towards the roundabout all at the same time, with some vehicles driving fast, not giving way or beeping if you are trying to cross, this can be just as dangerous.</p> <p>I would like to suggest the cheapest option would be to install traffic lights at the roundabout allowing each road to cross over safely, without everyone driving at the same time... Sooner rather than later also could someone sort out the back up from traffic lights at the A5 going up to and around the roundabout as well; people can't move.</p> <p>Could someone observe this driving up Millers Way from the museum around 8am over 5 working days heading up and around roundabout going towards Greenleys and see what happens, they will be shocked, some days are worse than others. Hope this helps.</p>
19	Member of the Public	27-03-2025	<p>Comments</p> <p>I have been looking at your proposed road safety scheme for these junctions. Whilst appreciating the need for safer turning and less collision potential - I would like to point out (as a daily commuter to and from the A5) that If we are no longer able to turn right from Great Monks Street into Gloucester road, we will have to drive all the way down to the Greenleys roundabout and come back up to enable us to turn left into Gloucester road.</p> <p>From the point at the Hodge Lea roundabout, this extra journey adds 1.26 miles to just be able to actually turn into Gloucester Road, and the same in reverse for the Greenleys Lane junction.</p> <p>As a multiplier, this obviously immediately adds hundreds, if not thousands of commuter miles per day to both sides of the road.</p> <p>I would be interested to know if, or how this has been squared in relation to the upscale of the carbon footprint of the proposed idea, or indeed if any other themes have been put forward, such as mini roundabouts or traffic lights.</p>
20	Member of the Public	28-03-2025	<p>Objection</p> <p>I disagree with Milton Keynes City Council's proposals for;</p> <ul style="list-style-type: none"> • Closing the Right Turns onto Gloucester Road, Greenleys Lane, Field Lane and Wilkinson Crescent • Safer access for road users using this stretch of the V5 • Traffic signs and road marking renewal and upgrades • Introduction of a new 40mph speed limit <p>I believe these proposals will be a huge inconvenience (regarding access to homes, business, health care and education) to Wolverton residents and visitors.</p> <p>Instead, I feel that the following safety measures would prove less of an inconvenience all round.</p> <p>Gloucester Road:</p> <ul style="list-style-type: none"> • Continue to facilitate right turns IN.

			<ul style="list-style-type: none"> Prevent right turns OUT. Alternative solution; install a mini roundabout at this junction. <p>From personal experience, right turns into Gloucester Road are fine, but right turns out of Gloucester Road are risky.</p> <p>For drivers wishing to exit right from Gloucester Road to join the V5 Great Monks Street; it would be safer for them to make a left turn, drive the short distance to Hodge Lea roundabout, take the 4th exit (effectively make a U-turn), to continue eastwards on the V5 Great Monks Street.</p> <p>Wilkinson Crescent:</p> <ul style="list-style-type: none"> Continue to facilitate right turns IN. Prevent right turns OUT. Alternative solution; install a mini roundabout at this junction. <p>V5 Great Monks Street:</p> <p>The speed should remain at 60 mph. There is no requirement for it to be reduced to 40 mph.</p> <p>MKCC should stop slowing the MK grid road system. Instead, focus on implementing measures to prevent pedestrians from being able to cross the main carriageways.</p> <p>I would appreciate the opportunity to review the aforementioned.</p> <ul style="list-style-type: none"> collision data safety records accident risks diversion routes. <p>Please advise where I can find this information.</p>
21	Member of the Public	30-03-2025	<p>Objection</p> <p>This will be far less effective than a roundabout as EVERYONE will need to add considerable distance to their journeys and will cause excessive congestion to the roundabout next to Stratford Park, whereupon people will have to U-Turn to come back to get into the top of Wolverton?</p> <p>Have the residents even been considered or consulted?</p> <p>I look forward to your response.</p>
22	Members of the Public	30-03-2025	<p>Objection</p> <p>I hope the above proposed changes are still being reviewed. Surely a roundabout by Gloucester Road and Greenleys would be a more viable option. There would be no need for those wanting to turn right out of Gloucester Road or Greenleys, having to drive down to the Stratford Park roundabout to do a 'U' turn!</p> <p>Your proposed changes are going to cause a huge amount of extra traffic using the Stratford Park, Addington Road roundabout, for those doing 'U' turns. As a Stratford Park resident, I am really concerned about us residents being able to pull out of the estate. I believe this is going to cause more accidents, as people will become impatient waiting, and will just risk it and pull out!</p> <p>Have you consulted the affected residents about this proposal? I haven't received a letter regarding this.</p>
23	Members of the Public	30-03-2025	<p>Objection</p> <p>This plan will make it harder for residents of Wolverton to access the town which has already limited access into and this would increase traffic by 35% via Stratford Road and McConnell Drive.</p>

			<p>As a resident of Wolverton over 20 years the only accidents I have seen are when drivers turn right out of Gloucester Rd, mis judge the speed and spaces of the traffic on the V5. there has never been an accident turning right into Gloucester Road.</p> <p>This plan would be better designed with traffic control lights with filter lanes at Gloucester Rd and Great Monk Street.</p> <p>All the emergency services use this route into Wolverton under blues and twos as it's the most direct route from the A5.</p> <p>Commuting routes will be longer and slower than the MK Plan of the original plan for Milton Keynes.</p> <p>This council is anti traffic, which is not quickly increasing public transport and after a 5.9% increase to my council tax not worth my votes and support.</p> <p>Labour Party or not this plan does need rethinking, look at the history and idea behind this great city.</p> <p>I look forward to hearing from you and that you look again at your plan</p>
24	Members of the Public	31-03-2025	<p>Objection</p> <p>Is there access to the data and options.</p> <p>From what I can see on the link to the consultation there's one proposal and no opportunity to comment nor is there access to the data.</p> <p>For me to access Oxford Street from the Hodge Lea roundabout I'd have drive to the Greenleys roundabout and come back on myself along Great Monks Street. This is often at a crawl/standstill in rush hours, and I believe the volume of traffic will be significantly increased at those times by others taking this new route.</p> <p>The same can be said for turning right from Greenleys Lane this is only a problem during rush hour.</p> <p>I don't know the difference in cost between the proposed changes and say traffic lights which could be sensor activated or timed so that they are operational during peak times.</p> <p>I wouldn't support a mini roundabout since no one appears to know how to use these as is seen many times a day on Creed Street.</p>
25	Members of the Public	01-04-2025	<p>Objection</p> <p>In the first instance, whilst something welcomed, it has to be the most ill thought road safety proposal in that it will cut off that part of Wolverton that is served from Gloucester Road, with traffic for that area now forced to go northbound along the V5 to the H1 roundabout and return, thus increasing journey time, fuel usage and road occupancy, the southbound carriageway at certain times of the day is bumper to bumper NOW without the additional traffic this creates.</p> <p>Secondly, it will increase traffic tremendously along Ardwell Lane on Greenleys (past the RC school and nursery and my house) as southbound traffic that currently turns right from the V5 into Field Lane and then disperses, will then have to turn right at the H1 roundabout onto the H1, then left into Ardwell Lane before reaching Field Lane to disperse.</p> <p>Thirdly, it will increase southbound traffic that currently turns right from Field Lane onto the V5, along the entire length of Ardwell Lane, in either direction to the H1 at the north end or via Greenleys Lane and the H2 at the southern end, the latter also has a '1st School', 2 nurseries and local shops area which generate road traffic in themselves, added to that there is also a huge new</p>

