Statutory Consultation **Report**

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| **Proposal:** 20mph Speed Zones in Caldecotte, Newport Pagnell, Oxley Park, Woburn Sands and Woolstone. |
| **Reference:** TRO-422 |

Report Summary

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

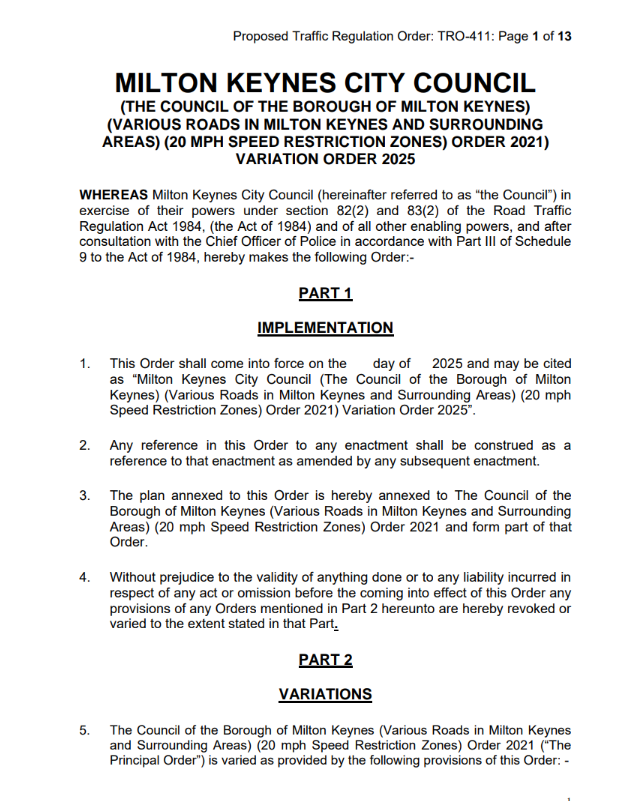
Proposal

Milton Keynes City Council (“the Council”) is proposing to make the following traffic regulation Order under Sections 82(2) and 83(2) of the Road Traffic Regulation Act 1984:

**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**

The general effect of the above proposed Order will be to introduce 20mph speed zones in Caldecotte, Newport Pagnell, Oxley Park, Woburn Sands and Woolstone.

Statement of reasons

The general effect of the above proposed Order will be to introduce 20mph speed zones in Caldecotte, Newport Pagnell, Oxley Park, Woburn Sands and Woolstone.

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.

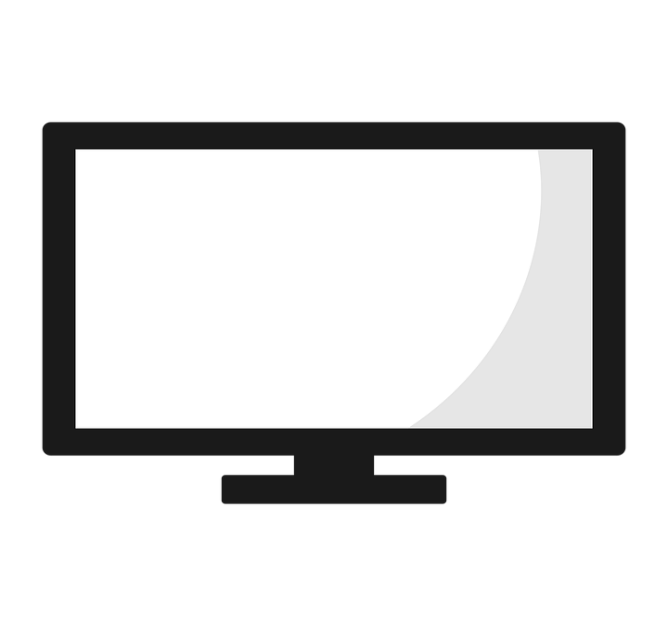
In accordance with Department for Transport guidance, it is expected that Local Highway Authorities keep speed limits under review with changing circumstances, gives consideration to the introduction of more 20mph limits and zones in urban areas and built-up village streets that are primarily residential.

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.

The Councils statutory reasons for proposing the above traffic regulation Order are as follows: -

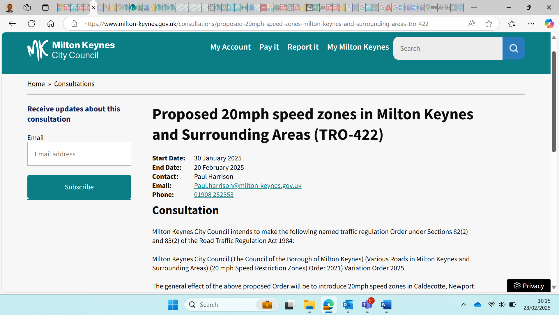
1. To maintain a safe environment throughout the road, particularly to encourage and facilitate pedestrian and cyclist movements along those parts of the road;
2. For avoiding danger to people or other traffic using the above roads, or to prevent the likelihood of any such danger arising.

Statutory Consultation



**Start:** 30 January 2025

**End:** 20 February 2025

On 30 January 2025, the Council served the notice of proposal which initiated 21-days of statutory consultation.

The notice of proposal was served to the following statutory consultees:

**Statutory consultees:**

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

**Council Website:**

The consultation was made available on the Council website at:

[Proposed 20mph speed zones in Milton Keynes and Surrounding Areas (TRO-422) | Milton Keynes City Council](https://www.milton-keynes.gov.uk/consultations/proposed-20mph-speed-zones-milton-keynes-and-surrounding-areas-tro-422)

Response

The Council received 94 representations during statutory consultation (Annex A).

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objection to the proposals

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in support of the proposals

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Other (i.e. Comments)

Objections (In summary)

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| **Caldecotte 20mph Speed Zone:**   * Caldecotte does not suffer from any speeding problems. * There are no schools in Caldecotte. * Caldecotte already has traffic calming features, which lower vehicular speeds. * The money would be better spent on repairing the highway. | | |
| **Newport Pagnell 20mph Speed Zone:**   * There has been enough disruption on traffic flow recently caused by the MK East Development. * The 20mph speed restriction will be ignored. * Signage alone will not deter speeding. * There is no evidence to show that the reductions will improve road safety. * This is a waste of money. * The Council has provided no evidence or rationale to support this proposal. * There has been a lack of adequate consultation with the community. | | |
| **Oxley Park 20mph Speed Zone:**   * The proposals do not address the main road safety concerns caused by parking. * It is not possible to exceed the speed limit due to how the roads have been designed within this estate. * The Council has not provided sufficient evidence to support its reasons for reducing the speed limit. | | |
| **Woburn Sands 20mph Speed Zones:**   * The proposal does not include The Leys and Hardwick Road. | | |
| |  | | --- | | **Woolstone 20mph Speed Zone:**   * There is no evidence to support the Councils statement of reasons. * The money and resource would be better spent elsewhere (i.e. Highway maintenance). * Woolstone already has traffic calming features, which lower vehicular speeds. * There are no schools in Woolstone. * I question whether Woolstone can reasonably be described as either "urban" or "built-up". * The 20mph speed limit will increase journey times. * Lower speeds will increase pollution. | | | |
| **All 20mph Speed Zones (In General):**   * The 20mph speed limits are not necessary. * The city of Milton Keynes was built around the car. * 30mph speed limits are suitable for residential estates. * Lower speed will increase pollution. * There has been a lack of adequate public engagement. * There is no evidence to support the Safety Benefits. * This is a waste for taxpayers money. | | |
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Officer Recommendations

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| 1) | To uphold the objections to the propsoed 20mph speed zone in Newport Pagnell on the grounds that Chief of Police and the Town Council do not support the proposal. |
| 2) | To not uphold the objections to the propsoed 20mph speed zones in Caldecotte, Oxley Park, Woburn Sands and Woolstone on the grounds that the 20mph speed zones will help to avoid danger to people, or other traffic using the affected roads and prevent the likelihood of any such danger arising specifically to reduce vehicular speeds along that section of road to prevent the potential for any speed related accidents. |
| 3) | To authorise the implementaiton of the propsoed 20mph speed zones in Caldecotte, Oxley Park, Woburn Sands and Woolstone. |
| Officers recommend a further review of the Woburn Sands speed zone with the potential to include The Leys and Hardwick Road at a later time. The recent speed data showed that speeds were too high to introduce a 20mph speed limit through signing alone and therefore, would need to inclue additional traffic calming features and improvements to the current street lighting, subject to available funding | |

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Formal Consideration

The Assistant Director Highways and Transport must now now formally consider the twenty five (25) objections received during statutory consultation and the Officers recommendations.

Decision

Accordingly, under my delegated powers, I have formally considered the twenty five (25) objections received during statutory consultation, and the Officers recommendations.

I therefore make the following decisions:

1. To uphold the objections to the Newport Pagnell 20mph speed zone.
2. To not uphold the objections to the propsoed 20mph speed zones in Caldecotte, Oxley Park, Woburn Sands and Woolstone.
3. To implement the propsoed 20mph speed zones in Caldecotte, Oxley Park, Woburn Sands and Woolstone.

**31st March 2025**



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| Delegated Decision Maker:  Signed: …………………………………………………………………  **Assistant Director Highways and Transport** | Date: …………………………… |
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List of annexes

