Statutory Consultation **Report**

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| **Proposal:** Prohibition of Entry on Elmswell Road, Wavendon |
| **Reference:** TRO-423 |

Report Summary

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

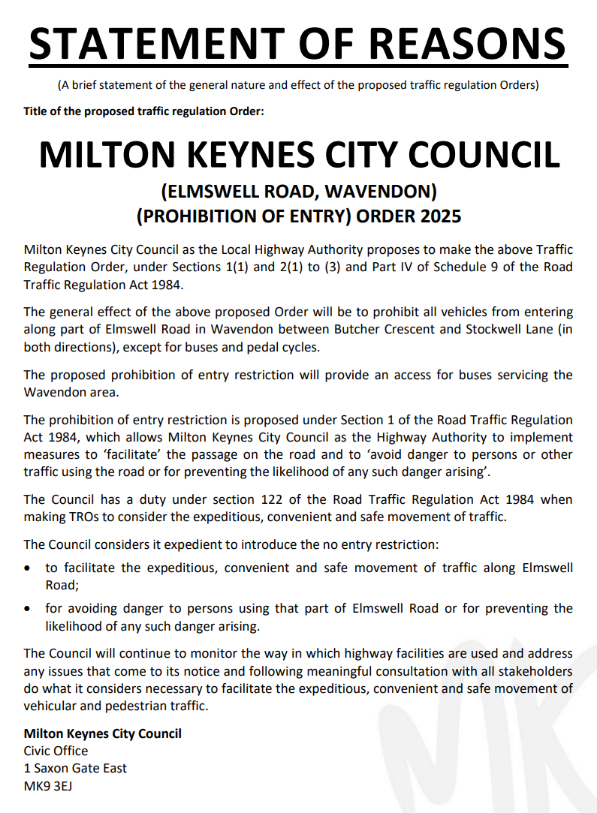
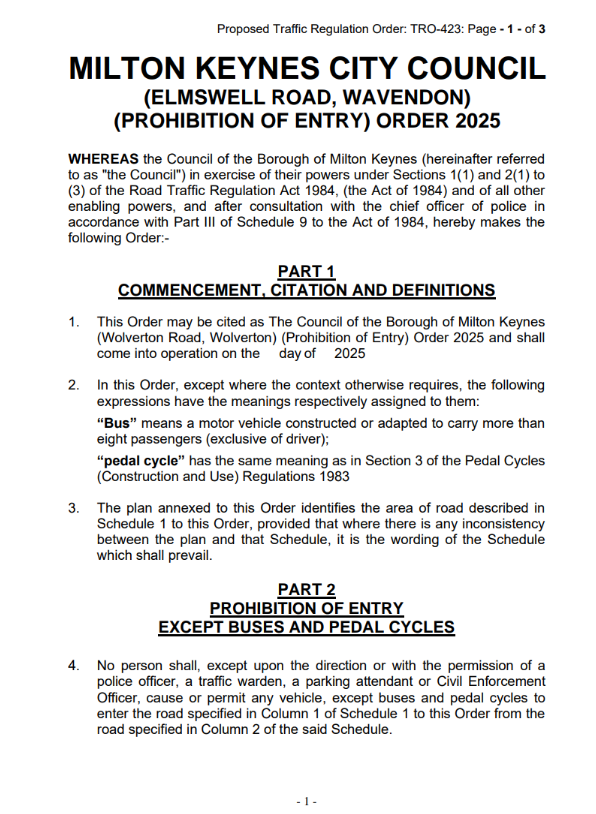
Proposal

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

**MILTON KEYNES CITY COUNCIL**

**(ELMSWELL ROAD, WAVENDON) (PROHIBITION OF ENTRY) ORDER 2025**

The general effect of the above proposed Order will be to prohibit all vehicles from entering along part of Elmswell Road in Wavendon between Butcher Crescent and Stockwell Lane (in both directions), except for buses and pedal cycles.



Statement of reasons

The proposed prohibition of entry restriction will provide an access for buses servicing the Wavendon area.

The prohibition of entry restriction is proposed under Section 1 of the Road Traffic Regulation Act 1984, which allows Milton Keynes City Council as the Highway Authority to implement measures to ‘facilitate’ the passage on the road and to ‘avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising’.