			<p>build development now under construction on the former rugby club grounds at the end of Field Lane by the turning into Pinders Croft which will further add to the traffic issue, which is the subject of a planning faux pas in not creating additional access to link directly with Greenleys Lane behind Wainers Croft.</p> <p>Fourthly, it will also increase traffic along Addington Ave on the Stratford Park development to those houses between there and Wilkinson Crescent, this road already has a fair amount of traffic now as it serves two entrances to Radcliff School and also the Swimming Pool complex.</p> <p>Fifthly, the grid roads were designed to take major flows of traffic, all this scheme in its current format will transfer a lot of that onto the local estate roads which are NOT designed to cope with such, especially in the case of Ardwell Lane with its TWO schools, THREE nurseries and local shops and Addington Avenue as mentioned in the above paragraph. We feel and fear that there will be more accidents as a result of this in particular at the north end of Ardwell Lane by the RC school and the junctions with Oxman Lane and Sokeman Close, where there are several concealed driveways on a blind bend.</p> <p>Sixthly, the timing of this consultation is a joke, closing on Thursday 17th April, the day before the Easter Weekend, with both schools breaking up for Easter this Friday (4th April) coming, thus not allowing the W&GTC time to effectively organise any awareness events locally, either by letter drop or roadshows.</p> <p>Finally, this scheme in its current formatted proposal has to be rethought out and the consultation period extended to allow for more time for other respondees to air thier views.</p> <p>I therefore suggest that you consider widening the V5 from the H2 roundabout to the staggered crossroad junction with Gloucester Road and Greenleys Lane and installing some form of traffic signals to safely control the flow of traffic there and something similar at the staggered crossroad junctions with Field Lane and Wilkinson Crescent.</p>
26	Wolverton & Greenleys Town Council	01-04-2025	<p>In support</p> <p>Please see below the comments from some of the members at our Traffic and Parking Working Group</p> <ul style="list-style-type: none"> - I completely agree that right turns on those junctions are very difficult and something needs to be done. However, rather than eliminating them, I think traffic lights would be better because if everyone's going left (coming out of Greenleys), they will go down to the little roundabout (turning for swimming pool) , to come back again and this will get manic, especially at peak times. - I totally support the elimination of right hand turns in the proposed changes. Not only would this lead to a reduction in accidents but the knock-on effect of a proportional reduction in motor vehicle insurance claims.....which surely is a good thing for everyone. - I can see the proposed plans would increase the safety on that junction of road.
27	Members of the Public	02-04-2025	<p>Comments</p> <p>Having read the plans, I am in agreement for the most part.</p> <p>However, please do not cut off the right turn into Gloucester Road. Either leave as it is or introduce a roundabout - which is what we've been asking for over the last 20 years !!</p> <p>I live in Gloucester Road and it would be an added extra to my journey, as I use this route every time I've been out and about.</p> <p>The rest of the plans are great - just don't cut us off please.</p>

28	Members of the Public	03-04-2025	<p>Comments</p> <p>I am a resident of [REDACTED] and believe I will be directly affected by the proposed changes. I wish to lodge my comments as below, and I will respond to each point individually:</p> <ul style="list-style-type: none"> • No right turn in to Gloucester road <ul style="list-style-type: none"> o I do not support this. This would cause a 1.2 miles detour for anyone heading North on Great Monks Street and put a lot of extra pressure on Greenleys roundabout (thereby affecting residents of Stratford Park, where I reside). This would also cause environmental impact with the extra distance vehicles would have to cover – has this been taken into account? This turning has a full-size waiting box and drivers should be able to choose to wait for a safe gap to cross. • No right turn out of Gloucester road <ul style="list-style-type: none"> o I support this, I do not believe right turns on to grid roads should be allowed. • No right turn in to Field Lane <ul style="list-style-type: none"> o I do not support this, this does not seem necessary. This turning has a full-size waiting box and drivers should be able to choose to wait for a safe gap to cross. • No right turn out of Field lane <ul style="list-style-type: none"> o I support this, I do not believe right turns on to grid roads should be allowed. • No right turn in to Greenleys Lane <ul style="list-style-type: none"> o I partially support this, there is only a half-size waiting box which means vehicles on Great Monks street often swerve to avoid other vehicles waiting to make this turn. The alternative would be to make this a full-size waiting box. • No right turn out of Greeleys Lane <ul style="list-style-type: none"> o I support this, I do not believe right turns on to grid roads should be allowed. • No right turn in to Wilkinson Crescent <ul style="list-style-type: none"> o I partially support this, there is only a half-size waiting box which means vehicles on Great Monks street often swerve to avoid other vehicles waiting to make this turn. The alternative would be to make this a full-size waiting box. • No right turn out of Wilkinson Crescent <ul style="list-style-type: none"> o I support this, I do not believe right turns on to grid roads should be allowed. • 40mph speed limit <ul style="list-style-type: none"> o I do not support this, restricting the right-turns onto this road should be sufficient.
29	Members of the Public	03-04-2025	<p>Comments</p> <p>For people going to the surgery from Hodge Lea Stacey Bushes or Greenleys we would have to drive all the way down to the Greenleys H1 roundabout & then come back up in order to access Gloucester rd. the alternative route for Stacey Bushes residents would be via Wolverton an even longer route. Could they not put a roundabout in at the Gloucester Road junction to allow safer right turns? This would reduce the accidents & near misses that occur. The other big issue is the amount of traffic first thing in the morning that backs up past the Gloucester road junction trying to get across the roundabout across the H2 many to carry on to the H3 roundabout.</p> <p>Speaking as a resident of Stacey Bushes whilst they're at it could they sort out the McConnell Drive H2 junction where turning right onto the H2 from McConnell drive or White Alder Stacey Bushes is equally dangerous with traffic legally doing 50mph at the moment.</p>
30	Members of the Public	04-04-2025	<p>Comments</p> <p>I am writing to share my views on the proposed road safety scheme which I have studied the proposals very thoroughly.</p> <p>As a resident of Gloucester road, I must share my concerns for the huge amount of inconvenience these alterations would cause on residents in the area. Gloucester road is a major entrance to Wolverton and thus sees a lot of traffic as it is the easiest and most convenient way to access people's property.</p>

			<p>Whilst I understand there is room for improvement in regard to safety, I believe that these proposals are far too extreme and unnecessary. I have lived on Gloucester Road for 6 years now and have only witnessed a couple of incidents on the V5/Gloucester Road junction of which I use several times a day. This is down to lack of due care and attention from drivers.</p> <p>I don't think speeding is particularly an issue, but I am not against a 40mph limit as that would increase the reaction/time that people would have to pull out of a junction onto the V5.</p> <p>If you look at both junctions and analysis the safety risks I think it's easy to break it down. Turning right out of each junction onto the V5 poses risks from both flows of traffic. Turning right off the V5 onto Greenleys lane/Gloucester Road requires only one flow of traffic to be free therefore the safety risk is halved.</p> <p>The busiest junction is Gloucester Road and it is situated quite close to Millers way roundabout therefore turning left and going round the roundabout to go northbound on the V5 is not much inconvenience, in fact I often do this myself if the V5 is too busy to turn right onto against both flows of traffic. Therefore, I believe the best solution for all is to eliminate the right turn OUT of the junctions onto the V5, but retain the right turns OFF the V5 into both Gloucester road/Greenleys lane, whilst also implementing the new speed limit. This improves safety but minimises inconvenience to an acceptable level.</p> <p>Thank you for your understanding and I hope you can consider the impact to local residents.</p>
31	Members of the Public	04-04-2025	<p>In support</p> <p>I fully support the scheme!</p>
32	Members of the Public	04-04-2025	<p>Comments</p> <p>As a resident of Wolverton who uses Great Monks Street almost daily, I welcome the proposal to stop vehicles turning right but I object to the speed limit being lowered.</p> <p>We don't need both.</p> <p>The problem is the incompetent drivers not the speed.</p> <p>Unless drivers are trained better (regulate the driving instructors as most of them are worse than the students they teach) and made to be courteous to other road users adding numerous measures to the use of the roads will not help.</p> <p>In the 12 years I have lived in Wolverton, I have witnessed many drivers drive out of Gloucester Road onto Great Monks Street without even pausing to look let alone giving way to traffic already on the road.</p> <p>Drivers in Milton Keynes are in general rude and selfish, and many don't know basic highway code rules. Such as giving way at give way signs and markings.</p> <p>Milton Keynes Council is ruining the grid road system in my opinion by lowering speed limits.</p> <p>The point of the grid system is to allow us drivers to get across a wide sprawling city in a short time rather than crawling around at low speed which will eventually result in people having to get jobs within a small geographical location rather than having the option to work across the other side of MK or get to the motorway or A5 to get to another town.</p> <p>The grid system should be exclusively for the use of motor vehicles and bikes, pedestrians etc should use the alternative routes such as the red ways.</p> <p>Cautious drivers, cyclists etc can get around the estates and villages at lower speeds whilst allowing the rest of us to get around a bit quicker and go further via the grid roads.</p>