Annex A – Representations received during Statutory Consultation

List of background papers

Notice of Proposal

Proposed Traffic Regulation Order

Statement of Reasons

Annex A

Representations received during Statutory Consultation

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| **Representative** | | **Date** | **Response (in full)** |
|  | Member of the public  **Other** | 30-Jan-25 | **(Woburn Sands 20mph Zones)**  I currently live in Russell Street which I understand is meant to be also a 20mph zone.  However apart from a sign in the High Street as you travel south there is no signage to state that Russell Street is 20mph or part of the zone .  As a retired police officer I’m gravely concerned at the speed that vehicles fly up and down Russell Street at well over 20mph some travelling at 40 , 50 plus .  This also includes double decker buses that are used for the nearby schools.  To honest the road would benefit from being one way from the High Street to Weathercock Lane as cars attempting to exit and enter Club Lane to utilise the car park struggle to do so and only adds additional hazards to the speeding drivers.  Can I ask consideration is given for my above suggestion, but more importantly can much more visible and clear signage be installed in Russell Street with ideally some traffic calming measures.  I fear the that a serious accident is just a matter of time. |
| (2) | Town Council (Newport Pagnell)  **Objection** | 30-Jan-25 | **(Newport Pagnell 20mph Zone)**  I am responding the above consultation.  I wish to state that this proposal is most unwelcome.  There has been more than enough interference with traffic flow in Newport Pagnell, caused by the MK East Development, and poor planning on behalf of both the planning and highways departments to ensure that roads are built to a schedule that does not interfere with the livelihood of local retailers, or the ability of the towns residents to move around, and particularly to shop in the town centre.  There are currently proposals by one of the developers on the MK East site to extend the period before which a main access road leading to a new bridge over the M1 be delayed even further.   Retailers are at their wits end, with one making a formal statement that, as a result, of the roadworks from the MK East Development the occupancy rate at their local hotel has dropped to under 20%, from a previous high of over 80%.  Frankly, the idea that new road works to restrict speed now be introduced is an affront to the local residents who have had to put up with far too much already. |
| (3) | Member of the public  **Support** | 30-Jan-25 | **(All 20mph Zones)**  I fully support the proposed order. |
| (4) | Member of the public  **Support** | 30-Jan-25 | **(Newport Pagnell 20mph Zone)**  I whole heartedly agree with the proposal to make more of Newport Pagnell 20mph however I do not believe this goes far enough! The areas proposed 100% need to 20mph but most are difficult to get to that speed due to the nature of the parking and winding road networking. What needs to be considered more in my opinion is making Marsh End Road, Tickford Street/St John's Street and Wolverton Road 20mph - these roads are predominantly straight with crossing points along them (not pedestrian crossings but areas where you have the small island in the middle for pedestrians to wait) and are treated as a race track! These roads need calming measures, speed bumps or the give way to oncoming traffic islands narrowing the road to stop these becoming even more lethal. |
| (5) | Member of the public  **Objection** | 30-Jan-25 | **(All 20mph Zones)**  I'm writing to you to submit my disapproval, and dissatisfaction of lowering speed limits in Milton Keynes.  This is categorically NOT necessary. The city of Milton Keynes was built around the car. Cars are getting safer, brakes better, safety systems more advanced.  If anything, national speed limits need to be Increased, and 30 MPH is more than slow enough for regular roads.  Please advise how I can further protest this ill-conceived plan/idea. The Welsh are back-tracking, and so will Milton Keynes be if this is pushed through.  London - far more densely populated than the spread-out Milton Keynes, does just fine with 30 MPH limits in residential areas. |
| (6) | Member of the public  **Other** | 31-Jan-25 | **(All 20mph Zones)**  Upon review of the areas proposed for the new 20mph zones in proposal TRO-422, I would like to raise a concern about possible implementation. The zones suggested already deal with congestion - especially the area of Caldecotte that houses the business park - and so reducing the speed limit would increase the traffic in those areas. Increased traffic leads to frustration and more driver error, which would cause a less safe environment than the current speeds do, which would nullify the aims of the proposal. |
| (7) | Member of the public  **Support** | 31-Jan-25 | **(Oxley Park 20mph Zone)**  I am a resident of Oxley Park and I am in support of this change to 20mph. |
| (8) | Member of the public  **Objection** | 31-Jan-25 | **(Newport Pagnell 20mph Zone)**  I do not agree with the additional proposed 20mph zones in Newport Pagnell. My objection is for the following reasons:   * It would make no real difference. Most of the offenders are those who exceed 30mph, and they will ignore a new 20mph limit, so the money spent on this (signage, road painting etc.) would be wasted and would be better spent on much-needed road repair and improvements. * Enforcement in the area is minimal, and signage alone will not deter speeding drivers. * There is no time limitation on these restrictions, such as around school hours only. * There is evidence to show that these reductions do not reduce casualties and increase emissions anyway. See [Factual Background on 20mph limits - ABD](https://abd.org.uk/factual-background-on-20mph-limits/). * In many of these zones, particularly the small streets, it isn't actually possible to achieve the current speed limit. |
| (9) | Member of the public  **Objection** | 31-Jan-25 | **(Woolstone 20mph Zone)**  I refer to the proposal to create a 20mph traffic zone in Woolstone. I am familiar with the area.  The consultation documents states that the proposal is made on safety grounds, but do not provide any supporting evidence or argument that additional measures are needed. My experience of traffic, both as motorist and pedestrian in Woolstone is that the road layouts, paths and existing traffic calming measures are adequate and I see no evidence of excessive speeding.  The cost of developing and implementing the proposals seem disproportionate in relation to any benefit that might be derived. Scarce resources would be better deployed elsewhere.  I do not have any objection to 20mph zones where they increase safety or comfort for residents.  I therefore do not support the proposals. |
| (10) | Member of the public  **Other** | 31-Jan-25 | **(All 20mph Zones)**  With regard to the above consultation. Can you add all roads on Green Park to this. I think this is all a great idea.  We also need consideration of either a school crossing patrol or a crossing near the school/path with junction of Elthorne way or path going through to Ousedale school.  There have been a few cat deaths on Green Park recently too. |
| (11) | Member of the public  **Support** | 31-Jan-25 | **(Oxley Park 20mph Zone)**  Please find below my comments to support the proposed speed change to 20mph in Oxley Park.   * This is a highly populated residential area without enough parking for vehicles. Residents therefore park on pavements and visibility for drivers is poor. A reduced speed limit is welcome. I would actually welcome a 10mph speed limit. * For the same reason a reduced speed limit will promote safety for our children who have to walk or cycle to school and cross these roads on a daily basis. * Double yellow lines would also be welcome alongside this change to reduce blind spots for drivers, such as at the top of Harlow crescent leading into the roundabout to Kingsmead and opposite lemon walk on Harlow crescent where there are drop kerbs for crossing and vehicles park dangerously which reduces visibility for drivers and pedestrians. |
| (12) | Member of the public  **Objection** | 02-Feb-25 | **(All 20mph Zones)**  I do not support the imposition of any 20 mph zones.  Travelling at low speeds increases pollution which is not desirable in housing neighbourhoods.  The dangers from drivers in these areas is not from people driving responsibly but from irresponsible drivers already breaking driving laws either of speed or carefulness.  Imposition of lower speed limits will have no effect on the latter and will not therefore improve safety.  Responsible drivers will already drive at below 30 when necessary without needing government interference to tell us what to do.  Please cancel these unnecessary and intrusive orders. |
| (13) | Member of the public  **Objection** | 02-Feb-25 | **(Newport Pagnell 20mph Zone)**  Please don’t waste our money on ineffective speed limits ANYWHERE in Newport Pagnell. They are essentially un-enforcable and always go unenforced. They will cost a load of money, be ignored or be the current status quo because of traffic levels when it matters.  Please just repair the road, money is tight now, this isn't the time for wasting energy and resources signing up nothing to quieten down the karen screaming about boy racers. |
| (14) | Member of the public  **Support** | 02-Feb-25 | **(Woburn Sands 20mph Zones)**  I am writing to say that I am not agree with the 20mph restriction on Station Road, Woburn Sands From its junction with High Street to its junction with Russell Street [SZ23: WOBURN SANDS (SOUTH), MILTON KEYNES].  The road has a speed camera already in place, and driving is at a very low speed which is 30mph.  30mph is low enough. |
| (15) | Member of the public  **Objection** | 02-Feb-25 | **(Caldecotte 20mph Zone)**  I wish to object to the blanket 20 mph speed limit proposed for Caldecotte as it is unnecessary.  I have lived in Caldecotte since 1998 and can advise that the area does not suffer from any speeding problems.  There are no schools, and any conflict between pedestrians or cyclists with motor vehicles is minimal as the existing redways, footpaths and traffic calming measures provide adequate separation or protection. The only serious accidents have been on the adjacent grid roads and not within the proposed 20 mph zone.  Public money and staff time would be better spent on repairing the numerous potholes in the surrounding area |
| (16) | Member of the public  **Objection** | 02-Feb-25 | **(All 20mph Zones)**  I am writing this to raise my objection to the proposal TRO-422 of introducing new 20mph zones in the 5 areas of Milton Keynes.  The introduction of 20mph zone not only pose more pollution to our community as most of the modern cars today run more efficiently under 30mph or even quicker than 20mph. Besides, statistics have shown driver and pedestrian do have higher awareness to surroundings on higher speed limit roads compared to 20mph zones, which there are more possibilities that the introduction of 20mph zones would pose further danger to our district.  Please sincerely consider the advice and I hope the authority would be wise enough to understand and stop proposing further 20mph zones in our lovely Milton Keynes, thanks. |
| (17) | Member of the public  **Objection** | 02-Feb-25 | **(Oxley Park 20mph Zone)**  I **strongly object** to the proposal to implement an area wide 20 mph Speed Restriction Zones within the Oxley Park estate.  It is not possible to drive over anything that could be deemed an excessive speed in this area, by default of how the roads have been designed within this estate.  The Council themselves gave planning permission for the estate design, when at the time it was clear to anyone that the narrow roads/cul-de-sacs etc would not be able to cope with the level of vehicles that would be servicing the number.style of properties to be built.  The house designs did not allow for enough off road/private parking for each family sized property, nor enough in total needed for flats/shared units.  The result is the already and purposely designed narrow roads are littered with parked cars, parking on pavements/ yellow lines etc.  Add to this speed bumps/ raised road differing surfaces and lots of driveways/hidden entrances etc, it is simply not possible to drive any more than 20 miles an hour as it stands within this estate.  I also highlight the following -   1. There is a total lack of evidence in the proposal that explains what the current 'issue' is exactly to even warrant the reasoning behind the plan?  What is the proposal trying to address exactly? 2. Where is the analysis to uphold the justification for the speed to be 20mph?  How was this mph figure determined and why? 3. Why is this to be applied to the estate in its entirety?  Again where is the evidence and justification for this purpose?  What makes the estate of OP different to other estates built at the same time, and why is speed restrictions and signage deemed the only option?  What other 'solutions' have been considered/suggested? 4. Where is the detail on the costs?   How many signs are to be put up and where?  Are they to be illuminated? How are they to be maintained?  If the bill is being picked by the local purse (council tax) then, as a public expense, any spend should be deemed in ALL taxpayers' best interests (not just the locals within OP) and proven value for money. Again where is this information and justification? 5. Where is the signage to be placed?  Pavements are already narrow themselves.  Has there been an assessment of the impact over the location of any signage?  How many residents want a large metal signage outside their properties (NB many property boundaries are literally on/very close to the pavement?  This could prove to be obstructive for pedestrians.  A number of those in OP also moved here because of the local school and as a result walk here from all parts of the estate. 6. What road surveys have been completed on the estate - when were they done and what were their terms of reference?  Over what period was the survey conducted?  How many residents who live in OP have raised a specific issue in regard to speeding concerns with the estate?  Where is this public information? 7. In housing estate areas where a 20mph zone has been put into place, what have been the results.  Did they resolve the issues they were designed to mitigate?  How has this been assessed/quantified? 8. How are speed restrictions to be enforced?  By whom? 9. How is the reduction to 20mph within OP and its impact to be assessed - how will the proposal be deemed as having worked, or otherwise?   **Until it is clear that there is evidence to show that a speed issue actually exists across the board on this estate and that it specifically warrants a speed reduction (and speed restrictive signage), to be installed across the whole of this residential area, then the proposal remains unjustified.**  As a result, this proposed Traffic Order is unqualified as it currently stands and warrants no further action until a full assessment giving justifiable reason and as to why signage is the only option being proposed. |