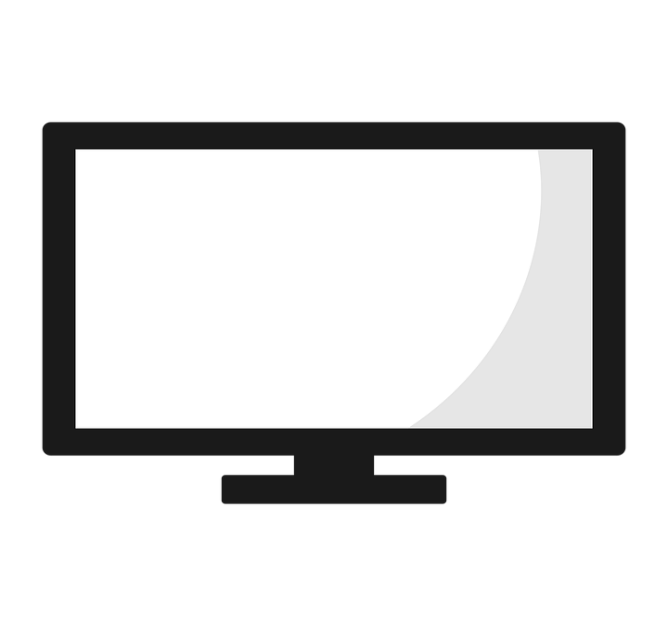
The Council has a duty under section 122 of the Road Traffic Regulation Act 1984 when making TROs to consider the expeditious, convenient and safe movement of traffic.

The Council considers it expedient to introduce the no entry restriction:

* to facilitate the expeditious, convenient and safe movement of traffic along Elmswell Road;
* to facilitate the passage of the new bus service which uses Elmswell Road
* for avoiding danger to persons using that part of Elmswell Road or for preventing the likelihood of any such danger arising.
* To prevent traffic from cutting through the residential area between Groveway and Newport Road in order to avoid congestion at Kingston roundabout

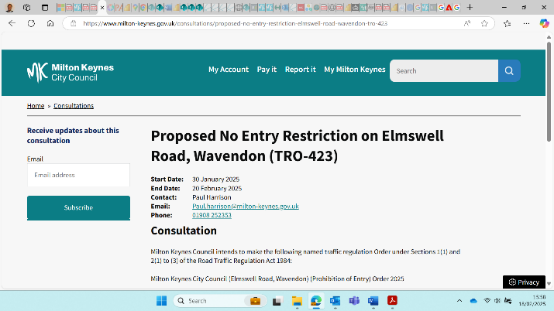
The Council will continue to monitor the way in which highway facilities are used and address any issues that come to its notice and following meaningful consultation with all stakeholders do what it considers necessary to facilitate the expeditious, convenient and safe movement of vehicular and pedestrian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

Statutory Consultation

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

**Start:** 30 January 2025

**End:** 20 February 2025

The Section 46A notice 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 No Entry Restriction on Elmswell Road, Wavendon (TRO-423) | Milton Keynes City Council](https://www.milton-keynes.gov.uk/consultations/proposed-no-entry-restriction-elmswell-road-wavendon-tro-423)

Response

The Council received 45 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)

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Objections (In summary)

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| **Traffic Flow:** Restricting the access on Elmswell Road to buses and Cycles only will result in there only being one access to the estate. This will impact on traffic flow, especially during peak times. | | |
| **Road Safety:** The proposal to relax the current access restrictions will undoubtedly exacerbate the situation, further compromising the safety of residents, pedestrians, and other road users. | | |
| **Road Safety:** The proposal could result in more vehicles using quieter streets as shortcuts, increasing the risk of accidents in areas where children frequently walk, play, or cycle. | | |
| **Inconvenience:** The proposal will reduce the number accesses to the estate. It is important that vehicles are able to use this access. | | |
| **Road Safety:** The proposal will increase traffic using the one remaining access to and from the estate, increasing the risk of accidents. | | |
| **Inconvenience:** The busses that use this route aren’t very frequent. | | |
| **Illegal Traffic Movements:** Prohibited vehicles will continue to use the access as a short cut. | | |
| **Traffic Flow: The estate would benefit from having a second access point to,** not only alleviate the pressure on the Groveway junction but also provide an alternative access in the event of delays at the Groveway junction. | | |
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Officer Recommendations

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It is the Officers recommendation that the objections should not be upheld on the grounds that allowing vehicles out at the Elmswell Gate/Dankworth junction could lead to an increased number of vehicles using Elmswell Gate as a rat-run from the H9 Groveway to Newport Road (both directions). This will help avoid the risk of accidents in areas where children frequently walk, play, or cycle, or other traffic using the affected roads within the estate. It will also allow for the passage of the buses to ensure an effective public transport service for the area and offer residents an alternative to car use.

The Council notes resident concerns over the single access on to Groveway, but remains in discussions with developers of the adjacent site over an additional potential additional access for the estate on Newport Road. Concerns over the safety of the Groveway junction are noted, but there is no accident record that suggests it is an unsafe location, although officers will continue to monitor incidents there.

The Council has applied for powers to enforce moving trafic offences under Part 6 of the Traffic Management Act 2004. This could potentially enable the Council to place enforcment cameras at this location in the future.

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Formal Consideration

The Assistant Director Highways and Transport must now now formally consider the eightieen (18) objections received during statutory consultation and the Officers recommendations.