			<p>Please keep the grid roads at 60 & 70mph.</p> <p>Implement other safety measures and monitor those who have no regard for the rules.</p>
33	Members of the Public	07-04-2025	<p>Comments</p> <p>In reply to the above consultation, the following are my comments and alternative suggestions to resolve the issues.</p> <p>While from personal experience I would not disagree that right turns onto Grid Roads in MK can be dangerous, no statistics on accidents are given to justify the proposed solution. The proposed solution will have the following adverse effects which are not arranged in any particular order, on the residents in Wolverton & Greenleys, and the wider area.</p> <p><u>Emergency Services.</u> The Fire, Ambulance & Police services will probably come from the South via Abbey Hill roundabout and will have to turn around at Greenleys Roundabout, so delaying their arrival. Conversely, emergency services, Ambulances in particular, leaving Greenleys will be delayed via Greenleys Roundabout.</p> <p><u>Access to Local Services.</u> Greenleys Local Centre & Post Office & Pharmacy are shared with Wolverton. Wolverton Health Centre is used not just by Wolverton residents but also Greenleys residents. As an example, residents of Stantonbury are sent to Wolverton surgery for some blood tests and physiotherapy. In both cases what is a short journey by car will turn into a long detour.</p> <p><u>Vehicle access in and out of Wolverton</u> Residents of Wolverton have only two ways in and out to Wolverton 'Grid Square.: i.e. Gloucester Rd and Stratford Rd. In order for Residents of Marina Dr, Gloucester Rd and Southern Way to get home from CMK area they will either have to drive up to Greenleys Roundabout OR thread their way through the small, double-parked streets from Stratford Rd. The Town of Wolverton pre-existed the building of Milton Keynes City and needs to be protected from the consequences of the big City surrounding it, just as Milton Keynes Village has been. The City has a duty to protect and nurture the viability of Wolverton, which may mean not coming up with the cheapest solution.</p> <p>Solutions <u>30mph Speed Limit:</u> The cheapest solution would be to make the whole of V5 Great Monks St 30mph from Stratford Rd Roundabout to Hodge Lea Roundabout. <u>Traffic Lights:</u> The worst-case solution would be to add double Traffic Lights between Gloucester Rd and Greenleys Lane. <u>New Roundabout:</u> The ideal solution would be to build a new roundabout as shown in this heavily Photoshopped image.</p>  <p>I am no traffic engineer but the V5 Grid Road corridor is designed to be dualled in the future so it should be able to fit in a roundabout.</p> <p>In conclusion, please can we have a New 'Gloucester Road Roundabout'.</p> <p>Finally, I have two questions. Q1:- Has a traffic survey been done of the number of vehicles that turn right at Gloucester Rd and Greenleys Lane junctions and also how many vehicles need to cross the V5 in both directions between Gloucester Rd and Green Lane. Thos figures will help to justify the solution. Q2:- How are the residents of Wolverton & Greenleys being consulted? When and where will the public meetings and presentations (two, one for each area) being arranged?</p> <p>Thank you for your attention.</p>

34	Members of the Public	07-04-2025	<p>Objection</p> <p>I am writing to lodge my formal objection to the proposed road safety scheme on V5 Great Monks Street between H1 Ridgeway and H2 Millers Way.</p> <p>Firstly, I must express my deep concern over the lack of proper consultation. No letters or direct communications have been sent to affected residents. Many of us only found out via social media. This is entirely unacceptable for a proposal that will have a major impact on thousands of people living in surrounding areas like Wolverton, Greenleys, Stacey Bushes, and Hodge Lea. Public consultation should be inclusive, not limited to those who happen to see a post online.</p> <p>Secondly, the proposed closures of right turns onto Gloucester Road, Greenleys Lane, Field Lane, and Wilkinson Crescent will cause massive disruption. Many residents will be forced to take much longer routes — such as detouring via the Greenleys or Wolverton roundabouts — just to access medical services, schools, and homes. This is particularly concerning for those who rely on taxis, have mobility issues, or need regular access to the GP surgery in Wolverton. It will also add traffic to smaller residential roads near schools and nurseries — such as Ardwell Lane — increasing risk to children and raising emissions in sensitive areas.</p> <p>Additionally, I would like to raise a concern regarding the consultation process itself. While I understand that the Council may not be legally required to notify individual households for this type of road safety scheme, Government guidance strongly encourages direct engagement with affected residents — particularly where access, safety, or daily convenience may be impacted.</p> <p>According to the Department for Transport’s <i>Traffic Management Act 2004: Network Management Duty Guidance</i>, councils are expected to:</p> <p><i>“Ensure that consultation reaches those most likely to be affected, using local knowledge to determine the appropriate methods of communication, including direct leafleting, public meetings, or local press.”</i></p> <p>Given the significant implications of this scheme — including restricted access to residential roads, GP surgeries, and local schools — it is disappointing that no letters were delivered to residents in the directly affected areas. I believe this represents a failure in public engagement and transparency, and I urge the Council to take immediate steps to rectify this by notifying households properly and extending the consultation period.</p> <p>In summary, this scheme appears rushed, poorly thought out, and disconnected from the actual needs of residents. I urge the council to:</p> <ul style="list-style-type: none"> • Immediately notify all affected households via post. • Extend the consultation deadline. • Re-evaluate the proposed right-turn closures. • Explore safer, more community-minded alternatives such as mini-roundabouts. • Fully consider the knock-on effects on local traffic, schools, and emissions. <p>Please confirm that my objection has been received and included in the formal consultation.</p>
35	Members of the Public	8-04-2025	<p>Comments</p> <p>This isn't something I have ever done before, but I do feel very strongly about this issue in particular.</p> <p>I have recently commented on the various Facebook posts with regards to this matter, with the below concerns:</p> <p>"Way to increase emissions by making people have to drive further. There are literally so MANY, and BETTER, options you could choose. Almost half of everyone who goes to the Drs in Wolverton heads across the road to Greenleys (that's around 7k people last time I checked, a long time ago), and now you're going to make it even more difficult, even more expensive in taxis for some, more petrol, mileage ect, all because of poor town planners who clearly aren't local to the area and don't use the roads like the locals do? Ridiculous.</p> <p>Widen the roads, make small roundabouts. It's not difficult.</p>

			<p>And that's coming from someone who has had 3 crashes along there (2 of which weren't my fault btw).</p> <p>And furthermore, the weight of traffic on that road first thing in the morning is horrendous. Let's just add more to it shall we with people trying to get medical help, which is a feat in itself. Let's make unwell people which aren't directly in Wolverton, but the catchment area for the Drs, go even further out of their way.</p> <p>I thought you had to go to university to be a town planner? If it's not them and their utter stupidity, I'm guessing it's some inept AH upper management who's making decisions."</p> <p>NOTE: Please know that that this isn't personally aimed at you, (and I have removed some swearing).</p> <p>There are so many other and better options to choose from, and this is absolutely not in keeping with the original MK Plans, "The City for the Car".</p> <p>I don't understand why public consultation isn't a consultation as to the possible options, as opposed to "here's an option, what do you think?". It's backwards, and wasteful, of time, money, and effort, for all involved.</p> <p>You know what would, by far, would be the best option, and should be replicated across the city, and why oh why this wasn't considered when it was designed (which I will admit, was a design flaw)? Is to move where the T-Junctions are.</p> <p>Imagine if you could go left out of Wolverton, then move to a central lane to turn left in to Greenleys, and vice versa. Magic that. And, there IS enough land either side of the road to make that happen, you just need someone who has the ability to design it.</p> <p>Perhaps modelling software would be beneficial to see the impact this would have.</p> <p>Thank you for reading my input, and I hope these points are considered. Whilst I may not have been as eloquent as I usually would be in a professional capacity, I hope that the tone of this email is obvious.</p> <p>If you would like to get in contact, please do not hesitate to contact me back on this email, or my number below.</p>
36	Members of the Public	10-04-2025	<p>Comments</p> <p>I have just read the proposed improvements for this grid road. Have you looked further down at the Brookside junction and Heathfield into hodge Lea and Stacey bushes? Because these lead off a roundabout from the A5 cars seem to travel at some speed and it makes turning out of these junctions quite difficult.</p>
37	Members of the Public	11-04-2025	<p>Objection</p> <p>I am emailing to raise a dispute against the proposed plans.</p> <p>I do believe that whoever has proposed these plans have never lived in the local area, nor used these junctions prior. As if you did you'd realise just how much traffic is going to build up having to basically put it as a one way road system.</p> <p>I am not against these junctions being changed, nor am I against the speed limit being changed neither, however I do believe some more thought needs to be put in to the type of junction is put in place here.</p> <p>I grew up in this area, and still use the local doctors there now and I believe the speed limit for that road, continuing down to Abby hill roundabout should have been changed to a 40 limit years</p>