| (18) | Member of the public  **Other** | 04-Feb-25 | **(Woburn Sands 20mph Zones)**  As a resident of The Leys, Woburn Sands I would like to request that “The Leys” is re-considered as a street that introduces a 20mph speed zone. The volume of traffic is ever growing and with a crowded road with vehicles parked I regularly witness near misses. Further to this, vehicles stop on the pathway, restricting public access and causing vehicles to swerve into the main road, many vehicles do not even observe the 30mph limit to due the nature of the road, so anything that can be done to make it a safer road would be highly appreciated and supported. |
| (19) | Member of the public  **Objection** | 04-Feb-25 | **(All 20mph Zones)**  I am writing to formally object to the public consultation regarding the proposed reduction of speed limits from 30mph to 20mph. I believe that the current consultation has failed to meet the necessary legal and best practice standards for meaningful public engagement, as outlined in government guidelines and principles. **Failure to Meet Consultation Best Practices**  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**    * 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?   Failure to provide clear and accessible information, as well as meaningful opportunities to participate, limits public understanding and engagement. **Legal and Procedural Concerns** 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. **Request for a Proper Consultation** In light of these issues, I formally request that the council:   * 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.   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. |
| (20) | Member of the public  **Other** | 05-Feb-25 | **(Woburn Sands 20mph Zones)**  I wish to write in support of 20mph zones to be extended to Bowbrickhill Rd, The Leys, and Hardwick Rd, Woburn Sands.  As a resident living at 11 Bowbrickhill Rd, I have experience continued abuse of speed limits in Bowbrickhill Rd and adjoining streets.  I have personally been involved in an accident involving a speeding vehicle outside my house and have seen many accidents, several of which involved serious injury.  Traffic speed signs have never worked and lack of compliance efforts have left some motorists confident that they can speed and get away with it.  Something really needs to be done to mitigate this blight.  Fortunately there have been no deaths but if speeding behaviours continue on this busy route it can only be a matter of time.  With future housing developments planned and an increase in children I think it imperative that the interests of the commumity are prioritised |
| (21) | Member of the public  **Support** | 05-Feb-25 | **(Woburn Sands 20mph Zones)**  I am a resident of Woburn Sands (since 1992) and I wish to register my **strong** **support** for MKCC’s proposal of a 20 mph speed zone in Woburn Sands, in the areas designated in the Principal Order of TRO-422 as ‘SZ22: WOBURN SANDS (NORTH), MILTON KEYNES’ and ‘SZ23: WOBURN SANDS (SOUTH), MILTON KEYNES’, for the following reasons:  1.      The designated areas are residential, with closely spaced dwellings fronting onto relatively narrow streets that are connected in the main by abrupt, approximately right-angle junctions, around which cars often have a limited view as they turn. Hence, with pedestrians of all ages frequently crossing roads, especially near junctions, and with numerous cyclists and cars parking or setting off, it is obviously sensible to limit traffic speeds for the safety and well-being of all. As it is well-established from road research that there is significantly less risk of serious damage to people from impacts at speeds up to 20 mph than at greater speeds, e.g., 30 mph, the former limit should be preferred (< <https://www.rospa.com/getmedia/bb8e6293-6255-4d39-9af9-78375f57d878/20mph-Zones-and-Speed-Limits-Factsheet-2023.pdf> >).  2.      At present, Woburn Sands has a haphazard mixture of 20 mph and 30 mph limits, which can be confusing for drivers. A consistent limit across the areas would again be sensible.  3.      With cars frequently needing to accelerate and decelerate while negotiating this sometimes congested road network, basic physics suggests that a 20 mph cap on speed would result in lower CO 2 emissions overall from ICE vehicles than a higher speed limit. Hence, again, the lower limit is to be preferred, in keeping with the Council’s declaration of a Climate Emergency in January, 2019.  4.      A recent article in the *Guardian* (Sat., 18th January, 2025) reported Steve Dukes, CEO of Confused.com, as saying “Some UK insurers are observing that areas where 20mph zones have been introduced result in lower levels of claim frequency – a key factor in the cost of car insurance” (< <https://www.theguardian.com/money/2025/jan/18/uk-20mph-speed-limits-car-insurance-costs-premiums?CMP=Share_iOSApp_Other> >).  5.      As evidence for the popularity of the proposed measure among the local community, I can report that the Woburn Sands Climate Change Group carried out a community survey on various environmental issues on behalf of the Town Council in 2022. A total of 379 completed survey forms were eventually returned from about 3400 delivered. In response to the question ‘Would you support a uniform 20mph speed limit throughout Woburn Sands?’, 81% voted in favour (< <http://www.woburnsandstowncouncil.gov.uk/> > ‘Environment’ > ‘WSTC Climate Change Group Community Survey ).  Finally, I am disappointed that **Hardwick Road and The Leys** are not included within the area of SZ23 – especially given the overwhelming support for a 20 mph limit recorded in the petition from the residents of those streets submitted to MKCC in March 2023. I would urge that they either be included now, or in a supplementary order if necessary. |
| (22) | Member of the public  **Support** | 06-Feb-25 | **(Woburn Sands 20mph Zones)**  I am a resident of Woburn Sands (since 1983) and I wish to register my support for MKCC’s proposal of a 20 mph speed zone in Woburn Sands, in the areas designated in the Principal Order of TRO-422 as ‘SZ22: WOBURN SANDS (NORTH), MILTON KEYNES’ and ‘SZ23: WOBURN SANDS (SOUTH), MILTON KEYNES’.  A uniform 20 mile an hour speed limit for Woburn Sands makes sense in terms both of safety and CO2 emissions.  There is sufficient statistical evidence to show a 20 mile an hour limit in a residential area results in fewer accidents.  The argument from people who say the limits are ignored is not backed up with evidence - whilst some drivers do ignore them, many do not, as accident numbers would not fall if no-one adhered to the limits.  It is surprising and disappointing to note that Hardwick Road and The Leys are not included within the proposals, especially after the overwhelming support for the limit shown in the petition from the residents of those streets submitted to MKCC in March 2023. They should be included either now, or later, kf to include thm would result in a delay in implementing the other proposals now |
| (23) | Member of the public  **Other** | 06-Feb-25 | **(Woburn Sands 20mph Zones)**  I would like to comment on the proposals for a 20mph zone in Woburn Sands. I believe it would be a mistake to exclude The Leys and Hardwick Road from the proposal. The lack of any off-road parking on The Leys results in severe congestion and dangerous attempts at passing on many occasions. At the bottom of a lengthy incline on Hardwick Road is a nursery school where parents drop off and collect young children throughout the day. There is little parking provision and as a consequence many pull in on Hardwick Road, a clear danger at 30mph. The extension of 20mph limit on these 2 roads and some traffic calming would reduce the safety concerns of local residents |
| (24) | Member of the public  **Other** | 06-Feb-25 | **(Woburn Sands 20mph Zones)**  With respect to Woburn Sands, whilst I do not disagree with the proposed 20mph areas , the fact that The Leys, Bow Brickhill road and Hardwick Road have been left out, misses the point of the problem with the traffic in Woburn Sands.  those roads regularly have traffic going too fast and dangerous. those are the ones that have the heavy through traffic. those are what you need to sort out.  I speak as a resident of Tidbury Close, who walks along those roads regularly. |
| (25) | Member of the public  **Other** | 07-Feb-25 | **(Woburn Sands 20mph Zones)**  We are hugely disappointed that there will be no traffic calming from Woburn Sands High Street, along The Leys and Bow Brickhill Rd.  We have lived on The Leys for nearly 40 years and see traffic constantly driving dangerously along the above stretch. It is often hugely difficult to cross over The Leys, particularly for the elderly and young children, adults pushing prams etc. From our side of the road (42), there is no alternative safe way for pedestrians to reach the High Street other than crossing this road.  We have, ourselves, had two cars written off over the years due to a driver speeding down and around the bend (junction with Woodland Way) and lost control, crashing into the parked cars.  Vehicles park across the road outside of the houses, but frequently there is parking right around the corner opposite Woodland Way, which causes traffic going towards the High Street to drive nearer to the traffic driving the other way, and we have witnessed many 'near misses'.  The street parking, increase in traffic volume, and HGV vehicles trying to navigate tight spaces, have massively added to the existing problems, and we have been promised for so long that this would be addressed. |
| (26) | Member of the public  **Support** | 07-Feb-25 | **(Woburn Sands 20mph Zones)**  I am a resident of Woburn Sands and I wish to register my support for MKCC’s proposal of a 20 mph speed zone in Woburn Sands, in the areas designated in the Principal Order of TRO-422 as ‘SZ22: WOBURN SANDS (NORTH), MILTON KEYNES’ and ‘SZ23: WOBURN SANDS (SOUTH), MILTON KEYNES’.  A uniform 20 mile an hour speed limit for Woburn Sands makes sense in terms both of safety and CO2 emissions.  There is sufficient statistical evidence to show a 20 mile an hour limit in a residential area results in fewer accidents.  The argument from people who say the limits are ignored is not backed up with evidence - whilst some drivers do ignore them, many do not, as accident numbers would not fall if no-one adhered to the limits.  It is surprising and disappointing to note that Hardwick Road and The Leys are not included within the proposals, especially after the overwhelming support for the limit shown in the petition from the residents of those streets submitted to MKCC in March 2023. They should be included either now, or later, kf to include thm would result in a delay in implementing the other. |
| (27) | Member of the public  **Support** | 07-Feb-25 | **(Woburn Sands 20mph Zones)**  I am emailing in support of the proposed 20mph speed zones in SZ23, as a resident of this area. Large parts are already 20mph and this is a suitable speed for the road layout and high volume of non-motor traffic (pedestrian, cyclist, horse riders etc).  I also support the other zones outlined in TRO-422 although I have less familiarity with them.  I would encourage the council to add more areas of Woburn Sands to 20mph zones over time, especially around schools, and add traffic calming measures on Station Road. |
| (28) | Member of the public  **Support** | 10-Feb-25 | **(Woolstone 20mph Zone)**  I would like to register my support for the Woolstone 20mph speed zone. |
| (29) | Member of the public  **Objection** | 10-Feb-25 | **(Woolstone 20mph Zone)**  I would like to object to the 20 mph proposal for Woolstone.   1. I don't think it is required due to the existing traffic calming measures already in place. 2. The layout of the village doesn't require a speed limit as the only possible place to get over 20 mph is along Pattison Lane for a relatively short distance. 3. When driving in a built up area drivers should be looking out for dangers, not looking down at their speed. Due to experience, drivers know how fast 30 mph is without looking down, but 20 mph seems relatively very slow. 4. The cost of implementing this scheme could be better spent on fixing pot holes which are a far greater danger to pedestrians, cyclists and car users.   I trust this objection will be taken into account and not just ignored. |
| (30) | Member of the public  **Other** | 10-Feb-25 | **(Woburn Sands 20mph Zones)**  I am writing in relation to TRO-422 regarding the speed limits in Woburn Sands.  Due to the volume of traffic that passes through the town and for the safety of all residents, I believe that the whole area should have a speed restriction of 20mph.  This is especially important for the whole of Hardwick Road (continuing until past Tidbury Close on the Bow Brickhill Road), The Leys, Station Road (and continuing along until at least the level crossing).  In addition to this, I would like to see current road markings and signage made clearer and speed enforcements officers enforcing the restrictions.  I would therefore like an amendment made to the order to include these roads, before it is passed to approval. |
