

Statutory Consultation Report.

TRO-439

To duly consider objections received during statutory consultation.

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| Decision Maker | Graham Cox Assistant Director for Highways and Transport |
| Report Author | Paul Harrison Network and Enforcement Manager |

Report Summary

The Council proposes to introduce 40mph speed restrictions along parts of Great Monks Street (V5), Ridgeway (H1) and Millers Way (H2) in Milton Keynes:

[Proposed alterations on 40mph speed restrictions on parts of Great Monk Street \(V5\), Ridgeway \(H1\) and Millers Way \(H2\) in Milton Keynes | Milton Keynes City Council](#)

The Council has now concluded statutory consultation on the proposed traffic regulation Order entitled “Milton Keynes City Council (Various Roads, Milton Keynes) (40 mph Speed Restriction) Order 2025”

Statutory consultation was carried out between 19th June and 10th July 2025 (21-days).

During the consultation period, the Council received **2 objections** to the proposed traffic regulation Order.

The Assistant Director must now duly consider the objections received during statutory consultation and make the decision whether to uphold the objection.

Statement of Reasons

The Council's reasons for proposing the above Order are as follows: -

- 1) to maintain a safe environment throughout the road, particularly to encourage and facilitate safe vehicular movements along those parts of the road;**
- 2) for avoiding danger to people or other traffic using the above road, or to prevent the likelihood of any such danger arising.**

The introduction of the 40mph speed restrictions will help to reduce vehicular speeds along the above lengths of road, which will encourage and facilitate safe vehicular movements.

The Council has given consideration to its duty under section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular traffic.

Statutory Consultation

In accordance with the Road Traffic Regulation Act 1984 and Sections 6 and 7 of The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996, The Council undertook statutory consultation on the above proposed traffic regulation Order.

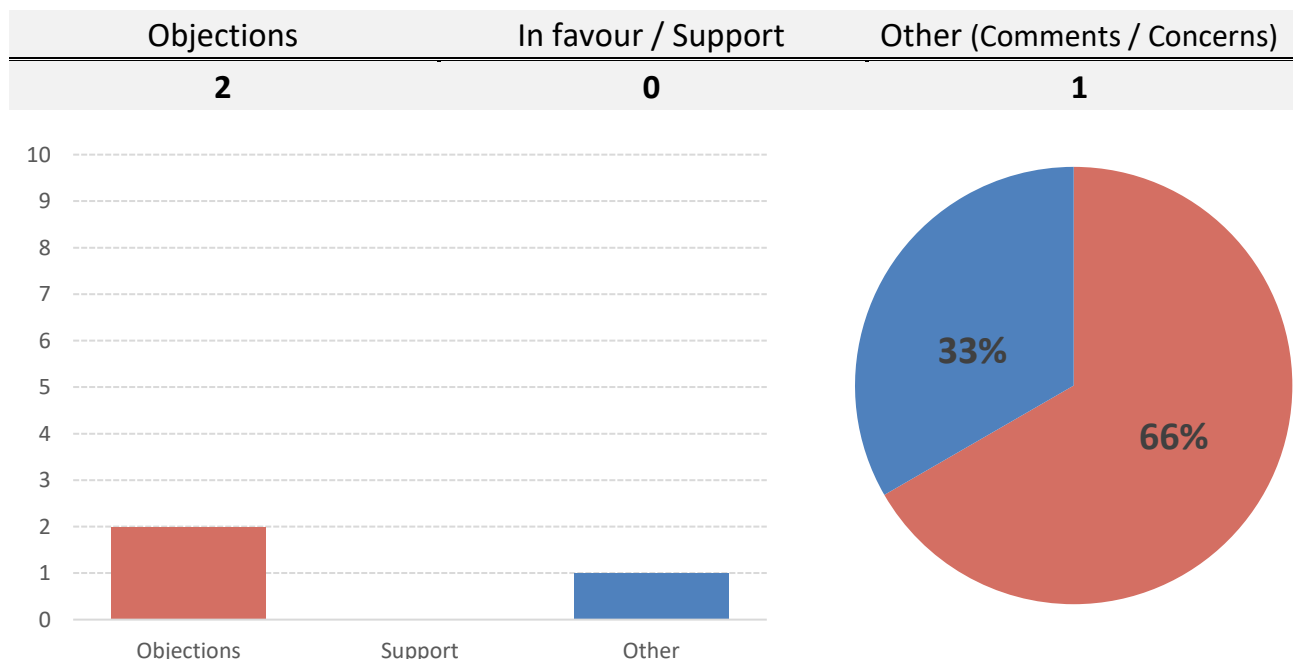
The notice of proposal was served on 19th June 2025 in the local newspaper **CitizenMK**.