			<p>ago, I have seen first hand a crash happen right in front of me from cars going too fast. That being said the proposed plans to change the flow of traffic will cause a huge inconvenience to all residents and drivers in the local area. Not only this making cars travel further thus being more pollution in the environment.</p> <p>If you wanted to leave greenleys shops and go home and lived on Gloucester way, you'd have to drive all the way up, and back down, which would create more traffic build up than there already is on that stretch of road to the roundabout. Also if you wanted to go to wolverton health centre, you'd also have to drive all the way up, and back down - I believe all traffic being diverted in this way will create huge traffic back logs, and build up which already occurs on this stretch of road, especially during rush hour.</p> <p>I don't propose you do not do anything, I think the 40 limit is a good idea, however that I think that stretch of road there is enough space for some major improvement, by implementing a traffic light system, this meaning traffic can safely come off of the roundabout and wait to be able to cross into Gloucester Road. I believe the junctions are close enough to incorporate both sides of the road, to safely route traffic up and down, and also able to cross in and out of this junction. I believe this will help the flow of traffic access all areas, and also lower crashes on this stretch of road.</p> <p>There is enough green area on either side of this road to widen it to put a traffic light system in which would make it much better than the proposed plans for flow of traffic, also making traffic stop at these junctions.</p> <p>I also think that for the other junction at Wilkinson crescent the same would would having a traffic light system in place, as the two junctions opposite are close enough together to incorporate both sides.</p> <p>I do believe the issue on these junctions is people pulling out and crossing right, so I do believe that turning right from these junctions should be stopped, however those traveling with the flow of traffic and want to turn right and cross in, shouldn't be stopped. Again, a traffic light system would really help this area, and I believe will help majorly with the flow of traffic, and not cause too much build up at rush hour.</p> <p>I really think you should reconsider the plans you've proposed for a traffic light system at both junctions, and a new 40 limit.</p>
38	Members of the Public	11-04-2025	<p>Comments</p> <p>I read with interest the proposed V5 (H1-H2) Road safety scheme. I have been a Wolverton resident for 18 years, living in a 2 car household. In the past I regularly drove to office locations in Milton Keynes, more recently I have been a home worker. I have two children, now 17 and 13, and drive them to school and multiple activities. I have a lot of family and friends who live in other areas of MK so I drive to them, as well as out to shopping / entertainment in the city. In short, I regularly (multiple times a day) use the Gloucester Road on to V5 junction (and reverse).</p> <p>I fully support the proposal to make this junction and the Greenley's Lane, Field Lane and Wilkinson Crescent junctions 'no right turn' when joining the V5. I strongly believe that turning right from Wolverton and Greenleys at these junctions is incredibly dangerous, and I have actually never done it, preferring to turn left and go all the way round the roundabout. I have seen many near misses at these junctions from people turning right onto the busy and fast V5 which seem worse than in other places in Milton Keynes due to the proximity of the exits from Wolverton and Greenleys. Particularly thinking about Gloucester Road and Greenleys lane, drivers going between the Health Centre on Wolverton and pharmacy on Greenleys are essentially crossing the V5, which is extremely hazardous.</p> <p>However, I do not support the proposal to prevent drivers turning right from the V5 into Wolverton or Greenleys. Given the traffic management and safety of the lengthy right turn lane, it seems ludicrous to make drivers continue past each turning, swing round the roundabout and come back to turn left. The Greenleys roundabout (at H1) is particularly small, and the Hodge Lea Roundabout is already incredibly busy at rush hour. If I was driving from the A5 roundabout, as I often am, my other option is to turn right down H2, left into Wolverton at McConnell Drive and then travel to my home on Cambridge Street via Church Street. However, this is an incredibly poorly maintained road which has a large/busy bus stop which often causes delays. Additionally, it</p>

			<p>is the entrance to the ongoing (but stalled) Agora site project, and so I assume is going to be closed for this work at some point relatively soon. Stratford Road is another option, which is also very busy already.</p> <p>I hope these viewpoints are useful for you in the decision-making process, and that the more sensible (and faster, cheaper) option of preventing right turns out of Wolverton / Greenleys only is implemented. I am happy to be contacted if further discussion is useful.</p>
39	Members of the Public	11-04-2025	<p>Objection</p> <p>After seeing the consultation notice and as a resident of Wolverton, I must object to one aspect of the proposed changes to the traffic system.</p> <p>I object to the “Closing the Right Turns onto Gloucester Road, Greenleys Lane, Field Lane and Wilkinson Crescent”. If the speed limit is being decreased to 40mph I don’t see the need for the right turning to also be closed and having to divert around back to the next roundabout just to come back up to turn left onto Gloucester Road.</p> <p>I use this right turn every day and having the change would make getting home rather inconvenient. And the other changes proposed will be significant enough on their own to reduce collisions and increase safety.</p> <p>Please reach out if you need any further information.</p>
40	Members of the Public	11-04-2025	<p>Objection</p> <p>Please don’t do this, there is nothing wrong with the layout as it is, altering this junction will result in cars having to drive an extra mile to enter Wolverton, more petrol usage and increased cost to all motorists including extra taxi fares. Also more cars will then navigate through Wolverton via McConnells Drive causing more problems than your trying to solve, the only plausible solution if your intent on altering this junction is to build a large roundabout.</p>
41	Members of the Public	11-04-2025	<p>Comments</p> <p>Whilst I don't object to the reduction to the speed limit, without providing an alternate route into Wolverton will severely impact all the traffic in the area.</p> <p>Either a small double round-about similar to Roman Roundabout in Bletchley or a larger roundabout would be the better option, or traffic lights for right turn traffic. The additional congestion in Wolverton residential streets would be very frustrating with limited parking places.</p>
42	Members of the Public	12-04-2025	<p>Comments</p> <p>As a resident of Carter Grove (Stratford Park), I am concerned at the proposed road changes affecting the right turns into Wilkinson Crescent, Gloucester Road, Field Lane and Greenleys Lane. My objections to to the removal of the right turns are based on the following points:</p> <ol style="list-style-type: none"> 1. Safety, valuable minutes would be lost if an emergency vehicle (coming from the City Centre) to attend an emergency on Wilkinson Crescent/Western Road Recreation Ground. They would either have to do a U turn at the Addington Ave roundabout or enter Wilkinson Crescent via Addington. Not ideal especially at school drop off/pick up times. At those times the road often gets blocked or is difficult to navigate. 2. Safety, the speed limit along that section is currently unrestricted, vehicles consistently break the speed limit there. This is a residential area and also a bus route, currently busses occasionally struggle to pull out from bus stop lay-by. The proposed changes would not address this issue, a speed camera (whilst unpopular) might help deter offenders. <p>My alternative suggestion would be to install 2 further roundabouts, one for Gloucester Road/Greenleys Lane and the other at Wilkinson Crescent/Field Lane junctions. This would address my 2 points, allowing easier access for emergency vehicles and as a physical barrier slowing traffic on this bus route and residential area.</p> <p>I hope you consider my points seriously and alter the current proposal.</p>

43	Members of the Public	14-04-2025	<p>Objection</p> <p>I have seen that a consultation has opened for the proposed changes to the V5 between H1 and H2. I have read the details on the website: Milton Keynes Consultation.</p> <p>However, you have not provided any details about the traffic routing and what these changes will force cars to do. Do you have those details?</p> <p>In my view, if cars are coming from the A5 driving to the south side of Wolverton, they will be forced to go via McConnell Drive and then Church Street rather than going to the roundabout at H1 and turning around, as the V5 towards H2 gets very snarled up at times, adding significant journey time compared to the existing layout. I don't believe that McConnell Drive and Church Street would be a good detour due to those roads having pinch points and sharp corners, causing an increase in accidents. To get down to Gloucester Road, you will also need to go down Green Lane and Stacey Avenue, with Green Lane especially tight and not ready to handle higher car numbers.</p> <p>There is also a big increase in distance needed to cover, whether going around the roundabout at H1 or going down McConnell Drive, increasing by nearly three times. I took my example where I live on Western Road, and my existing route from the Hodge Lea Roundabout is currently 1160m, but with the ban on the right turn, it will increase to 3050m if I go up to the H1 roundabout or 2730m if I go via McConnell Drive. This, with the amount of cars using this turning, will increase carbon emissions significantly for the people close to the V5.</p> <p>There is also a busy GP surgery on the corner of Gloucester Road and the V5, with people from Greenleys being part of that catchment area. This ban will force them to turn left and then join the queue the other way, significantly increasing journey times and carbon emissions.</p> <p>In my view, a roundabout would fix your issues at the four junction positions of interest, as that would slow the cars down but still allow the right turns in all the locations you are proposing to ban. There is enough room at both the Greenleys/Gloucester turnings and Field/Wilkinson to either build four small roundabouts or two larger ones. I agree a 40 MPH limit would also be good as proposed.</p> <p>I implore you to reconsider this proposal as I think it will have significant negative impacts. What happens after the consultation has concluded?</p>
44	Members of the Public	15-04-2025	<p>Comments</p> <p>These are my comments on the proposal above.</p> <p>This change will make the V5 unusable going south, it's already a busy road and forcing traffic from one direction into a very busy entry of Wolverton will make it worse. Residents will start to prioritise the Stratford Road/mccconnell drive turnings taking them past two schools with alot of pedestrian traffic (no pelican crossings).</p> <p>Likewise the health centre is getting busier due to lack of investment in infrastructure while Mk is still growing in housing.</p> <p>I would be interested to see the traffic accident reports as based on 5 years on Gloucester Road and over 15 years in Wolverton as out of all the junctions this one is not the worst in my opinion and the few accidents I have seen would not be solved by this proposal.</p> <p>I would suggest an island in the centre so that cars are protected whilst waiting to turn right into Gloucester Rd. The safety island/additional signage would prevent a righthand turn on both Wolverton and Greenleys junctions. I would recommend the single carriageway is reduced to 40. I would also suggest all roads in the Wolverton urban roads are reduced to 20 as most roads are single lane due to parked cars.</p> <p>If the original plan goes ahead, I think the H1/V5 roundabout surface would be under increased strain from the additional full turn, back towards Wolverton. (Stratford Rd roundabout is a good example of this). I can foresee the congestion would increase, not only along this section of the V5, but from cars waiting to enter the V5 from Gloucester Rd during the busier times of the day.</p>
45	Members of the Public	15-04-2025	<p>Comments</p>