| (31) | Member of the public  **Support** | 10-Feb-25 | **(Woburn Sands 20mph Zones)**  I support the 20mph zone for Woburn Sands.  It MUST include Theydon Avenue and Hardwick Road, please.  These roads are currently areas where cars break the current 30 limit and have many hazards and houses. |
| (32) | Member of the public  **Other** | 10-Feb-25 | **(Woburn Sands 20mph Zones)**  There is nothing more hilarious after reading the your suggestions for traffic calming around the above areas  That will have no effect whatsoever. We as residents are bugged every day /night with yobbos racing round, disturbing us any time night and day, and by putting up traffic speed notices reminding the motorist that it’s now 2Omph, will be totally ignored.  We need cameras up at two different locations and we need more traffic wardens Our lovely village has become a nightmare. |
| (33) | Member of the public  **Other** | 10-Feb-25 | **(Woburn Sands 20mph Zones)**  I am requesting The Leys is included in the proposed 20 mph zones for Woburn Sands. It meets the residential criteria and is especially beneficial for the many people who seek to safely cross the road to get to walk in the fields and woods. Currently it seems The Leys and Hardwick Road have been treated differently to other residents. |
| (34) | Member of the public  **Objection** | 10-Feb-25 | **(All 20mph Zones)**  I do not support this proposal as 30mph speed limit is adequate. There are also suitable bumps in the road which force drivers to reduce speed or damage their vehicles. |
| (35) | Member of the public  **Other** | 10-Feb-25 | **(Woburn Sands 20mph Zones)**  With respect to Woburn Sands, whilst I do not disagree with the proposed 20mph areas, the fact that The Leys, Bow Brickhill road and Hardwick Road have been left out, misses the point of the problem with the traffic in woburn sands.  those roads regularly have traffic going too fast and dangerous. those are the ones that have the heavy through traffic. those are what you need to sort out.  I speak as a resident of Tidbury Close, who walks along those roads regularly. |
| (36) | Campbell Park Community Council  **Support** | 10-Feb-25 | **(Woolstone 20mph Zone)**  The Planning, Infrastructure & Transport Committee of Campbell Park Community Council considered the consultation at its meeting on 3 February 2025.  The Committee noted that the request for a 20mph zone in Woolstone had originally been put to MKCC and the committee by a group of residents, who carried out a consultation of an area of Woolstone, the outcome of which supported the proposal.  Committee resolved that it was important that residents across the estate had their say on the proposal and therefore, the Committee would support the outcome of statutory consultation. |
| (37) | Member of the public  **Support** | 10-Feb-25 | **(Woburn Sands 20mph Zones)**  We are residents of Woburn Sands (since 1992) and wish to register our **strong** **support** for MKCC’s proposal of a 20 mph speed zone in Woburn Sands, in the areas designated in the Principal Order of TRO-422 as ‘SZ22: WOBURN SANDS (NORTH), MILTON KEYNES’ and ‘SZ23: WOBURN SANDS (SOUTH), MILTON KEYNES’.  Currently on Theydon Avenue, we have a Community Speed Watch Group (CSW) of which I am a member.  Whilst we have to fit this in around other commitments, when we do run sessions, we consistently record traffic exceeding the 20mph limit despite our presence!  This information is available from TVP (Thames Valley Police).  Along with the fact the signage at both ends shows 30mph, yet the road is actually 20mph, clearly leads to confusion for motorists.  We are well aware traffic travels must faster, especially at quieter times.  Also, we have vehicles above the weight limit using the road, and exceeding the speed limit, which causes properties to physically shake.  We are aware neighbours' properties suffer too.  We have already suffered years of flooding because the culvert collapsed.  Finally, after 30 years, last year MKC agreed to clear out the collapse and installed a catchpit in our driveway.  We are incredibly concerned the culvert, and potentially the road, could collapse again due to the volume and speed of traffic.  However, our primary concern regarding the traffic speed is safety.  Our son, and his friend, were involved in an accident on Theydon 3 years ago, whereby his friend was hit by a car and broke his leg.  This resulted in him having multiple operations, involving pins in his leg, over a significant amount of time.  Our son, now 14, is still nervous about crossing roads.  There are many children who walk, and cycle, to the local schools, which is a major concern with the traffic speed, even more so when vehicles mount the pavement just to pass because they are impatient.  Hardwick and The Leys are no exception to children walking to school, and the general public.  I walk our dog along there most days to go into the woods.  There is also a nursey on the corner of Hardwick road, I wouldn't want to think what would happen should a pre-schooler happen to get into the road.......  We would urge MKC to reconsider including these roads.  Is the cost of a life worth the costs to save MKC money? |
| (38) | Member of the public  **Support** | 11-Feb-25 | **(Newport Pagnell 20mph Zone)**  I agree with this proposal. |
| (39) | Member of the public  **Support** | 11-Feb-25 | **(Woolstone 20mph Zone)**  We live in Pattison Lane and agree with the proposal to limit speed to 20 mph, currently too many vehicle speeders. |
| (40) | Member of the public  **Objection** | 11-Feb-25 | **(Woolstone 20mph Zone)**  I cannot understand the bull dog attitude of the council to make every estate a 20 mph zone!  The money spent on signage and painting the roads would be far better spent on repairing potholes and footpaths. We know at least two people who have fallen on footpaths and required hospital treatment, in Woolstone.  I reported one footpath to our local councillor who informed me no-one uses that footpath! We frequently pass people on the footpath connecting Little Woolstone to Great Woolstone!  I do not drive, however carrying shopping I have on more than one occasion gone over on my ankle and almost fallen in Cloebury Paddock, due to a pothole!  It is difficult to drive at 30mph due to parked vehicles.  In Germany there are play streets where the speed limit is low…..that I can understand.  Having 20mph near schools, playgrounds by all means.  Spend money on cutting back bushes so we can see to cross the road.  Crossing Newport Road opposite Cloebury Paddock is challenging as there is a poor line of vision.  The culprits who exceed the speed limit will continue to do so. I have seen this happen in Monkston, despite numerous parked vehicles.  Ultimately I do not agree with 20 mph. |
| (41) | Member of the public  **Support** | 11-Feb-25 | **(Woolstone 20mph Zone)**  I fully support the proposed new 20mph speed limit for Woolstone. |
| (42) | Member of the public  **Support** | 11-Feb-25 | **(Woolstone 20mph Zone)**  As a resident of Woolstone I whole heartedly support the introduction of 20 mph speed limits in Woolstone. The volume of traffic along Newport Road has increased in the last few years and at times these drivers speed significantly, making it extremely unsafe for pedestrians. |
| (43) | Member of the public  **Other** | 11-Feb-25 | **(Woburn Sands 20mph Zones)**  We live on Bow Brickhill Road. Trying to drive onto Bow Brickhill Road from our drive can be difficult and very often dangerous. Cars park partly on the footpaths making viewing the moving traffic difficult. Although there is a 30mph speed limit on the Bow Brickhill Road, Woburn Sands, very often vehicle speed is well in excess of this limit. Vehicles coming from the Leys turn the sharp corner into Bow Brickhill Road and drivers put their foot down and exceed the speed limit well before the delimit sign. Traffic coming from Bow Brickhill into Woburn Sands take little notice of the 30mph sign and slow down only if there are cars parked on Bow Brickhill Road and when approaching the sharp bend at the junction with the Leys.  We would like to see improvements to the road safety in Bow Brickhill Road, Woburn Sands. |
| (44) | Shenley Church End Parish Council  **Support** | 11-Feb-25 | **(Oxley Park 20mph Zone)**  I am responding on behalf of Shenley Church End Parish Council in respect of the proposed 20mph scheme within Oxley Park.  Following discussion, the council have agreed that they have no objection to the proposal to introduce a speed restriction within Oxley Park.  They have however, raised concern about how this will be monitored to ensure that all residents and visitors to the estate remain within the limit applied.  The introduction of the restriction will not have any effect if there are no penalties attached to not adhering to the restriction. |
| (45) | Member of the public  **Other** | 12-Feb-25 | **(Woburn Sands 20mph Zones)**  I am aware of the plans to make a lot of roads in Woburn Sands 20mph, but that the Leys, Hardwick road, and Bow Brickhill road are excluded from these plans. I honestly feel that there needs to be some additional traffic calming in place on these roads. Many people cross the Leys where it meets Woodland Way to walk in Edgewick farm. The visibility at the crossing point is poor, made worse by the parked cars on the corner and along the Leys.  We would ask you to reconsider the exclusion of these roads from the 20mph plans, or consider some additional traffic calming or dedicated crossings on these routes, especially the crossing point on the Leys with Woodland Way. |
| (46) | Member of the public  **Objection** | 12-Feb-25 | **(All 20mph Zones)**  I am writing to formally object to the proposed **Milton Keynes City Council (Various Roads in Milton Keynes and Surrounding Areas) (20 mph Speed Restriction Zones) Variation Order 2025 (TRO-411)**. This proposal is **unjustified, wasteful, and lacks credible evidence to support its implementation**. Furthermore, it is clear that this initiative is **deeply unpopular** among residents and will do nothing to improve road safety, despite the claims made in the proposal. **1. No Evidence Supporting Safety Benefits** The Council claims that reducing speed limits to 20mph will improve road safety, particularly for pedestrians and cyclists. However, multiple independent studies contradict this assumption:   * A **2023 study published in the Journal of Epidemiology & Community Health** found that **introducing 20mph speed limits had no statistically significant impact on reducing road traffic collisions or casualties** in Belfast over a three-year period. ([BMJ Study](https://jech.bmj.com/content/77/1/17?utm_source=chatgpt.com)) * Research conducted in **Edinburgh** on 20mph limits concluded that there was **no significant reduction in accident rates**, further questioning the efficacy of these zones. ([BMJ Study](https://jech.bmj.com/content/78/7/437?utm_source=chatgpt.com)) * Analysis of speed limit changes in **Portsmouth**—where 20mph zones were implemented—showed **no substantial improvement in safety** and, in some cases, an **increase in collisions** on certain roads.   Given this overwhelming **lack of concrete evidence**, the claim that this policy will improve safety is **completely unsubstantiated**. **2. Milton Keynes Has an Extensive Redway System – This Proposal Is Unnecessary** Milton Keynes is **fundamentally different** from other cities due to its **well-established Redway network**—a dedicated system of pedestrian and cycling routes **separate from roads**.   * The stated reason for this speed restriction is **“to maintain a safe environment throughout the road, particularly to encourage and facilitate pedestrian and cyclist movements.”** * **This is completely redundant in Milton Keynes**, as the Redways **already provide safe, dedicated routes** for pedestrians and cyclists, away from vehicle traffic. * Unlike other cities where cyclists and pedestrians must share road space, Milton Keynes has **purpose-built infrastructure** to keep different modes of transport separated. * **There is no justification** for imposing a city-wide 20mph restriction when **the need it aims to address simply does not exist.**   This proposal **ignores the unique urban planning of Milton Keynes** and is a **one-size-fits-all policy that does not suit our city’s design**. **3. Strong Public Opposition – Clear Example from Wales** The Council should take **serious note** of the overwhelming public backlash against similar measures in **Wales**:   * The **Welsh Government’s default 20mph policy, introduced in September 2023, was met with enormous resistance**, including a **petition that received nearly 500,000 signatures—the largest in Senedd history**. ([Sky News](https://news.sky.com/story/seven-in-10-oppose-default-20mph-speed-limit-in-wales-new-poll-finds-as-welsh-government-vows-to-listen-to-concerns-13200258?utm_source=chatgpt.com)) * Public dissatisfaction led to **widespread protests** and **signs being vandalized and removed** in multiple areas. * **Local councils in Wales have since reversed or amended the policy** due to overwhelming backlash.   This highlights how **unwanted, disruptive, and impractical** such policies are. The people of Milton Keynes have had no say in this proposed speed limit, and it is clear from national examples that residents will not support it. **4. A Wasteful Use of Taxpayer Money** Implementing and enforcing 20mph zones across Milton Keynes would require:   * **New road signs, markings, and public awareness campaigns** * **Additional speed enforcement measures**, diverting police resources away from serious issues * **Expensive ongoing monitoring** of compliance and effectiveness   This is **nothing more than an unnecessary bureaucratic exercise**—spending public money for the sake of appearing to “do something.” When local councils are facing severe budget constraints, wasting funds on a policy with **no evidence of success** is an insult to taxpayers. **5. Ties to "15-Minute Cities" – Another Unwanted and Unnecessary Policy** This initiative appears closely linked to the controversial **"15-minute city"** concept, which has been **widely criticized for restricting movement and imposing arbitrary limitations on residents**.   * **Oxford’s 15-minute city pilot faced massive protests**, with residents expressing concerns about excessive government control and unnecessary restrictions. ([Politico](https://www.politico.eu/article/dont-lock-me-neighborhood-15-minute-city-hysteria-uk-oxford/?utm_source=chatgpt.com)) * These policies have been widely perceived as **anti-car, anti-business, and restrictive to personal freedom**. * **Milton Keynes is designed around mobility and choice**—forcing a policy that seeks to limit vehicle use is completely at odds with how the city was built.  **Conclusion: This Proposal Must Be Scrapped Immediately** In summary:  **There is NO substantial evidence that 20mph zones improve safety**  **Milton Keynes’ Redway network already provides safe routes for pedestrians and cyclists**  **Wales has proven that this policy is deeply unpopular and ineffective**  **This is an unjustifiable waste of taxpayer money**  **Milton Keynes does not need to adopt restrictive policies like 15-minute cities**  This is an **unwanted, unnecessary, and unjustifiable proposal** that serves **no benefit to residents** and will only cause frustration and inconvenience. The Council **must abandon this initiative immediately** instead of forcing through an unpopular and unproven policy. |
