

Statutory Consultation Report.

TRO-442

To duly consider objections received during statutory consultation.

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 20mph speed zones in Wolverton, Old Wolverton and Stratford Park in Milton Keynes:

[Proposed 20mph speed zones in Wolverton, Old Wolverton and Stratford Park | Milton Keynes City Council](#)

The Council has now concluded statutory consultation on the proposed traffic regulation Order entitled “Milton Keynes City Council (The Council of the Borough of Milton Keynes) (Various Roads in Milton Keynes and Surrounding Areas) (20 mph Speed Restriction Zones) Order 2021) Variation Order 2025 (No.3)”

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

During the consultation period, the Council received **1 objection** 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

Setting speed limits at the appropriate level for the road and ensuring compliance with these limits play a vital part in ensuring greater safety for all road users.

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 more 20mph limits and zones in urban areas and built-up village streets that are primarily residential.

The introduction of the 20mph speed zones will help to reduce vehicular speeds along the above lengths of road, which will encourage and facilitate safe pedestrian and cyclist movements.

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.

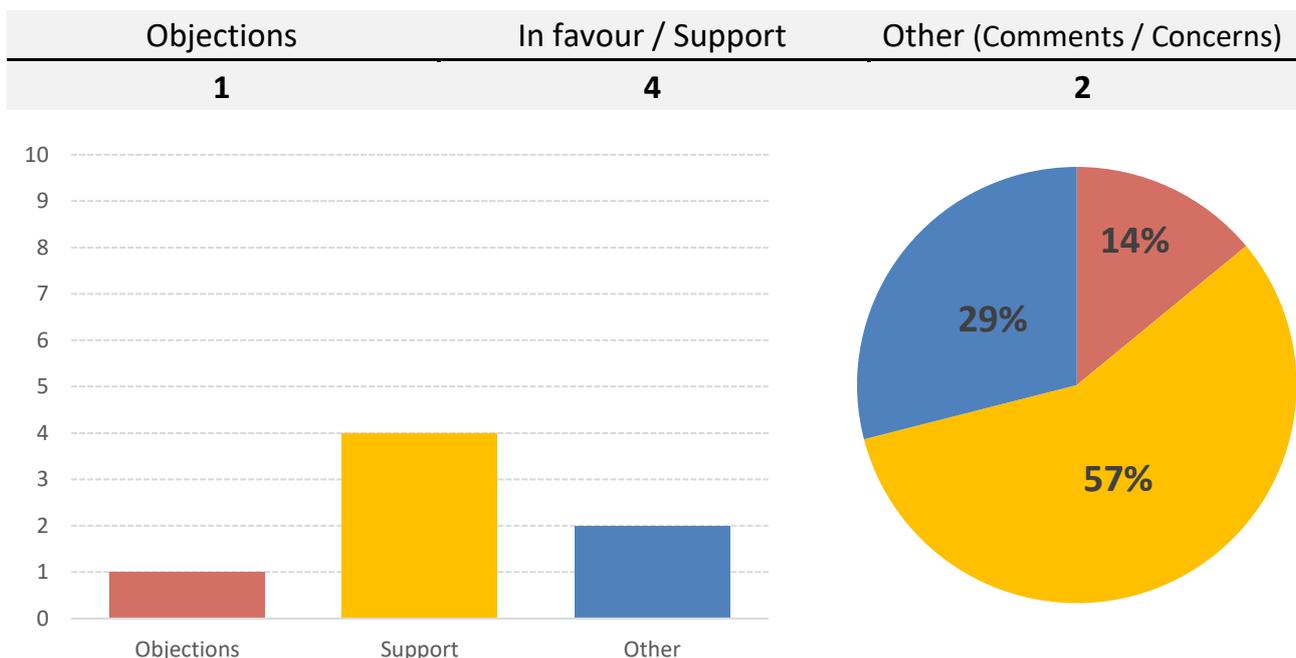
The notice of proposal was served on 19th June 2025 in the local newspaper **CitizenMK**.

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**
- **Councillors Peter Marland, Robert Middleton & Ansar Hussain** (Ward Councillors)
- **Wolverton and Greenleys Town Council**

Response Received

The Council received 7 representations to the proposed traffic regulation Order during statutory consultation.