			<p>These are my comments on the proposal above.</p> <p>This change will make the V5 unusable going south, it's already a busy road and forcing traffic from one direction into a very busy entry of Wolverton will make it worse. Residents will start to prioritise the Stratford Road/mccconnell drive turnings taking them past two schools with alot of pedestrian traffic (no pelican crossings). I have two children one at each school who walk to these schools daily. The traffic issues are already apparently with a 30 mph sped limit, parked cars, lack visibility and crossings and now you will be encouraging traffic back through the town, increasing the risk for pedestrians.</p> <p>This turning is a direct turning for the health centre which many use and will encourage even more anti-social driving in this area. It will also put more strain on Wolverton streets which are already heavy with traffic and potholes.</p> <p>I would suggest an island in the centre so that cars are protected whilst waiting to turn right into Gloucester Rd. The safety island/additional signage would prevent a righthand turn on both Wolverton and Greenleys junctions. I would recommend the single carriageway is reduced to 40. I would also suggest all roads in the Wolverton urban roads are reduced to 20 as most roads are single lane due to parked cars.</p> <p>If the original plan goes ahead, I think the H1/V5 roundabout surface would be under increased strain from the additional full turn, back towards Wolverton. (Stratford Rd roundabout is a good example of this). I can foresee the congestion would increase, not only along this section of the V5, but from cars waiting to enter the V5 from Gloucester Rd during the busier times of the day.</p> <p>People want to see the reasoning as to why these decisions are being made rather than just what looks like a quick fix proposal that will just redirect the issue to another area within the town.</p>
46	Members of the Public	15-04-2025	<p>Comments</p> <p>As a resident of Wolverton, my concern about closing right turns from V5 to Gloucester Road would be that access for residents would become more restricted ; the only alternative way into Wolverton residential area would be from Stratford Road, where there is already considerable congestion due to increased housing and supermarket access from surrounding villages. Re-routing all traffic from V5 to Stratford Road would increase congestion and impact road safety along Stratford Road.</p> <p>I wonder if a speed limit along this stretch of the V5 might be a solution?</p>
47	Members of the Public	15-04-2025	<p>Objection</p> <p>I strongly oppose the proposal to ban right turns into Gloucester Road and into Greenleys.</p> <p>In my case, my journey home via Gloucester Road would have to deviate along Millers Way onto McConnell Drive whose junction is already dangerous, then to the hairpin turn onto Church Street, which should not have been permitted in the first place. Users of the Health Centre would do the same, or make an unfeasible detour via Stratford Road and Windsor Street to access Gloucester Road.</p> <p>Residents and users of Greenleys going south, if they cannot turn right, would have to enter Greenleys by the Ridgeway, then along Ardwell Lane past one or two schools, where in both cases there is traffic calming and buses no longer operate due to the roads. The alternative is to go along Millers Way to the junction with Ardwell Lane ie a right turn off Millers Way which both long winded and undesirable.</p> <p>All of which entailing longer journeys and more use of petrol and diesel.</p>

			<p>May I respectfully suggest that someone from Highways carries out a trial of all these journeys, when the impracticality will become clear.</p> <p>If there are statistics justifying change, which have not been published, then a simpler solution would be a 30 mph limit from the Hodge Lea Roundabout to the Ridgeway roundabout. There are already three different speed limits on that stretch! Perhaps with the addition of a roundabout at Gloucester Road. Wolverton is a District Centre in the local plan, and there cannot be any justification for closing off one of its few access points.</p>
48	Members of the Public	15-04-2025	<p>In support</p> <p>I am in favour of this proposal to stop the right turns onto the section of the v5 in Wolverton Greenleys, between ridgeway h1 and millers way h2. I have seen numerous accidents at these junctions, and, although I can see it may be annoying to some people, the roundabout is not far away at which to turn round. I am not sure that a 40mph is also necessary - maybe 50 mph to be the same as the stretch outside the museum on millers way h2, where a similar safety scheme has already been put in. I do not think that making this stretch of road 40mph as a sole measure will be effective, that is, I do not think it will prevent accidents.</p>
49	Members of the Public	15-04-2025	<p>Comments</p> <p>I am writing to oppose the changes being proposed on the V5 whilst I agree that the current speed limit could be lowered and the right turn out of both estates could be changed making it no right turn into them will cause more problems in Wolverton and Greenleys as cars will be pushed to use other routes into the estates causing problems on green lane and Stacey Avenue and Winsor St which are already grid locked at times.</p> <p>Wolverton is already having enough parking and traffic flow problems an adding this additional traffic through the centre of town will make this situation worst.</p>
50	Members of the Public	15-04-2025	<p>Comments</p> <p>I'm a resident of Gloucester Road and have just been made aware of the following ongoing consultation: and have a query.</p> <p>I regularly enter Gloucester Road by turning right off Great Monks Street; if right turns were banned the logical thing would seem to be to continue on to the next (Greenleys) roundabout, go all the way round it and back again along Great Monks Street and turn left into Gloucester Road. Will this be permitted under the planned arrangements and do your plans allow for drivers doing this?</p> <p>Sorry to trouble you with this query but the answer will make a great difference in how I respond to your consultation.</p>
51	Members of the Public	15-04-2025	<p>Objection</p> <p>I wish to log my objections to the planned change of right hand turns from Gloucester Road onto V5 .The main issues I have got is that stops right turn from v5 into Gloucester Road would mean that you would have to drive all the way down to the next roundabout and come back up .This is quite a distance compared to some of the other areas that this so call improvement has been actioned. And in rush hour would cause more delays for locals. And this is the best access to top end of Wolverton like Gloucester Rd Southern way and other roads nearby.</p> <p>Where I would except stopping right hand turn from Gloucester Road would be a good idea. I would rather see a roundabout added to both the Wolverton and Greenleys turning. This would allow the flow of traffic. The reduction to 40 miles per hour is to slow I rather see a 50 as the other areas were this has been put in place it is too slow.</p>
52	Members of the Public	17-04-2025	<p>Objection</p> <p>I strongly disagree with this proposal. I think it's a shambles trying to close the top of Gloucester Road right turning, I live in Wolverton and I can say the best solution would be another</p>