| (47) | Member of the public  **Support** | 12-Feb-25 | **(Woburn Sands 20mph Zones)**  With regards to the above reference for the introduction of a 20mph speed limit throughout Woburn Sands,whilst I am very supportive I cannot see how this an exclude the three worst problem areas.  Bow Brickhill Road, The Leys, and Hardwick Road are by far the roads with the biggest problems. The Leys and Hardwick are both too narrow for the current volumes of traffic and both suffer from badly parked vehicles. Whilst a lower speed limit would help but in addition further parking restrictions that are actually monitored are desperately required.  Bow Brickhill Road where I have been a resident for over 30 years and seen a dramatic increase in the traffic volume has different issues with speeding the biggest issue. Coming into WS the limit drops directly from 60 to 30 with only some 50 yards before houses vehicles do not slow up in time and many travel ar excessive speed and only the sharp bend into The Leys slows them down. The traffic leaving The Leys with only limited warning of the bend will often drive too quickly and round the blind bend on the wrong side of the road into Bow Brickhill Road. Given that this is a straight road with generally clear access many accelerate immediately and I have seen many vehicles pass my house at 50+mph giving no thought for the dangers. This is an area with young children and represents a serious accident waiting to happen with at least two major incidents in the last few years.  In the interest of safety and the wellbeing of residents a lower speed limit would help but again only if monitored but some some form of traffic calming is desperately needed.  Some while ago I undertook a survey of the residents of Bow Brickhill Road which resulted in a petition with almost 100% support for action. A letter was also sent to the local MP but of course nothing has happened. Bow Brickhill seems to have permanent warning signals and even some police cameras but not for us !  With the plans for SMK expansion to add some 3000 new houses the issues for congestion and safety will become even worse unless some action is taken  and I would welcome your comments.  The 20mph restriction for WS’s other roads is all well and good but you cannot simply ignore those with greatest problems. |
| (48) | Member of the public  **Support** | 12-Feb-25 | **(Oxley Park 20mph Zone)**  I would like to support the change to 20mph across Oxley Park.  We have lived here for 18 years and as the area has developed more and more people have used our roads at dangerous speeds.  The bus service through the development had to stop due to so many cars parking on the street, thus limiting the width of the road to a single vehicle. This in itself is dangerous for those crossing any of the roads, but particularly children and the elderly who don’t always hear cars/ vans approaching as they step out.  Some of the key roads include a primary school, a nursery and a group of increasingly busy shops, thus increasing the chances of accidents.  Residents, and non residents, can be seen driving at well over the current 30mph limit, it is another accident waiting to happen.  Many other area of MK without any of these facilities have already enjoyed the benefit of being a 20mph area and in my opinion, Oxley Park desperately needs this as well in order to try and maintain safety for us all. |
| (49) | Member of the public  **Other** | 13-Feb-25 | **(Woburn Sands 20mph Zones)**  As a resident of The Leys, Woburn Sands for the past 45 years I have seen the speed of traffic gradually increase to dangerous levels. The corner where Bow Brickhill Road joins The Leys has always been notorious for accidents as traffic races into The Leys after driving at breakneck speed as soon as they leave Bow Brickhill. They’re not prepared for the sharp righthand bend and it’s often misjudged.  It seems counterproductive to not have a blanket speed limit of 20mph throughout the town. If Bow Brickhill Road, The Leys and Hardwick Road could be put on a par with the rest of Woburn Sands with the 20 mph speed limit then drivers would know that as soon as they enter Woburn Sands the limit is 20 mph throughout. Consistency would make the whole area a safer place for pedestrians and drivers alike. |
| (50) | Member of the public  **Other** | 13-Feb-25 | **(Newport Pagnell 20mph Zone)**  After viewing your proposal for speed reduction in some areas of Newport Pagnell to 20mph I would very like  you to consider adding the following.  On item 28 ref Tickford St where you propose to introduce 20mph from Priory Street to St Johns St Street I would like you to consider extending  that area from Priory Street up Tickford Street to the mini roundabout at the junction to North Crawley road.  That would mean a speed limit of 20mph from that roundabout to the roundabout in the Town Centre, a distance of around half a mile so  not too excessive.  The reason for this request is along that distance it is used for children crossing the road to Tickford school on the rivers estate, those attending Ousedale  and of course in very close proximity to the Old folks flats at Chartwell house along with the other flats on that footprint. There are three mid-road Islands  along this stretch to aid crossing but they don't encourage drivers to slow down although speed bumps would.  There is also the junction to Chichley street and the Milton drive estate to consider as well as people crossing to use the popular Londis mini supermarket.  I have myself witnessed excessive speed well over 40mph at times during the day and that may be associated with drivers turning off the dual carriageway bypass  at London road and not adjusting speed accordingly.  It would also be nice to have a digital smiley/frowny face speed reminder sign along Tickford Street that I have seen dotted about. |
| (51) | Member of the public  **Support** | 13-Feb-25 | **(Woolstone 20mph Zone)**  We are writing in support of 20 mph zones in Woolstone. We are seeing regular use of speeding on our local roads; living near a 90 degree bend in the road - which is very close to a children’s play area and also very close to two popular pubs - we are concerned that some drivers are oblivious to the danger they cause. We think the speed reduction could help mitigate the risk to pedestrians and other road users - and also the knock-on effect of noise reduction. |
| (52) | Member of the public  **Objection** | 13-Feb-25 | **(Woolstone 20mph Zone)**  I would like to object to the 20 mph proposal for Woolstone. I cannot see any reason why this is necessary.   1. There are no schools 2. There is only one road that goes through the estate from end to end. 3. The pavements are wide and pedestrians can easily see the traffic 4. Most of the side roads and cul de sacs are so slow that 20 mph restrictions are not necessary. 5. I am not aware of any accidents or near misses |
| (53) | Member of the public  **Other** | 13-Feb-25 | **(Woburn Sands 20mph Zones)**  I am aware of the plans to make a lot of roads in Woburn Sands 20mph, but that the Leys, Hardwick road, and Bow Brickhill road are excluded from these plans. I honestly feel that there needs to be some additional traffic calming in place on these roads. Many people cross the Leys where it meets Woodland Way to walk in Edgewick farm. The visibility at the crossing point is poor, made worse by the parked cars on the corner and along the Leys.  We would ask you to reconsider the exclusion of these roads from the 20mph plans, or consider some additional traffic calming or dedicated crossings on these routes, especially the crossing point on the Leys with Woodland Way. |
| (54) | Member of the public  **Objection** | 13-Feb-25 | **(Woolstone 20mph Zone)**   * My usual experience of 20mph speed limits is as I pass through villages in Wales and in Wiltshire, on the way to see my loved ones. * Since I am usually headed somewhere beyond these villages, my typical response is that a 20mph speed restriction on a through road is unhelpful – but then again, I don’t have to live there. * In respect of Woolstone, there is only one through-road – Pattison Lane – whereas the rest of the village of Woolstone is made up of roads that lead nowhere else. * So, you’d be doing well if you made it to 30mph on any of Woolstone’s roads. * However, I know that parents of small children on Pattison Lane worry about drivers racing along it as a cut-through when traffic is bad on the H6 or H7. * But there are already speed bumps on Pattison Lane which, in practice, restrict the speed of ALL drivers, whether they live there or use it as a cut-through. * So, on reflection, the imposition of a 20mph speed limit is as unnecessary for Pattison Lane as it is for any other roads in Woolstone. * In short, the proposed imposition of a 20mph speed limit seems needlessly and aggressively ‘anti-car’, to no practical purpose. * **So, for Woolstone at least – where I live - my vote would be against the proposed 20mph speed limit.**   I am a longstanding resident of Woolstone and love it pretty much as it already is |
| (55) | Member of the public  **Objection** | 13-Feb-25 | **(Woolstone 20mph Zone)**  No. |
| (56) | Member of the public  **Support** | 13-Feb-25 | **(Woolstone 20mph Zone)**  Yes. |
| (57) | Member of the public  **Support** | 13-Feb-25 | **(Woolstone 20mph Zone)**  I wholeheartedly support this decision and hope it will result in cars travelling much more slowly through our estate Marion Cole. |
| (58) | Member of the public  **Other** | 13-Feb-25 | **(Woolstone 20mph Zone)**  I live on Pattison Lane and have lived here for over 18 years. I am a pedestrian, dog-walker, cyclist and car driver.  The incidents that I am aware of would not have been prevented nor their potential impacts lessened if the current 30mph limit had actually been 20 mph.  Danger points exist in Woolstones. For example, where the redway crosses Pattison lane at the entrance to Woolstone from H6, where the redway crosses Newport Rd a little further down - there should be barriers on the redway in my opinion to slow cyclists down. I have witnessed near misses in both places between vehicles, pedestrians & cyclists. In all cases, vehicle speed was not the issue.  Has any risk assessment been carried out for Woolstones?  I recognise that the consequences of accidents increase with speed, but if only speed is being considered, the logical next steps become why not 15mph, 10 mph speed limits?  Other than Mill Lane, Newport Road, Marshalls Lane and Pattison Lane I suggest that it is almost impossible for a vehicle to physically achieve a speed above 20mph anyway since the other roads are just too short, being cul-de-sacs and the like.  I am willing to consider any evidence that might be available regarding road traffic accidents that have occurred on Woolstones.  Until then, I feel that this proposal will not make any improvements to the safety of road users & residents in Woolstones and that the money could be used more effectively in other ways. |
| (59) | Member of the public  **Support** | 17-Feb-25 | **(Newport Pagnell 20mph Zone)**  I am writing to support the consultation of the proposed 20MPH speed zone in Newport Pagnell under reference TRO-422.  It is good that the council are looking to widen the current 20MPH zone to cover much of the centre of Newport Pagnell. However, I would like to see a blanket 20MPH limit within the town. The restriction could at least cover much more of Tickford Street and London Road up to the Tickford Roundabout. There are a lot of cars that speed along this road either exiting the town or coming in from the dual-carriageway. The mini-roundabout near the BP garage is a hotspot for collisions and near-misses due to the speed of cars and poor visibility at the junction.  The proposal should also consider applying a 20MPH speed zone to Marsh End Road, Annesley Road and the surrounding streets near Ousedale School. The number of cars parked along these roads, along with the speed of cars and the large number of school children on foot in this area are an accident waiting to happen.  I hope that the council will consider implementing a blanket 20MPH speed zone in Newport Pagnell in the future, along with installing more speed information displays along the main roads to encourage more compliance from drivers. |
