STATEMENT OF REASONS

(A brief statement of the general nature and effect of the Order)

MILTON KEYNES CITY COUNCIL

(VARIOUS ROADS, MILTON KEYNES)
(SCHOOL STREETS) EXPERIMENTAL ORDER 2026

Milton Keynes City Council shall introduce three School Street schemes on an experimental basis through an Experimental Traffic Regulation Order (ETRO), made under Sections 9 and 10(2) of the Road Traffic Regulation Act 1984.

The purpose of the schemes is to restrict motor vehicle access on selected roads outside or in the vicinity of the following schools during designated school drop-off and pick-up periods:

1. **Chestnuts Primary School** – St Georges Road, Bletchley.
2. **Two Mile Ash School** – High Street and Calewen, Two Mile Ash.
3. **Coldharbour Church of England School** – Highland Close, West Bletchley.

The restrictions will operate during specified periods on school days, as detailed in the Experimental Order and associated plans. The restrictions will prohibit motor vehicles from entering the designated sections of road during the operational periods, subject to any exemptions specified within the Order.

Reasons for making the Experimental Order

The Council considers that the introduction of School Streets at these three locations will help address road safety, traffic congestion and parking pressures associated with school drop-off and pick-up activities.

At the beginning and end of the school day, roads surrounding schools can experience increased traffic volumes, inappropriate parking, vehicle manoeuvres and congestion. These conditions can create conflict between motor vehicles and vulnerable road users, particularly children and young people walking, wheeling and cycling to and from school.

The Council considers it necessary and expedient to introduce restrictions on motor vehicle access during these peak periods for the following reasons:

- **To improve road safety:** To reduce the potential for conflict between motor vehicles and pedestrians, particularly children, in the immediate vicinity of school entrances and surrounding streets during busy drop-off and pick-up periods.
- **To reduce congestion and parking pressures:** To address traffic congestion, inappropriate parking, unsafe stopping and vehicle manoeuvres associated with school journeys, creating a safer and more accessible environment for all road users.
- **To encourage active travel:** To support and encourage more journeys to school by walking, wheeling, cycling and scooting, helping to establish healthier and more sustainable travel habits.
- **To improve air quality:** To reduce the number of motor vehicles and associated engine idling close to school entrances, helping to improve local air quality and create a healthier environment for pupils, staff, parents, carers and nearby residents.
- **To create a more pleasant school environment:** To provide a calmer and more welcoming environment outside schools, improving the experience of arriving at and leaving school for pupils, parents, carers and the wider community.

- **To support sustainable transport objectives:** To contribute towards the Council's wider transport, road safety, public health and environmental objectives by reducing reliance on private motor vehicles for short school journeys.

Reasons for proceeding by way of an Experimental Order

The Council considers it appropriate to introduce the three School Street schemes on an experimental basis to allow their effectiveness and impacts to be assessed under actual operating conditions.

An experimental approach will enable the Council to monitor the operation of the restrictions, understand how road users respond to the changes and identify any benefits or unintended consequences arising from their introduction.

The experimental period will provide an opportunity to assess the effectiveness of each scheme individually, as well as consider any cumulative or wider impacts on the surrounding highway network.

Monitoring and evaluation will consider, where appropriate:

- Changes in traffic volumes and vehicle movements within and around the restricted areas.
- Road safety conditions and interactions between different road users.
- Levels of inappropriate parking, stopping and vehicle congestion.
- Changes in travel behaviour, including walking, wheeling and cycling to school.
- The impact on local residents, businesses and other affected road users.
- Any displacement of traffic or parking to neighbouring roads.
- Feedback received from schools, parents, carers, residents and other stakeholders.

The Council will use the findings of this monitoring, together with representations received during the experimental period, to determine whether the schemes are achieving their intended objectives and whether any modifications are necessary.

The Council will consider whether the provisions of the Experimental Order should be continued indefinitely, amended or allowed to lapse at the conclusion of the experimental period.

Statutory considerations

The Council considers that the Experimental Order is necessary and expedient for the purposes of:

- Facilitating the safe and convenient movement of pedestrians, cyclists and other traffic on the roads concerned.
- Avoiding danger to persons or other traffic using the affected roads or other roads, or preventing the likelihood of such danger arising.
- Improving the amenities of the areas through which the affected roads run.
- Supporting the provision of a safer and more accessible highway environment, particularly for vulnerable road users.

In making the Order, the Council has had regard to its duty under Section 122 of the Road Traffic Regulation Act 1984 to secure, so far as practicable, the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians.

The Council has also considered the need to balance the proposed restrictions against the importance of maintaining reasonable access for those who live, work or have a legitimate need to access the affected areas.

Conclusion

The Council considers that the introduction of these three School Street schemes will provide an opportunity to improve road safety, reduce congestion and parking pressures, encourage active travel and create healthier and more pleasant environments around schools in Milton Keynes.

The use of an Experimental Traffic Regulation Order will enable the Council to evaluate the effectiveness of the restrictions and their impact on the surrounding highway network before deciding whether the arrangements should be retained, modified or discontinued.

The Council therefore considers it expedient to make the Experimental Order in the interests of road safety, the safe and convenient movement of road users and the improvement of the local environment.