			roundabout. I feel this would cause great levels of traffic and very inconvenient for the people of Gloucester Road and Southern way to get home without inconvenience.
53	Members of the Public	18-04-2025	<p>Objection</p> <p>Just wanted to ask why you are not considering putting in mini- round abouts, rather than blocking right turns into Gloucester Road, Greenleys Lane, Field Lane and Wilkinson Crescent.</p> <p>I don't really understand why we (the majority) should suffer these proposed changes for the few who cannot adhere to the Highway Code. Their patience is lacking not mine.</p> <p>I will find this a great inconvenience, as I pride myself on my adherence to the Highway Code.</p> <p>Have you considered that people will probably use other alternative routes to enter Wolverton which would make a severe increase to the volume of traffic using these other accesses routes into Wolverton. This will increase the traffic volume through the grid streets of Wolverton and therefore make it more dangerous for the citizens who live in Wolverton.</p> <p>I don't agree with the speed limit being reduced either, I can't see people complying.</p> <p>Have you considered speed cameras along that stretch of road?</p> <p>I just believe that your suggestions for blocking of right turns will just make everyone's life more difficult, because if you have to go to the round (coming back on yourself) about to gain access to Gloucester Road you will find that you are sitting in traffic for up to 10 minutes, which will be even more frustrating.</p>
54	Members of the Public	18-04-2025	<p>Objection</p> <p>I'd like to register my dissatisfaction with the proposed changes.</p> <p>I am particularly unhappy with the proposal to stop traffic turning right into Gloucester Road (by the Health Centre).</p> <p>As opposed to making unnecessary changes to the road, I'd welcome an investment into improving the road surfaces themselves.</p>
55	Members of the Public	18-04-2025	<p>In support</p> <p>I am a former resident of Wilkinson Crescent and I lived there for 11 years. I would completely support this. It's downright dangerous, especially during busy periods like school runs and rush hour.</p> <p>We've seen car crashes and motorbike riders knocked off. Not taking action would be illegal considered in my view. For the minor inconvenience of going roundabout to roundabout, it makes sense.</p> <p>Wilkinson crescent should also be made one way in my view as it is unsafe especially at school times.</p> <p>One thing to consider is whether you need to install lights on the main roundabout as it can be quite congested at times.</p>
56	Members of the Public	18-04-2025	<p>Comments</p> <p>Please accept these comments as a member of the public who resides within Wolverton and is directly impacted by the proposed changes as per the mapped area.</p>

			<p>Elements of the scheme, which I would be supportive of:</p> <ol style="list-style-type: none"> 1. Safer access for road users using this stretch of the V5 2. Traffic signs and road marking renewal and upgrades 3. Introduction of a new 40mph speed limit <p>However, I wish to specifically voice my concerns over the following:</p> <ol style="list-style-type: none"> 1. Closing the Right Turns onto Gloucester Road, Greenleys Lane, Field Lane and Wilkinson Crescent <p>In general, I believe the removal of the right turns coming out of the named roads onto the V5, on balance, is a positive alteration. And this limitation alone is likely to reduce the number of collisions along this stretch, as well as removing the congestion at the respective junctions.</p> <p>Where I wish to raise concerns and object to the proposals, is the removal of right turns into these roads off the V5. I have broken this down below for your consideration:</p> <p>For Field Lane and Wilkinson Crescent, as infrequent user of these sections, I have no detailed comments to provide but note based on the estate layout, there is scope to use Addington Avenue and H1 Ridgeway close by as alternative routes for right turns and general access.</p> <p>I am very concerned about the removal of the right turns into Gloucester Road and Greenleys Lane. I do not feel the layout has considered the impact on the Tesco/Pharmacy shops here, and more significantly, the Wolverton Health Care building. Further to this, while Hodge Lea Roundabout, is a well sized roundabout to account for cars using it to turn around; the Greenleys Roundabout, is much smaller, unmarked, and less well suited for the additional turn around from traffic. This coupled with the fact most cars approach the Wolverton Health Centre from the Hodge Lea Roundabout, leads to additional distance, time and costs to vulnerable individuals travelling. As well as increased carbon emissions, which is contrary to the objectives of the Council.</p> <p>There is also the risk of users going via Millers Way/McConnell Drive to enter Wolverton - this junction is far more dangerous for right turns both in and out of the area. The road brings you into the congested Conservation area of Wolverton, where roads such as Green Lane are already struggling with what is effectively a give way system.</p> <p>On this basis, whilst I am pleased to see improvements in safety are to be made here, I am strongly concerned with the complete removal of right turns in the area. I hope that a more hybrid approach is sought, which takes into account, not the V5 but the surrounding busy and smaller roads of Wolverton, which are already suffering from high volumes of parked cars.</p>
57	Members of the Public	19-04-2025	<p>Objection</p> <p>I am writing to formally object to the proposed changes outlined in the V5 (H1-H2) Road Safety Scheme currently under consultation.</p> <p>While I appreciate the council's intention to improve safety along this section of Great Monks Street, I have serious concerns about the practical implications of the planned closures, particularly the removal of right-turn access onto Gloucester Road and Greenleys Lane.</p> <p>These changes raise a fundamental question: how are residents living on Gloucester Road and Greenleys Lane expected to access their homes? The suggested measures appear to add unnecessary time and complexity to every journey, forcing drivers to either stay longer on the V5 or divert through narrow, single-lane residential roads in areas such as Wolverton. This not only increases congestion but risks displacing traffic issues into quieter neighbourhoods that are not designed to handle this volume or type of traffic.</p> <p>Furthermore, I question why a roundabout was not considered as a more effective and inclusive solution. A roundabout would serve the dual purpose of slowing vehicle speeds—one of the scheme's stated aims—while still allowing residents safe and efficient access to their streets. While it may result in increased traffic at certain points, that is an inevitable outcome under the current proposals as well, without the benefits of maintained access.</p>

			<p>Finally, redirecting vehicles away from the purpose-built V and H grid roads and into residential zones undermines the city's long-standing planning ethos and will result in an increase in air pollution and decreased air quality in areas where people live, walk, and play. In an era when we are rightly focused on environmental responsibility and sustainability, I find it deeply concerning that such a proposal is even being considered as a viable long-term solution.</p> <p>I urge you to reconsider the proposed design and explore alternatives—such as roundabouts or controlled intersections—that maintain accessibility, ensure safety, and uphold the environmental and urban planning values that Milton Keynes has long stood for.</p>
58	Members of the Public	24-04-2025	<p>Comments</p> <p>I am writing in response to the consultation on the V5 Great Monk St road safety proposals.</p> <p>While I am in favour of improving road safety I believe it should also not be at "any cost" to the millions of road users out there who are going about their daily lives. There needs to be an element of common sense and reflect the fact that all drivers have been tested on their ability to judge traffic conditions and make a right turn safely without colliding with another road user. This scenario occurs hundreds of times daily when going about our business.</p> <p>I have lived in Wolverton for 40 years and regularly use the Junction into Wolvertons Gloucester Road multiple times a day. I have only seen one incident in all those years where there has been a collision there.</p> <p>During the day traffic along Gt Monk Street is at a normal level and the ability to navigate the right turns requires a little patience but is very achievable without inconveniencing anyone or putting them in danger. It is supported well by the filter lanes that are in place which is convenient and keeps the flow of traffic and enhances safety.</p> <p>The consequence of preventing right turns into Gloucester Road is to upset the flow and quantity of traffic filtering through the narrow streets of Wolverton.</p> <p>To access the doctors surgery, one would need to travel the length of Gt Monk St to the roundabout and then come back again to turn left into Gloucester Rd. This will double the amount of traffic going along Gt Monk St it would also increase delays and queues that build up during the morning and evening rush hours and instead of cutting across the queue and turning right into Gloucester Road I would have to go up to the roundabout and then join that queue to come back again, significantly increasing my journey time.</p> <p>Wolverton is densely populated and Gloucester Road is one of two main entrances giving access to the town from the south if right turning is stopped then the alternative route is to enter through McConnell Drive. This will mean driving up through the narrow streets from Glyn Square creating far more traffic throughout the town with associated additional safety risks and delays as a lot of Wolverton is single track roads due to parking.</p> <p>I object to stopping right turns into Gloucester Road due to increasing journey times and distances and the disruption throughout Wolverton from cars being forced to use alternative routes through the town.</p> <p>I am in favour of putting a mini roundabout at junction of Gloucester Road and Great Monk St if improvements are deemed necessary as mini roundabouts have worked well elsewhere and are a convenient way of altering traffic priorities.</p> <p>I'm in favour of the 40mph speed limit along Gt Monk St while it remains single carriageway to reduce speed past the busy junctions.</p>
59	Wolverton and Greenleys Town Council	25-04-2025	<p>Comments</p> <p>The Town Council has reviewed the proposals put forward by Milton Keynes City Council regarding road safety improvements along the V5 Great Monks Street, between H1 Ridgeway and H2 Millers Way.</p> <p>While WGTC support the initiative to improve road safety and accessibility along this key route, the Town Council has reservations about some aspects of the current proposals—particularly the planned closure of all right turns from Gloucester Road, Greenleys Lane, Field Lane, and Wilkinson Crescent.</p> <p>We are concerned that these closures will not alleviate the current issues, but could instead exacerbate them by:</p>