| (60) | Member of the public  **Objection** | 17-Feb-25 | **(Oxley Park 20mph Zone)**  I object to the proposal of introducing a 20 MPH on Oxley Park.  The purpose of making it safer for pedestrians & cyclists will not happen because of the car parking situation. Cars parked on the pavement & on road junctions not only impact pedestrians & cyclists, as it is, but also car drivers have restricted viewing of the road.  An example of this is the H6/Harlow Crescent junction. Just as you enter the road there is a right hand turn but on both sides of the road & round the corner cars are parked on the pavement. You cannot see what is coming up the road until it is too late. The road is down to a single lane due to the parking.  Another example would be Lockwood Chase. The road is practically full of twists & given the right situation an emergency vehicle would not be able to get through. It is almost impossible to get up to 20 MPH.  By Oxley Park Academy parents collecting their children from school park on the road blocking one lane with no consideration for other road users.  The estate suffers from what in my consideration is poor planning & we are left with managing the best we can.  No speed limit is going to help, what is needed first is a resolution to the parking problems & the inherent problems that brings. |
| (61) | Member of the public  **Objection** | 17-Feb-25 | **(Woolstone 20mph Zone)**  I would like to formally object to the proposed 20mph zone in Woolstone.  While I support 20mph zones in areas where they are necessary, I do not believe Woolstone qualifies as one of them.  As a resident of the village for 18 years, I have lived on Butterfield Close, at the junction with Pattison Lane, its main thoroughfare. In my experience, Woolstone is a quiet village with some of the lowest-density housing in Milton Keynes.  Although I do not have official statistics, I would imagine the typical population is middle-aged or older.  Woolstone is not known for having a significant number of families with young children.  In the “Statement of Reasons” (<https://www.milton-keynes.gov.uk/sites/default/files/2025-01/Statement%20of%20Reasons%20%28TRO-422%29.pdf>), it states:  "In accordance with Department for Transport guidance, it … gives consideration to the introduction of more 20mph limits and zones in urban areas and built-up village streets that are primarily residential."  I question whether Woolstone can reasonably be described as either "urban" or "built-up," which casts doubt on whether this proposal should have been considered at all.  If the village experienced heavy traffic, that might justify a lower speed limit, but it does not.  As an informal "straw poll" on 15th February, between 12:00 and 12:30, I counted the number of vehicles that passed my house - **27 in total**.  This was during a time when many residents would likely be at home and out running errands.  A Department for Transport data counter is also positioned near my house, so an FOI request could provide more precise figures.  Based on my count, for the one second a vehicle took to pass, there was, on average, a 65-second gap before the next one.  While this is only a rough estimate, it strongly suggests there is little or no need to reduce the speed limit to 20mph for safety reasons - Woolstone is already safe.  Pattison Lane is already equipped with multiple traffic-calming measures, including six speed humps and speed tables, which effectively manage excessive speed.  As one of the older Milton Keynes villages with low-density housing, the roads - particularly Pattison Lane - are wide, with deep verges and excellent visibility.  Key crossing points also coincide with speed tables, further enhancing safety.  What makes this proposal particularly pointless is that the limit will not be readily enforced. Indeed, the term “self-enforced” reflects this.  I assume electronic speed-sensing signs will be installed (at significant public expense), displaying a sad or smiley face depending on whether drivers comply.  However, those who already ignore the 30mph limit and break the law, will continue to do so.   A 20mph “self-enforced” limit will not stop these more dangerous drivers.  Milton Keynes Council’s resources are already overstretched.  The unnecessary 20mph zone in Woolstone should not add to this burden. |
| (62) | Member of the public  **Objection** | 17-Feb-25 | **(Woburn Sands 20mph Zones)**  I am writing with regard to the traffic calming consultation in Woburn Sands ref: TRO-422.  I live on the final part of Theydon Avenue which is still a 30mph zone.  I would like to object to the plan that retains Hardwick Road, The Leys and Bow Brickhill Road as 30mph zones. As a resident of this area, it is imperative that the whole of Woburn Sands becomes a 20mph zone. The Leys is especially dangerous due to the speed at which drivers come down it from Bow Brickhill. I have often witnessed cars mounting the pavement to avoid oncoming traffic at speed.  I have had several instances when I have had to jump on the grass (I am 79 years old) to avoid a speeding car doing a sudden manoeuvre.  Also, the end of Theydon when it connects to the Leys is currently a 30mph and cars also speed down here as they use it as a rat run to bypass the High Street. |
| (63) | Member of the public  **Support** | 17-Feb-25 | **(Woolstone 20mph Zone)**  I am in complete favour of the proposed 20MPH limit in Woolstone. |
| (64) | Member of the public  **Other** | 17-Feb-25 | **(Woburn Sands 20mph Zones)**  We are writing in connection to the proposed introduction of a 20mph speed limit in Woburn Sands. We cannot understand why you have excluded Bow Brickhill Road, The Leys and Hardwick Road from the 20mph limit zone. As residents of The Leys we firmly believe our road should be included in it as many drivers do not obey the current 30mph speed limit and travel at much higher speeds along our road. Traffic must be slowed in The Leys as there is a straight run leading to a sharp bend to Bow Brickhill road and we consider cars should travel  slowly to negotiate that bend safely. A lot of through traffic uses The Leys, including buses and HGV's which compounds the problem as our road can become a single lane because occupants in the terrace house opposite us have to park their cars in the road causing bottlenecks on the corner and sometimes along the road. We have to reverse out of our drive and it can be hazardous because our house is near the bend into Bow Brickhill Road and we have to watch traffic from both directions, it is made worse by the narrowing road and cars sometimes travelling too fast from the Hardwick Road end.  Theydon Avenue is heavily used as a cut-through from Bow Brickhill road to Station Road and has a necessary 20mph limit. Hardwick Road is only passable in one direction due to parked cars, a 20mph limit there would help to stop drivers coming down the hill trying to beat traffic approaching from the bend by Mowbray Green. Speeding happens in Bow Brickhill road past the 30mph signs, we have often been tailgated by impatient drivers coming into Woburn Sands. There have been at least two collisions recently in The Leys and Bow Brickhill Road area due to speeding. One accident occured when a speeding car collided with a stationary car leaving its driver seriously injured and the other was when a car left the road at the bend and demolished street signs and damaged a lighting pole.  The speed limit should be 20mph all the way from Bow Brickhill Road to the top of Hardwick Road via The Leys. That would improve safety and give residents in those three streets more time to assess approaching traffic and drive away safely. Traffic calming measures must include a lower speed limit and possibly speed bumps. Residents and road users would be far safer with a lower speed limit and traffic calming measures. |
| (65) | Member of the public  **Other** | 17-Feb-25 | **(Woburn Sands 20mph Zones)**  The proposals by MKCC not to include The Leys and Bow Brickhill Road in the traffic calming measures concern us greatly.  We have traffic travelling at speed around the corner from The Leys into Bow Brickhill Road where we live at No 14…. it’s hair raising at times when we reverse into the main road from our driveway.  PLEASE consider imposing the 20mph speed limit on these roads for safety’s sake. |
| (66) | Member of the public  **Support** | 17-Feb-25 | **(Woolstone 20mph Zone)**  I say YES to the 20 MPH restrictions across Woolstone and cannot come soon enough. |
| (67) | Member of the public  **Support** | 17-Feb-25 | **(Woolstone 20mph Zone)**  Yes I do support the 20mph speed zone in Woolstone. |
| (68) | Member of the public  **Support** | 17-Feb-25 | **(Woolstone 20mph Zone)**  I am in favour of a 20mph zone for Woolstone. |
| (69) | Member of the public  **Support** | 17-Feb-25 | **(All 20mph Zones)**  **Regarding:**  Proposed 20mph speed zones in Milton Keynes and Surrounding Areas (TRO-422)  I would just like to say that I am in favour of this proposal. I think that it could make these places safer for drivers and pedestrians.  The areas are used by many dog walkers, cyclists and scooter riders, families, teenagers and elderly people who do not always pay attention to traffic, and some tend to walk along and/or step onto the roads when it is not safe. I have noticed this especially around the pubs in Woolstone. In this village pedestrians can be found meandering on the roads as if they are still wandering around in the park.  Pedestrians and scooter riders using or crossing roads often do not hear electric cars coming, and seem to assume that crossing without looking first is safe if they cannot hear a vehicle.  So a shorter stopping time made possible by lower speeds would, I feel, be an improvement for everyone. |
| (70) | Member of the public  **Support** | 17-Feb-25 | **(Woolstone 20mph Zone)**  I am a Woolstone resident and I agree with the proposed 20mph speed restriction. |
| (71) | Member of the public  **Support** | 17-Feb-25 | **(Woolstone 20mph Zone)**  As the co-ordinator of Woolstone South neighbourhood watch, I give my full support for the 20 mph zone through Woolstone.  There are still some maniacs who drive down Paterson Lane and Allison court at 40 mph +. |
| (72) | Member of the public  **Support** | 17-Feb-25 | **(Woolstone 20mph Zone)**  I support the proposed 20mph speed zone in Woolstone. |
| (73) | Member of the public  **Support** | 18-Feb-25 | **(Woolstone 20mph Zone)**  I would like to support the proposal for a 20MPH zone which was originally supported by a large number of local residents. Particularly it could help protect vunrable road users like children. It was also supported by parish council. |
| (74) | Member of the public  **Support** | 19-Feb-25 | **(Woburn Sands 20mph Zones)**  I am writing in response to the notice of a consultation about the proposed 20 mph speed limits around Woburn Sands.  I am in favour of these but think the bottom of Aspley Hill and the whole of Hardwick Road should also be included, along with traffic calming measures, to reduce the speed of traffic through these areas.  Hardwick Road in particular is very narrow and often congested with parked cars, effectively making it a single lane road.  The corner at Nonna's is blind, but drivers coming off Aspley Hill and Woburn Road often speed around that corner without regard for potential pedestrian traffic or queues waiting to get through that bottleneck.  Something also needs to be done about the roundabout at the bottom of Aspley Hill.  This is not treated as a roundabout by traffic going from the High Street through to Woburn Road (and vice versa), they often speed through as if it was a normal junction assuming they have right of way because they are on the "main" road. |
| (75) | Petition  **Other** | 19-Feb-25 | **(Woburn Sands 20mph Zones)**  Petition to extend the 20mph speed zone to include The Leys, Hardwick Road and Bow Brickhill Road. |
| (76) | Member of the public  **Other** | 19-Feb-25 | **(Woburn Sands 20mph Zones)**  Can you please add traffic calming and a 20mph speed limit to the Leys in Woburn Sands.  Cars speed down the Leys especially at perk commuter and night time the road is not wide as it is just one full lane and then cars park down the other side of the road reducing the second lane down by at least a third.  We have had 4 number major crashes since I’ve lived here. Cars ploughing into parked cars. I regularly see Lorrie’s vans and cars mount the path to avoid on coming vehicles refusing to slow down as the road narrows.  I live along the Leys and have to parallel park my car as no drive. Cars go so fast they will not allow you to manoeuvre in to a space they beep when as your parking and cut past you. When you try to open car door to get out you have to open into fast moving on coming traffic that does not want to consider residents who need to park up and get out of their cars to get home.  There needs to be traffic calming and there needs to be a 20mph limit especially with the new housing estates being built near by and potentially greater numbers of cars using the road. The Leys is a residential street made narrow with residential parked cars, it gets used as a rat run at high speed especially at commuter times and later at night, it requires traffic cali g measures and 20mph speed limit, to enable residents to park safely and avoid the regularly occurring car crashes into parked cars. |