The Police do not object to the proposed traffic Regulation Order.

Objection (In summary)

The public consultation process adopted by Milton Keynes Council does not meet the legal, regulatory criteria and best practice standards for meaningful public engagement, as outlined in government guidelines and principles as described below.

Formal Consideration

The Assistant Director Highways and Transport must now now consider the one objection 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:

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 objection 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 In Favour / Support	9th July 2025	<p>I would like to offer my support for your proposed 20mph zone in Wolverton. I think this will improve road safety and reduce accidents.</p> <p>Windsor Street is constantly used as a rat run throughout the day and night by vehicles often going well over the speed limit.</p> <p>Windsor St is at a disadvantage as it connects busy Stratford Road to Gloucester Road which then leads onto the V5.</p> <p>It's a very narrow, Victorian residential road with cars parked on both sides of the street. This means only one car can pass at a time. Very often there will be a car stand off outside our house where cars drive up the street from both ends and then meet in the middle, needing one car to reverse back up.</p> <p>I think a reduced speed limit and possibly some traffic calming measures or new signage saying who has priority would help.</p>
(2)	Member of the public In Favour / Support	9th July 2025	<p>We are writing in relation to the proposed speed restrictions in Wolverton and Old Wolverton.</p> <p>Having written to Milton Keynes Council in 2019 and 2024 regarding this issue and being told that there was no problem with speeding and traffic in Windsor street, specifically, we are delighted to support this proposal.</p> <p>The situation on our street is dangerous at times and the road has more traffic than it is designed for. Reducing the speed limit will hopefully encourage people to use V5 Great Monk street and Stratford road which although longer in terms of distance, are in fact quicker roads which are designed to handle two-way traffic.</p> <p>Additionally, we'd like to draw your attention to one final issue which compounds the speeding and traffic in Wolverton. There are lots of cars which park in the side access roads for the back alleys thinking they are some sort of exclusive private parking, this means that there are long stretches of the road with no pull-ins which means people speed to beat traffic coming the other way. I would ask you to take a walk down Windsor, Cambridge and surrounding streets to see this problem first-hand.</p> <p>Finally, we'd like to thank you for the hard work and consideration that has gone into this proposal and fully support it.</p>
(3)	Member of the public Other	9th July 2025	<p>I do not believe that replacing the 30mph speed limit, which is the current speed limit, with a blanket speed limit of 20mph through the Wolverton area is sensible.</p> <ol style="list-style-type: none"> 1. I believe this is a political, rather than a road safety move. The council has been preaching 'modal shift' i.e. getting people out of cars and on to bicycles or walking or on to buses, for years. By inconveniencing car drivers in this way, they are attempting to get drivers to transfer to the foot or two wheels and bringing the sledgehammer in. 2. A blanket vote or referendum on introducing 20 mph speed limits across the whole of the new city of Milton Keynes would, in my view, comply with Section II of the Gunning Principles: Consultations should give sufficient reasons for any proposal to permit intelligent consideration. I do not believe that the piecemeal, salami-slicing of Milton Keynes into various areas of 20 mph and not consulting with the residents of the whole city at the same time, does comply. 3. A proper consultation should also include costs to the taxpayer for alteration to the speed limit change - from 30 to 20. 4. A blanket changeover from 30 mph to 20 mph does not necessarily make the roads safer; other more effective ways include 20 mph outside schools at school times and strict enforcement. 5. Lastly, although 20 mph sounds good, a speed limit must be enforced. Who would enforce the 20 mph speed limit, how would it be enforced, for how long after its introduction and at what cost to the taxpayer? <p>The web site indicates that this consultation has been running for less than a month (19th June '25 until tomorrow, 10th July '25) which I do not believe is ongoing enough and does not comply with Gunning Principle III: that adequate time is given for consideration and response. I certainly do not believe that residents have been given adequate time either to be informed about this consultation or fully to consider the proposal. I only learned of this consultation today through social media and In fact I am sending this email in to you now more to comply with the cut-off date of the statutory consultation than being able to fully research my answers further and more comprehensively.</p>