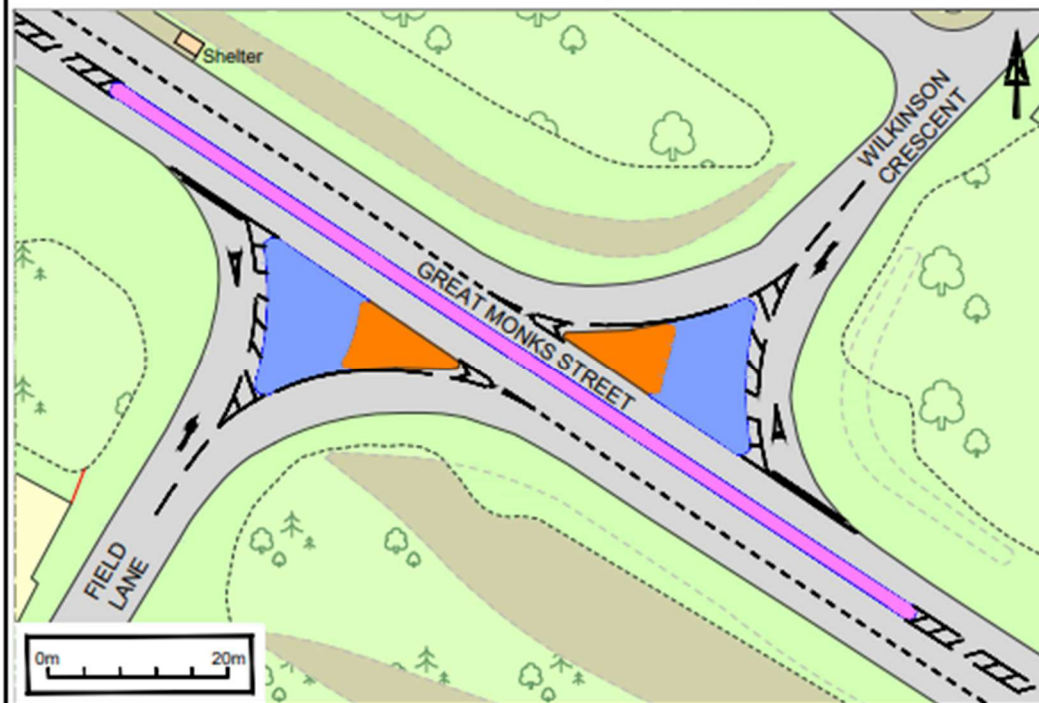
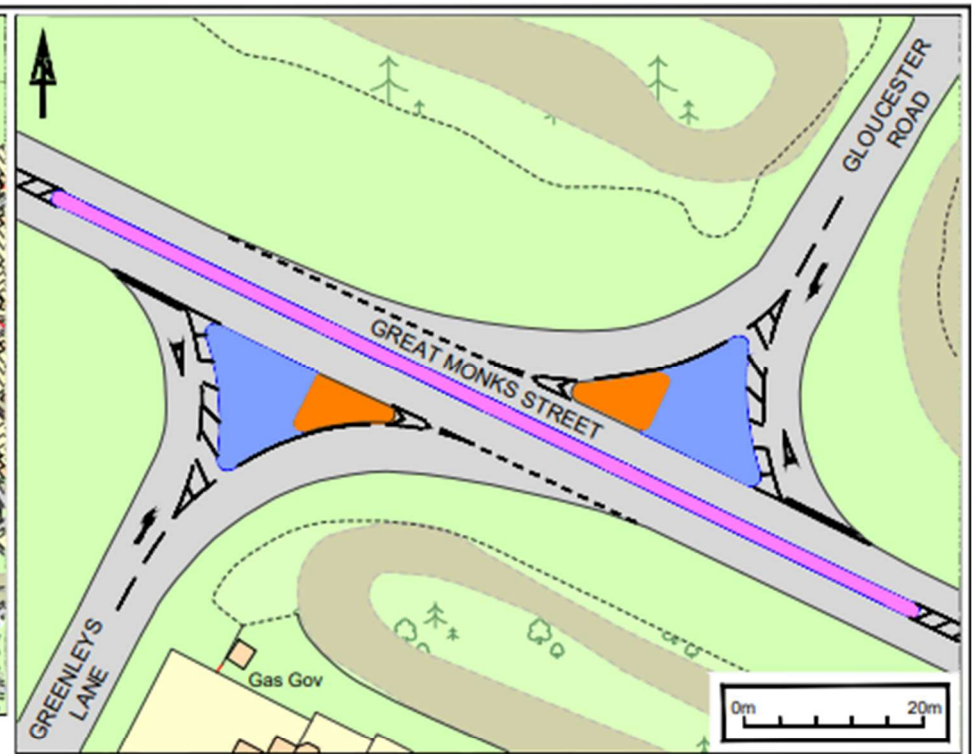
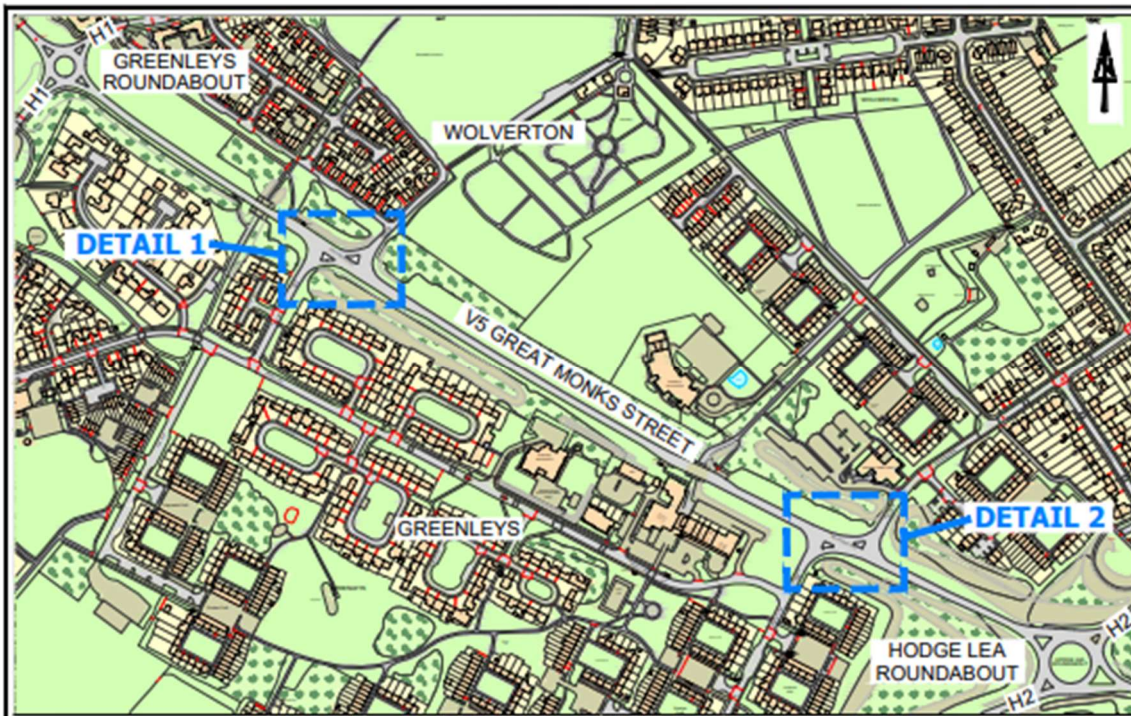
			<ul style="list-style-type: none"> •Increasing congestion and traffic backing up along Gloucester Road •Creating the risk of “rat running” through surrounding residential areas, including Wolverton, as drivers seek alternative routes <p>As an alternative solution, the Town Council recommends the following be considered by MKCC highways:</p> <ul style="list-style-type: none"> •Propose that there is the installation of a double mini-roundabout at the key junctions—like the successful design implemented on V3 Fulmer Street •Reduction of the speed limit on the V5 to 40mph, as proposed, to improve safety •Clear, advanced signage for the roundabouts to ensure smooth traffic flow and improved driver awareness <p>We believe this approach will address safety concerns while maintaining traffic flow and minimizing disruption to surrounding neighbourhoods. The Town Council is keen to engage further with Milton Keynes City Council and local stakeholders to develop a solution that works for all road users.</p> <p>We trust that the Highways Authority will consider these recommendations seriously when deciding on this consultation.</p> <p>Thank you for your attention to this matter.</p>
60	Members of the Public	25-04-2025	<p>Comments</p> <p>I assume the intention is that if drivers cannot make a right turn at a junction they will carry on to the Greenleys (H1) roundabout then double back up to their required junction.</p> <p>As a resident of Windsor Street, I would like to raise the following concerns:</p> <p>People coming from the east of the city instead of entering Wolverton from the V5 are more likely to enter via McConnell Drive and along either Church Street or Stratford Road, and then drive up Windsor Street to access Furze Way, Marina Drive, Gloucester Road, etc.</p> <p>People wishing to reach Gloucester Road from the V5 may well find it convenient to drive down to the Greenleys roundabout then come back up and turn left onto Gloucester Road. But if they wish to reach points in the centre/lower half of Wolverton,I suspect they would find it more straightforward to drive down and turn right onto Stratford Road and then drive up Windsor Street.</p> <p>In both cases this will bring more traffic to Church Street and Stratford Road, both of which are already busy roads. (At times the queue of traffic on Stratford Road reaches from the Tesco’s roundabout to the bottom of Cambridge Street or thereabouts)</p> <p>Furthermore, increasing the amount of traffic from the bottom of Windsor Street upwards, whilst simultaneously decreasing the amount from Gloucester Road downwards will, I fear, effectively make Windsor Street a one way street. This could be very dangerous. When cars are not meeting oncoming traffic, I think the flow of traffic along Windsor Street will be faster, which will cause more collisions at the junctions and also is dangerous at times of increased pedestrian activity in the vicinity of Wyvern School.</p> <p>I hope you will take account of these concerns before making your final decision.</p>
61	Members of the Public	30-04-2025	<p>Comments</p> <p>As it stands, the proposed blocking off the 4 right turns, whilst partially welcomed, is the most ill thought-out plan not taking into consideration the impact it will have on motorists, particularly those coming from the H2 roundabout and needing to turn right into Gloucester Road. They will have to travel northbound further to the H1 roundabout and return, an increase in total journey distance of around 1.5 miles together with the time added and petrol used. At certain times of the day it's bumper to bumper along the southbound carriageway now, without the added traffic for all those properties in Gloucester Road and those served by it up to Furze Way.</p>