| (77) | Member of the public  **Objection** | 19-Feb-25 | **(Woolstone 20mph Zone)**  As a resident of Woolstone we are writing to inform you that we have no objection to the proposed 20mph speed limit throughout Woolstone. We think it will improve pedestrian & cyclist safety and give more time for motorists to react to incidents on the roadways, as well as react to redway users at redway junctions. With the large amount of residential traffic, plus traffic to & from the church & community centre, the two pubs & the care home, it will be a good thing.  We would like to also raise the issue that there are now many cars parked all day on the roadway on Pattison Lane. Some are regularly parked very near the junction with Patisson Lane & Marshalls Lane.  Sight lines are  obscured here due to the curve of the road and it is difficult & dangerous to pass these cars. We also find that many motorists are not giving way behind the parked cars to the on-coming traffic. Consequently, could there be a traffic order implemented to prevent this long term & dangerous parking on Patisson Lane, particularly as it is the main through road in Woolstone?  We are also concerned about the roadside parking by motorists visiting the Cross Keys pub. Cars are parked along Newport Road in front of the pub entrance and in front of the junction with Marshalls Lane, and the redway junction from the Ouzel Valley Park up Marshalls Lane. It is unsafe & has been getting worse. Can double yellow lines be put here to prevent this?  We would be grateful for your response on these issues |
| (78) | Member of the public  **Objection** | 19-Feb-25 | **(Woolstone 20mph Zone)**  I see no need to reduce the speed limit from 30 to 20MPH in Woolstone. |
| (79) | Member of the public  **Support** | 19-Feb-25 | **(Woburn Sands 20mph Zones)**  I am a long term resident of Woburn Sands (50 years) during which time I have seen the population, traffic and general speed of traffic increase exponentially.  I am an organiser for Woburn Sands Speedwatch Group.  My comments refer to  SZ22 and in particular  **SZ23**  WOBURN SANDS, MILTON KEYNES  I add my comments in relation to points and commitments published on Milton Keynes City Council and UK Government websites.  My comments, (in blue) are directly under relevant points.  **Milton Keynes City Council is proposing to introduce new 20mph speed limit zones on specific roads in five areas following requests from the local communities.**  Resident Comments:  I welcome a 20 mph speed limit across areas SZ22 and SZ23.  I see the following ‘perimeter roads’ (highlighted) are excluded from the proposals: **Bow Brickhill Road**. **The Leys. Hardwick Road.**  Also: **Station Road,** the main road through the middle of the town.  **Aspley Hill** and **Weathercock Lane**: (Bedfordshire)  To establish Woburn Sands as a 20 mph zone I feel strongly that they should be included in the plan.  My rationale follows.  **MK City Council (MKCC) is committed to making the city’s roads as safe as possible by introducing a 20mph speed limit within residential areas.**  Resident Comments:  The roads highlighted above are indeed, residential roads, falling in the remit of MKCC commitment.  Bow Brickhill Road, The Leys and Hardwick Road are situated around the perimeter of the town, where, unlike shorter roads and cul de sacs highlighted for the 20 mph limit in SZ23, the length of these roads make speeding more possible and indeed it is increasingly prevalent.  Station Road is the increasingly busy main throughfare for traffic and pedestrians accessing schools, businesses, services etc through Woburn Sands.  In this case, the need for 20mph limit is never greater than now as a move toward meeting MKCC commitment to: quote: ‘making the city’s roads as safe as possible by introducing a 20mph speed limit within residential areas’.  In addition to residences, facilities on these roads include two schools, a children’s nursery, residential care homes for the elderly, retirement homes, sheltered housing, accommodation for adults with special needs, a recreation ground and public open space used for community events. (Mowbray Green) This opens directly next to Hardwick Road where currently, traffic picks up speed.   * Many have narrow pavements. * There is one light controlled pedestrian crossing near the Primary School. Beside that, there are no dedicated, safe pedestrian crossing areas, meaning pedestrians risk lives crossing these roads where traffic speed frequently exceeds 30 mph. * Parking: Many residences do not have ‘ off street’ parking along the named roads so many parked vehicles make for complex navigation along these roads particularly for people with mobility challenges and parents with young children.   **You are seven times more likely to survive being hit by a vehicle travelling at 20mph than 30mph.**  Resident Comments:  If this be so: I would ask: Are the residents of the highlighted roads not entitled to the same level of protection as the residents of roads currently included in the plan?  **The local community must support the reduced speed limit to help with compliance and raise awareness.**  Resident Comments:  Mindful that many drivers do adhere to speed limits, those that do adhere to it will slow down the ones that don't! If the precedent is set at the town boundaries, and consistent through the town, it should bring down the average speed through the town, perhaps even in Theydon Avenue, currently a 20 mph zone sandwiched between two 30 mph zones and ignored or unnoticed by most. 🤩  **In an area where a 20mph limit is introduced, the speed limit will be self-enforcing and MKCC will install signs to notify drivers. We will not introduce traffic calming measures too such as speed humps or cameras.**  Resident Comment  With this disclaimer, clear signage and regularly maintained road markings at the town perimeter and throughout the town will be a start.  Nb: Road markings in areas already designated as 20 mph zones have long been erased through time and not repainted.  **Any local parish, town or community council may apply for a 20mph zone to help improve road safety in their area if the streets included meet set criteria.**  **These include:**   * **Being located within a built-up area where vehicles and pedestrians will mix.**   Resident Comment:  The referenced roads meet the criteria.  In addition to matters of safety reduction from traffic moving at lower speed, research reveals that a 20 mph cap on speed results in lower CO 2 emissions overall from ICE vehicles than a higher speed limit.  In this case, to introduce a town wide 20 mph policy would be in keeping with the Council’s declaration of a Climate Emergency in January, 2019.  **The existing speed limit is 40mph or under.**  Resident Comment:  Currently, the town wide speed limit in Woburn Sands is 30 mph, with the exception of several roads, or parts of roads accessing Asplands Medical Centre where the speed limit is 20 mph.  **Evidence of being supported by the local community through a petition.**  Resident Comment  Woburn Sands Climate Change Group carried out a community survey on various environmental issues on behalf of the Town Council in 2022. A total of 379 completed survey forms were eventually returned from about 3400 delivered. In response to the question ‘Would you support a uniform 20mph speed limit throughout Woburn Sands?’, 81% voted in favour (< <http://www.woburnsandstowncouncil.gov.uk/> >  ‘Environment’ > ‘WSTC Climate Change Group Community Survey ).  In March 2023, residents of Hardwick Road and The Leys submitted a petition to MKCC revealing overwhelming support of a 20 mph limit on these roads.  In conclusion:  I urge the council to look again at the zone of SZ23.  A speed limit of 20 mph across the town will make it a safer, cleaner and overall a more pleasant place to live. |
| (80) | Member of the public  **Objection** | 20-Feb-25 | **(Woolstone 20mph Zone)**  I would like to register my strong objection to the proposal to reduce the speed limit in Woolstones to 20mph.  There is absolutely no justification whatsoever in making this change. In Woolstones there are no schools, no shops, and very few residential children. The doors of the houses in Woolstones never open directly onto the street, they all have front gardens or courtyards opening onto pavements with wide grass verges before the roads. The two public houses each have good car-parking facilities. There is never a strong pedestrian presence, nor does Pattison Lane get used as a through-route by any significant quantity of traffic.  It is just possible to reach a speed of 30mph for a few yards near the northern end of Pattison Lane; most cars already do not exceed even 20mph here. Further down towards the southern end of Pattison Lane there is a length of perhaps 100m where it is normal to reach 30mph. This is a safe section with grass on each side, and a change to 20mph would have no safety impact but would merely cause frustration and distraction for drivers. There have been perhaps 2 or 3 instances of cars speeding on this section in late evenings in the past few years; a change to the speed limit would have no effect here, a person who ignores a 30mph limit is even more likely to ignore a 20mph limit.  There is no evidence of excessive speeding in Woolstone, nor is the safety record poor in any way. The imposition of an unnecessary 20mph limit would probably in fact have a negative impact as people would continue to drive at their current speed which, if over 20mph, would encourage them to become complacent about ignoring speed limits both here and also elsewhere. The change would also have virtually no environmental impact, slowing a few cars for just a few yards would not, for example, reduce the emissions level significantly (it may even increase it by forcing drivers to remain in a lower gear)  Overall, therefore, I cannot see any justification for this unwanted change. |
| (81) | Member of the public  **Objection** | 20-Feb-25 | **(Woolstone 20mph Zone)**  I am writing to formally object to the proposal of introducing a 20mph speed limit in my area, **Woolstone**, currently governed by a 30mph speed limit. While I acknowledge the importance of road safety, I believe that reducing the speed limit in this instance would not achieve the intended benefits and could result in several unintended negative consequences.   1. **Heightened Driver Frustration:** Reducing the speed limit to 20mph will result in longer journey times, leading to frustration among drivers and potentially encouraging them to seek alternative routes, further exacerbating traffic issues elsewhere. 2. **Environmental Impact:** Slower traffic tends to increase fuel consumption, as vehicles are forced to operate in lower gears for longer periods. This would result in higher emissions of CO2 and other pollutants, undermining efforts to combat climate change and reduce air pollution in the area. 3. **Limited Impact on Safety:** There is insufficient evidence to suggest that reducing the speed limit in this area would significantly improve safety. Research has shown that the most effective measures to enhance road safety include improvements to infrastructure, increased enforcement of existing traffic laws, and targeted awareness campaigns rather than blanket reductions in speed limits. 4. **Economic and Practical Implications:** For businesses and residents in the area, a 20mph speed limit could have a detrimental effect on productivity and daily activities. Longer commute times and delays in deliveries may impact local commerce and create unnecessary inconvenience.   I do not believe road safety is even an issue in **Woolstone**. In light of the above points, I respectfully urge you to reconsider the proposal.  Thank you for considering my views. I hope that they will be taken into account when reviewing this proposal. |
| (82) | Woburn Sands Town Council  Support | 20-Feb-25 | **(Woburn Sands 20mph Zones)**  Woburn Sands Town Council supports a 20mph town wide speed limit. Many of our residents feel strongly about this subject and the Town Council has taken into account a recent petition which raised almost 500 names in support of a 20pmh limit on Hardwick Road, The Leys, Downham Road, and Bow Brickhill Road as it enters the residential area of Woburn Sands. The Town Council would also like to see the lower speed limit extended to include Station Road as it extends from the High Street which already has a 20mph limit. Station Road is a very busy road which children have to cross to go to the Swallowfield Primary and Fulbrook School, the only schools in walking distance for Woburn Sands children.  This recent petition follows a more general survey from 2021 which was hand delivered to all households in Woburn Sands and had a good return rate. On the question of speed 80% of those surveyed supported a lower speed limit of 20mph and some roads have since been designated 20mph which has been much appreciated by residents of those streets.  The SpeedWatch group in Woburn Sands reports seeing a fairly consistent 10% of traffic speeding on the roads they monitor, that is Theydon Avenue and Bow Brickhill Road. At the February 10th council meeting residents presented their opinion in support of lowering the speed limit. One did not support this because he could not see it being enforced, however, evidence nationally indicates that a lower speed limit will reduce speed even if it cannot be enforced by police.  It is also well known that accidents at 20mph where pedestrians are hit by vehicles are less likely to be fatal than if a pedestrian is hit at 30mph. Generally schools have this lower speed limit on their roads but the pre-school nursery on Hardwick Road has traffic at 30mph passing their building, it is a busy road the children regularly cross to explore Edgewick Farm and the woods.  Some residents have also presented evidence to the council to show how a lower speed limit with traffic driving steadily (i.e. not accelerating to 30mph and decelerating to 20mph in short distances) helps to lower air pollution. This is important in a residential area where these roads pass a nursery school, primary school and secondary school, as well as sheltered accommodation and nursing homes for the elderly. The pavements are narrow along Hardwick Road and The Leys, and parked cars mean Hardwick Road is single car width which increases the feeling of danger from traffic speed. The Leys is almost as narrow with lorries, buses and vans often choosing to mount the pavement to pass oncoming traffic.  Traffic calming measures would be widely supported to help the 20mph speed limit and no residents have told the Town Council they would object to traffic calming on their street. Residents and councillors are aware that the SEMK development will bring an increase in traffic and it would be best to have a 20mph limit with necessary traffic calming in place before this development progresses. It was agreed that slowing traffic on roads entering the town will help traffic keep to the existing 20mph limit in the town.  Considering the residents opinions, the safety and environmental aspects, Woburn Sands Town Council would like to see a town wide 20mph speed limit as soon as possible. |