The notice of proposal was served (by email) to the following statutory consultees on 19th June 2025:

- **Thames Valley Police** (Chief of Police)
- **British Motorcycle Federation**
- **South Central Ambulance Service**
- **Bucks Fire and Rescue Service**
- **Road Haulage Association**
- **Freight Transport Association**
- **Cycling UK**
- **British Motorcycle Federation**
- **Milton Keynes Parks Trust**
- **All Councillors**

Response Received

The Council received 3 representations to the proposed traffic regulation Order during statutory consultation.



The Council did not receive a response from Thames Valley Police.

Objection (In summary)

Milton Keynes was built for the car, the grid roads are brilliant, the constant reduction of speed limits on these roads is destroying the point of this city.

There is no evidence to suggest that there is any particular safety or other issue with the road and even if well disguised, that a limit reduction is appropriate.

Formal Consideration

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

Options

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

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| Option 1 | Do not uphold the objection and implement the 20mph speed zones as proposed on 19th July March 2025. |
| Option 2 | Uphold the objection and not implement the proposed 20mph speed zones. |
| Option 3 | Review the proposal and re-consult. |

Decision

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

- 1) To not uphold the objection and implement the 20mph speed zones as proposed on 19th June 2025.**

Delegated Decision Maker:

Signed:
Assistant Director Highways and Transport

Date: 29/08/2025

List of annexes

Annex A – Representations received during Statutory Consultation

Annex A

Representations received during Statutory Consultation

| | Representative | Received | Response (in full) |
|-----|--|----------------|---|
| (1) | Member of the public Other | 19th June 2025 | <p>Milton Keynes was built for the car, the grid roads are brilliant, the constant reduction of speed limits on these roads is destroying the point of this city , for to many years the people in charge of Milton Keynes have been trying to destroy the vision of Milton Keynes as seen by the genius who created it.</p> <p>Please stop destroying the grid roads, instead improve the public transport system for those who can't cope with driving at speed and make crossing the grid roads on foot illegal.</p> <p>Remember Milton Keynes was built for fast moving traffic, there are plenty of other towns and cities for people to move to that have slow moving traffic if that's what they want.</p> |
| (2) | Member of the public Objection | 20th June 2025 | <p>I wish to place on record my OBJECTION to the proposal to reduce the speed limit to 40 mph, for the following reasons:</p> <p>The posted Statement of Reasons says:</p> <p>'In accordance with Department for Transport guidance, it is expected that Local Highway Authorities keep speed limits under review with changing circumstances, gives consideration to the introduction of 40mph limits in rural roads that may have a relatively high number of bends, junctions or accesses.'</p> <p>That is not an unreasonable expectation. However there is no discernable change in circumstances along the entire road, nor is it by any definition a 'rural road'. In addition it has no more of less 'relatively high number of bends (less), junctions or accesses' than other grid roads in the City.</p> <p>The SofR is therefore seriously flawed or an incorrect statement has been applied. Further, there is nothing visible to confirm that there is any particular safety or other issue with the road and even if well disguised, that a limit reduction is appropriate. As simple research informs us, whilst the actual speed affects outcomes, it is only a primary factor in around 10-15% of RTCs.</p> |
| (3) | Member of the public Objection | 24th June 2025 | <p>I write to object to this proposed reduction in speed limit on a grid road in MK.</p> <p>It would represent a further erosion of the whole concept of the grid system, with fast-moving and free-flowing roads.</p> <p>As usual with MKCC's proposals to reduce speed limits, there are no specific reasons provided, just vague "for reasons of safety". These roads have functioned perfectly well for decades, and there is no evidence provided in the TRO to justify the reduction.</p> <p>As I always suggest with these TROs, if the issue at this location is localised accidents, then closing right hand turns would be a much more sensible and proportionate response to achieve road safety.</p> <p>But, as usual, I write this response in vain, knowing that MKCC never listens to consultation responses and has already decided the outcome and is merely ticking a box by pretending to consult residents.</p> |