			<p>Have you considered the implications of emergency service vehicles in this, I very much doubt it as additional time required will cost lives with delayed attendance for fire engines and ambulances.</p> <p>I therefore suggest that you go back to the drawing board and reconsider your plans with a view to installing traffic signals at the Gloucester Road / Greenleys Lane staggered crossroads, such a long section junction exists at the eastern end of Midsummer Place / Marlborough Gate junction.</p> <p>As for the Field Lane / Wilkinson Crescent staggered crossroads, I therefore suggest a road widening there to incorporate, 2 holding areas for right turning traffic off the V5 into those roads similar to what was installed on the V10 / Japonica Lane / Pagoda car park staggered crossroads, which also allows right turns from those roads onto the V5.</p> <p>The current plan will force more traffic onto Ardwell Lane, in particular those that currently turn right into Field and Greenleys Lane respectively which would have to turn right at the H1 roundabout onto the Ridgeway then left onto Ardwell Lane up to Field Lane which passes an RC school and my house.</p> <p>There is currently a new build scheme being constructed on the former Rugby club grounds at the end of Field Lane, so again any southbound traffic will have to pass my house and the RC school to get to the H1 then V5. That is the subject of another planning faux pas in not including a 2nd access route around the back of Pinders and Wainers Crofts to link up with Greenleys Lane.</p> <p>In closing, I further suggest that you further extend the consultation period and have a local public exhibition of the proposals, posting it as it stands only on the internet is not good enough, even now many residents are in the dark about the proposal in it's current format as something as simple as a letter drop to around 2000 properties would be needed.</p>
62	Members of the Public	01-05-2025	<p>Comments</p> <p>Please find my comments below regarding the above proposal as a resident of Gloucester Road and parent of two children who walk to school independently.</p> <ol style="list-style-type: none"> 1. There is no argument that there is a need to improve the junction - the frequency of accidents underlines the necessity for this to happen. 2. Reducing the speed along the entire road to 40 mph after leaving the roundabout that borders Wolverton and Greenleys is a sound suggestion (and would fit with the lower speed limits towards Wolverton Mill thus reducing the acceleration used by cars at the threshold of limits). 3. Implementing a no right turn from both Gloucester Road and Greenleys lane would be beneficial to all road users. Reducing the need to cross, in essence 3 lanes of traffic in the case of Gloucester Road to turn right and for traffic turning right into Gloucester Road, removing the Greenleys Lane traffic will ensure only one stream of traffic needs to be concentrated on. <p>I believe that this is the most cost effective and beneficial approach. My concerns should you prevent a right turn into Gloucester Road will mean:</p> <ol style="list-style-type: none"> 4. Significant increase in traffic volume finding alternative routes through Wolverton if coming from the East of the City especially for accessing the health care centre. 5. Increased gridlock in the Victorian streets due to the above in what is already in essence a single lane road with limited passing places. 6. Increased pedestrian safety issues especially for children / parents using the three schools spread across Wolverton. (Crossing Windsor Street in the morning is both a hazard for pedestrians and road users due to the sheer volume of people movement) 7. Increased pressure on the already dilapidated roads (and whilst I don't want to get on the pot hole band wagon the additional traffic is almost certainly going to cause). 8. The disruption during the extensive works needed would cause gridlock in and around Wolverton.
63	Members of the Public	01-05-2025	<p>Comments</p>

			<p>I'm writing regarding the proposal to traffic safety on V5 Great Monks Street.</p> <p>As a resident of Gloucester Road, and before that Victoria Street, it concerns me that one of the proposals is to close right turns on to Gloucester Road. This is one of the main points of entry into Wolverton for residents, and I believe it would cause much more traffic, and potentially more accidents, to ask drivers to continue on and, I presume, do a full 360 degree turn around the roundabout, which is not a short distance away.</p> <p>Of all the proposals, my husband and I would be much in favour of imposing a 40mph speed limit, as well as renewing road markings and improving safety signs.</p>
64	Members of the Public	02-05-2025	<p>Comments</p> <p>The left outs from Greenleys Lane and Wilkinson mean a long distance to the roundabouts to turn to head in the opposite direction. This has the potential for drivers to u turn around the central islands. The central island anyway appears quite short again encouraging a u turn.</p> <p>While I appreciate the safety benefits of removing right hand turn collisions by a left in left out design, did the team consider a scheme similar to the Furzton / Emerson Valley linked roundabouts?</p> <p>Looking at crash map, Field Lane has much fewer collisions than Greenleys Lane / Gloucester Road suggesting that Gloucester Road / Greenleys Lane is more important to rectify.</p> <p>At Field Lane there is a visibility issue towards the northwest. This is caused by ground levels and a poor position of the vehicle restraint barrier in that direction. It may be worth checking the collision details for that to determine if visibility was a factor and therefore improving the visibility would be a more cost-effective solution.</p> <p>At Gloucester Road / Greenleys Lane it is fairly common for pedestrians to be witnessed crossing Green Monks Street between the two. This is because there is a desire line for the health centre and the Greenleys local shops. It is likely that an introduction of a left in left out with all of the associated new islands will increase the number of pedestrians who will make this crossing.</p>
65	Members of the Public	02-05-2025	<p>In support</p> <p>I am local to the area, living in Hodge Lea, and frequently use this part of the road at various times of the day and week.</p> <p>I feel this is a long-needed improvement which will greatly improve the junction. The amount of traffic that uses this junction makes it dangerous when traffic is coming from H2 and turning into Gloucester Road. There is little visibility of you are turning right out of Gloucester Road. Combined with the almost opposite junction, the dangers are increased.</p> <p>I see the inconvenience of an extra minute or two on a journey to be acceptable given the danger here.</p>
66	Members of the Public	02-05-2025	<p>Comments</p> <p>my only concern with proposed measures, is that the traffic that would usually, turn right opposite Gloucester Road will now head down Greenleys lane to come out between Greenleys and hodge Lea. Living in Barkers Croft and my house backing into Greenleys lane we already see and hear the speed many travels.</p> <p>It's also the crossing point for many children heading to and from at least 6 local schools.</p> <p>Possible road calming measures could help along this stretch? As they fly round the bend will very little regard for anyone else.</p> <p>thank you for taking the time to read this</p>
67	Members of the Public	02-05-2025	<p>Comments</p> <p>While I agree that some of the suggested elements are sensible (traffic signs and road marking renewal and 40mph speed limit), I disagree with the closure of the right turns. Instead, I would suggest mini roundabouts to manage the flow of traffic.</p>

ANNEX B

V5 (H1-H2) - Road safety scheme



- Proposed Kerb
- Existing grass verge
- Existing carriageway surface course to remain
- Proposed traffic island extension
- Existing traffic island
- Proposed road markings
- Proposed central traffic island

KEY

CONSULTATION					
V5 GREAT MONKS STREET FROM H1 TO H2 ROAD SAFETY SCHEME					
Drawing Size: A3	Scale: As Shown	Drawn By: CAB	Designed By: PLJ	Checked By: PLJ	Approved By: MW
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