| (83) | Member of the public  **Support** | 20-Feb-25 | **(Woolstone 20mph Zone)**  Yes. |
| (84) | Member of the public  **Support** | 20-Feb-25 | **(Woburn Sands 20mph Zones)**  The proposal to introduce a wide area 20mph speed limit in Woburn Sands as indicated in the consultation documents is broadly very welcome to me. It is long overdue.  However, as a resident of a street that had a 20mph limit applied a few years back, Russell Street, Woburn Sands, such  limits are pointless without clear signage and physical traffic calming infrastructure to enforce the limit. On Russell street, the limit is routinely ignored by the vast majority of drivers. There are simple methods that can be applied to help enforce the limit - such as moving on-road parking from one side of the road to the other half way down the street, hence forcing traffic to slow down to navigate the change, or the addition of one-way priority road narrowing schemes. All on-road parking is currently on the north side only, why is that? A similar street, in Woburn Sands, Theydon Avenue, changes the on-road parking side half way down the street, hence forcing a lower speed.  At present, the dead straight road only encourages speeding. I have had several near misses myself when attempting to cross the road to cars parked on the north side only. The exit from the public car park on Club Lane is also problematic area that woudld benefit from on-street traffic calming measure to improve safety at the junction.  Clear 20mph signage is also required, currently missing on Russell Street.  Houses here are built on sand. Houses regurally shake and damage occurs due to passing HGV's and school buses pass at speed. Street infrastructure to enforce the weight restriction is also required.  The limit is also widely ignored on Woburn Sands high street, I routinely see people have near misses with fast traffic at the two pedestrian crossing. Road narrowing and speed bumps are urgently required. This would also serve to discourage drivers from using Woburn Sands and Aspley guise as a short cut to the M1 J13. |
| (85) | Member of the public  **Support** | 20-Feb-25 | **(Woburn Sands 20mph Zones)**  I am fully in support of MKCC's proposal of a 20mph zone in Woburn Sands designated TRO-422 also 'SZ22' and 'SZ23'.  You will have received many emails in support of these proposed 20mph zones.  You do not need me to reiterate the many good reasons in their support.  In particular I refer to the email from Peter Skelton, past Mayor of W/S, with detailed reasons in their support.  **The Leys and Hardwick Road**  However I have to emphasize the need to include these two roads in the 20mph zones. that has overwhelming support from the residents.  These residential roads are very busy with through traffic.  Sadly vehicles frequently speed along these two roads and there have been traffic accidents.  20mph is required!  In addition a pedestrian crossing should be considered on the corner to Edgewick Farm for the safety of the many people, together with their dogs, who cross the road to walk both there.and in the woods. |
| (86) | Newport Pagnell Town Council  **Objection** | 20-Feb-25 | **(Newport Pagnell Sands 20mph Zones)**  Newport Pagnell Town Council’s Town Planning & Environmental Management Committee met to discuss above TRO proposal at its meeting on 5th February. Please see extract from minutes below, outlining their objection.  **ITEM 7 FEB 2025/TPM:                CONSULTATION ON 20MPH ZONES IN NEWPORT PAGNELL**  The Working Group received a consultation invite from Milton Keynes Council regarding the proposed 20mph zones in Newport Pagnell. After some discussion, the Working Group agreed to object to this proposal, citing the following reasons:   * MKCC have provided no evidence or rationale to support this proposal. * There is no evidence to suggest that motorists who do not observe a 30mph limit are going to adhere to a 20mph limit. The most recent death on Marsh End Road was caused by a driver that was found to be under the influence of drugs when his car hit a cyclist. This was not a speeding issue. * Lack of enforcement. There seems little sense in imposing a rule that can/will rarely be enforced. * Lack of consultation. MKCC should have consulted residents and local Councils before this point. * The proposed areas all seem to be within the conservation area, and not on roads that have a speeding problem. What is the rationale for choosing some streets and not others?   There is no information provided as to what a 20mph limit will mean in terms of other traffic calming measures (speed humps, sleeping policemen, etc). |
| (87) | Member of the public  **Support** | 20-Feb-25 | **(Woburn Sands 20mph Zones)**  I'm writing to you about the above proposal, which has my wholehearted approval.  I ask you, however, to consider including The Leys in the 20 mph zone.  Already we see drivers far exceeding the current 30mph limit here throughout the day and night. I think this is exacerbated because drivers coming from Woburn Sands High St onto The Leys have usually been subjected to a slow passage through Hardwick Road, where on-street parking almost always means they have to give way to oncoming vehicles. This factor, and the absence of parked cars on the bend opposite Edgewick Farm, seems to encourage drivers to speed up as they round the bend into The Leys.  My concern is that if almost every street in this town is limited to 20mph, we are likely to see even more vehicles along The Leys travelling well in excess of 30 mph; it is extremely common for motorists to speed up dramatically and excessively as they leave a 20mph zone. As this street is wider and straighter than others in the town, with fewer obvious hazards, I am sure this will continue to be a problem for those who live here and those who travel through The Leys.  At the very least, I feel that the decision to maintain the current 30mph limit in The Leys should be thoroughly researched. As I write to you on a fairly quiet afternoon, almost every vehicle is streaking past my house at excessive speed, taking advantage of the relative lack of traffic today. Vehicle speeds and road safely need to be monitored before your decision on the scope of the 20mph limit is finalised.  Finally would like the council to take account of the fact that this residential street is populated by many families with young children, and older people - both of these groups will certainly be especially vulnerable to the dangers of speeding vehicles if The Leys is excluded from the proposed changes to speed limits in Woburn Sands. |
| (88) | Member of the public  **Other** | 20-Feb-25 | **(Woburn Sands 20mph Zones)**  I am very disappointed that Hardwick Road and The Leys are not to be included in 20mph zones. The traffic especially morning and evening is extremely heavy. At all times of the day motorists exceed the speed 30 mph and have witnessed road rage on numerous occasions when navigating the parked cars along these roads.  It very dangerous for pedestrians as the pavements are very narrow and on occasions motorists have mounted the paths in order to pass. As a pedestrian, sometimes with young children, it is extremely hazardous especially as some drivers are clearly under the influence as they speed past with their windows ajar.  We feel that a 20 mph or some kind of traffic calming is essential for safety and especially going forward traffic is likely to increase.  Surely at least the installation of speed cameras would provide revenue for the Council and deter speeding but ideally a 20 mph zone should be reconsidered. |
| (89) | Member of the public  **Other** | 20-Feb-25 | **(Woburn Sands 20mph Zones)**  I have been a resident of The Leys for more than 25 years. During that time traffic density, speed and aggression has noticeably increased along The Leys, to the point where one is taking huge risks in attempting to cross the road, particularly at the bend opposite Edgewick Farm, where many residents, some with small children, cross to access the fields, allotments and woods, much valued local amenities.  Often when parallel parking on the road near their homes residents are intimidated by aggressive through traffic, which have on occasion driven onto the pavement on the opposite side of the street, with potential impact on pedestrians.  Residents of The Leys gave their overwhelming support for a 20 mph speed limit in the petition submitted to MKCC in March 2023.  This letter is to request that the Council include The Leys within the proposed 20mph speed limit zone in Woburn Sands. Alternatively physical measures be undertaken to slow down traffic along this residential road in the interests of safety and serious accident prevention. |
| (90) | Member of the public  **Support** | 20-Feb-25 | **(Woolstone 20mph Zone)**  I am writing in support of the proposed 20mph speed zone in Woolstone. |
| (91) | Member of the public  **Other** | 21-Feb-25  Out of time | **(Woburn Sands 20mph Zones)**  I am a resident in The Leys in Woburn Sands. I the eight years that I have lived there, on the bend where the Bow Brickhill Road merges into The Leys, speeding traffic has become a huge nuisance.  There have been several accidents, some minor, at least three major. Traffic does not slow sufficiently before reaching the bend where the road signs have warning chevrons. Traffic speeds way beyond the capacity for the road late at night. Vehicles set off car alarms and occasionally house alarms. The traffic comes into Woburn Sands and I am assuming is cutting through towards junction 13 of the M1.  It is disappointing and short sighted, in my view, not to incorporate The Leys into the proposal to put 20mph limits widely into Woburn Sands. I appreciate there must be an attached cost for traffic calming but quality of life and safety for residents would be hugely beneficial to us and ultimately also to MKC. |
| (92) | Member of the public  **Other** | 21-Feb-25  Out of time | **(Woburn Sands 20mph Zones)**  **I am in support of reducing the speed limit in Hardwick Road, The Leys and Bow Brickhill from 30mph to 20mph.**  I have lived in Hardwick Road for 43 years. Traffic has increased significantly over the years which is the opposite of what was predicted when Hardwick Road (not even labelled in map SZ23 of the Consultation Document) was widened in 1983.  The number of cars parked on the south side of Hardwick Road, the north side of The Leys leads to Hardwick Road operating as a single lane for traffic to use and to The Leys having a very narrow 2 way traffic flow for much of 24hours/day.  Cars are parked along much of the one side of both roads for every day of the year.  In order to travel down from the top of Hardwick Road (from the High St end) motorists display risky behaviour which includes accelerating down the hill to pass all the parked cars often when there is approaching traffic from the other direction who have right of way. Motorists travelling up the road resort to mounting the narrow pavement.  As well as considerate drivers there are standoffs between drivers shouting when neither is prepared to give way.  In wet weather pedestrians (all ages, parents with prams and cyclists, elderly people with mobility issues) get drenched from the swell of water coming from the road.  **In addition to having a 20mph speed limit** on these three roads a speed camera placed at the bottom of Hardwick Road, opposite Larchfield Nursery would be much more effective than a Speed Indicator Device (SID). It would require MKCC negotiating with the relevant Police Authorit(y)ies. |
| (93) | Member of the public  **Support** | 24-Feb-25  Out of time | **(Woolstone 20mph Zone)**  As a 30-year Woolstone resident, I am writing to give support to the proposal for a 20 MPH limit on the roads around Woolstone. We have always thought of this as a priority, particularly as it is often used as a cut through for 2 main roads and parking for the pubs and canal can restrict the passage of traffic at times. Whilst there is already a 30MPH limit, without restrictive measures, this seems to be often ignored.  Please revert if you need further information. For information, we are residents of Mordaunts Court. |
| (94) | Thames Valley Police | 24-Feb-25  Out of time | **(All 20mph Zones)**  Thank you the attached proposed 20mph Speed Zone in Newport Pagnell, Woburn Sands, Caldecotte, Oxley Park and Woolstone (Reference: TRO-422) and accompanying maps for reference. I have liaised with Phil Jeffs your Senior Engineer in relation to the attached proposals and discussed the areas concerned.  The areas of Woburn Sands (new estate), Caldecotte, Oxley Park and Woolstone were all built with physical measures put in place by the developer for the provision of a 20mph zone/speed limit to be implemented once the local highway authority were ready to propose them at a later date.  There are some older areas of Woburn Sands such as the High Street where it would be impossible to reach speeds of 20mph due to the road layout and town environment.  There are residential estate areas of Newport Pagnell which also will fit into the 20mph category, the one area which does not is Willen Road and I have discussed this with Phil Jeffs and he has provided the speed data from this location which shows speeds in excess of the NPCC guidelines so already within the enforcement threshold.  On the grounds that only SID’s are going to be used and as I understand it no physical measures TVP would object to this proposal for a 20mph limit as it is unlikely that without the physical measures speeds would not be reduced below the current NPCC guidelines.  I will send a more comprehensive report. |