(4)	Member of the public In Favour / Support	9th July 2025	Please register my support for this consultation. I think a 20mph speed limit in Wolverton would be good for road safety as people drive too fast.
(5)	Member of the public Objection	10th July 2025	<p>I am writing to formally object to the proposed change in speed limit from 30mph to 20mph, as I believe the public consultation process adopted by Milton Keynes Council does not meet the legal, regulatory criteria and best practice standards for meaningful public engagement, as outlined in government guidelines and principles as described below.</p> <p>(a) Failure to Meet Consultation Best Practices</p> <ol style="list-style-type: none"> 1. Lack of Adequate Public Engagement A consultation should be a genuine process that allows the public to express their views before decisions are made. Simply announcing the proposal in writing and asking for written comments does not constitute a proper consultation. Public engagement should be proactive, ensuring that those most affected are given the opportunity to participate meaningfully. 2. Exclusion of Key Stakeholders The Department for Transport Circular 01/2013 on Setting Local Speed Limits advises councils to consult a wide range of stakeholders, including emergency services, transport groups, local businesses, and community organizations. Has the council made sufficient effort to reach these stakeholders? Without their input, the consultation cannot be considered representative. 3. Limited Accessibility and Transparency <ul style="list-style-type: none"> ○ Are affected residents being actively informed through multiple channels, such as public meetings, surveys, or online discussions? ○ Is the rationale behind the proposed changes being clearly explained? ○ Is there an adequate timeframe for responses, typically 4–12 weeks (not less than four weeks as appears to be the case)? ○ How will the feedback be considered in the decision-making process? <p>Failure to provide clear and accessible information, as well as meaningful opportunities to participate, limits public understanding and engagement.</p> <p>(b) Legal and Procedural Concerns</p> <p>The Cabinet Office Consultation Principles (2018) emphasize that consultations should be proportionate, targeted, and accessible. If the council has only issued a written notice without actively engaging the public through varied participation methods, it may not meet these principles. The Road Traffic Regulation Act 1984 also requires due process in implementing speed limit changes, which may not have been fully adhered to.</p> <p>(c) Request for a Proper Consultation</p> <p>In light of these issues, I formally request that the council:</p> <ul style="list-style-type: none"> • Extend the consultation period to allow for greater public involvement. • Implement alternative methods of engagement, such as public meetings, online forums, or surveys. • Provide detailed reports on stakeholder feedback and how it will influence final decisions. • Ensure full transparency in how responses are reviewed and considered before any speed limit changes are implemented. • Provide public access to the traffic monitoring data that has been undertaken. <p>If these concerns are not addressed, I believe that the decision-making process regarding this scheme may be legally and procedurally flawed. I urge the council to take appropriate steps to conduct a fair, transparent, and inclusive consultation process.</p>
(6)	Thames Valley Police Other	10th July 2025	<p>The statement of reasons concludes the following;</p> <p>Setting speed limits at the appropriate level for the road and ensuring compliance with these limits play a vital part in ensuring greater safety for all road users. 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 more 20mph limits and zones in urban areas and built[1]up village streets that are primarily</p>

residential. The introduction of the 20mph speed zones will help to reduce vehicular speeds along the above lengths of road, which will encourage and facilitate safe pedestrian and cyclist movements. The Council's statutory reasons proposing the 20mph speed zone are as follows: -

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

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 and pedestrian traffic on the highway. The Council will continue to monitor the way in which highway facilities are used and address any issues that come to its notice and following meaningful consultation with all stakeholders do what it considers necessary to facilitate the expeditious, convenient and safe movement of vehicular and pedestrian traffic and cyclists.

Below is the default five year injury collision history from 1/1/2020 – 31/12/2024 showing 9 slight collisions, of these 8 were at junctions and one was a parked vehicle.

With the complete lack of any speed related collisions and working on the basis of our resources being used in locations where there is a proven threat/risk/harm it would be a matter for MK Council to put in further speed reducing features if required to gain compliance to the new proposed limit on sections

of carriageway where there is an opportunity to exceed the new posted limit..

TVP do not object to these proposals bearing in mind the aforementioned comments.

(7)	Member of the public In Favour / Support	11th July 2025	As a resident of Wolverton for over 20 years, I support the proposal for a 20 mph speed limit.
-----	--	----------------	--