Decision

Accordingly, under my delegated powers, I have formally considered the eightieen (18) objections received during statutory consultation, and the Officers recommendations, and see no reason why the prohibition of entry on Elmswell Road can not be introdcued. I therefore make the decision to not uphold the six objections and authorise Officers to complete the traffic regulation Order as proposed on 30 Jabuary 2025 and to implement the prohibtion of entry restriction in accordance with the Traffic Signs Regulations and General Directions 2016.

**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** | 31-Jan-25 | I live on butcher crescent the bus lane would be better use for everyone only having one exit to tower gate can make it difficult to get out at busy times.  The bus lane is used by many people already over the last few weeks and already shows in a decrease of traffic at tower gate entrance.  It would also be useful to have speed bumps along butcher crescent I have only lived here a year at the top of butcher crescent (opposite end to the bus lane) and already seen 2 cats killed and near miss of a child where cars speed round the blind bend and along butcher crescent as it’s a long road. |
| (2) | Member of the public  **Support** | 31-Jan-25 | We definitely agree for Buses and bicycles user entry this road. |
| (3) | Member of the public  **Objection** | 02-Feb-25 | I would like to object to the proposed No Entry restriction on Elmswell Road. Wavendon.  There are two housing estates both built by Crest Nicholson (Morton Park, Glebe Farm, Wavendon and Manor View, Towergate), both these estates a total of nearly 400 residences have only one exit and entrance through Elmswell Gate to Groveway, this is also used by Thurlow Nunn the Vauxhall Garage, KFC takeaway and the Aviva Bus Service.  Any obstruction to this junction would be an enormous inconvenience to all these residences and businesses.  Balderstone Road in Morton Park and Balderstone Road in Abbey View Towergate do not connect (according to Google Maps they do!), they very definitely do not. So there is no secondary access through the Abbey estate to Ortensia Drive.  With this amount of traffic turning into and out of Groveway, a secondary exit/ entrance is required.  The bus and cycle access onto Stockwell Lane would be an ideal secondary access for this traffic and I would recommend this be allowed for all traffic rather than just bus or cycles.  The objection to more traffic flowing through the bottleneck in Wavendon village is unlikely, for what benefit would this serve, traffic is restricted to one carriage way going up Stockwell Lane from the Stables turn off, then when in Wavendon there really is no benefit to trying to go to Wavendon Gate, it is far easier to use Groveway and Ortensia Drive to access Wavendon Gate.  I would ask that my points are taken into consideration when deciding on the future of this Stockwell |
| (4) | Member of the public  **Support** | 03-Feb-25 | I’m the resident in Elmswell Road and I strongly support TRO-423 about “prohibit all vehicles from entering along part of Elmswell Road in Wavendon between Butcher Crescent and Stockwell Lane (in both directions), except for buses and pedal cycles.  When I purchased my house in Elmswell Road, the diagram shows it is a bus gate and this exit was designated for buses and pedestrian use only, and not open to all vehicles. This is an important factor in my decision to buy the property. Please see my attached diagram which the developer Crest Nicholson provided.  If it intend to open the exit for other vehicles, it must increase heavy traffic (many vehicles will treat as a shortcut from Stockwell Lane to Groveway ) and safety risks, Negative impact on residents such as noise pollution, air pollution and overall disruption to daily life.  The original plan designated this as a bus entrance and exit. If it is converted into an exit for all vehicles, the estate’s overall design  and the positioning of the houses are not suitable for accommodating general traffic, could this potentially violate other planning regulations?  Since the bus put in service, there have been some private vehicles and delivery motorcycles illegally using it, they usually drive quite fast, which has already impacted our daily lives, we hope you can strengthen enforcement, such as installing cameras to capture violations and imposing fines or penalties on unauthorised vehicles.  As a resident of Elmswell Road, I have the following opinions from my own perspective are as follows:   1. Safety Concerns for Pedestrians, Cyclists and Children -   Many children living in Morton park and Manor view will use this exit to Glebe Farm School every day. 2. Increased heavy traffic in our estate - The traffic flow planning of Elmswell road and Butcher Crescent is only for resident, not  design for public. If this exit open to public, who will be responsible for the consequences caused by the opening of this exit ? 3. Negative impact on Residents quality of life - More vehicles will cause noise pollution, air pollution and community safety. 4. If open the exit for other vehicles, please conduct a full public consultation and traffic impact assessment. |
| (5) | Member of the public  **Objection** | 03-Feb-25 | I am writing to formally and vehemently object to the proposed "No Entry Restriction on Elmswell Road, Wavendon" (TRO-423). After careful review, I assert that this proposal is not only ill-conceived, but it also represents a significant threat to public safety, and I strongly urge the Council to reconsider this course of action.  Elmswell Road, particularly the section leading to Groveway, has been the site of numerous severe traffic accidents. These incidents underscore the dangerous and congested nature of the road. The proposal to relax the current access restrictions will undoubtedly exacerbate the situation, further compromising the safety of residents, pedestrians, and other road users. Elmswell Road is already extremely busy throughout the day, with traffic from Towergate residents and KFC customers causing frequent gridlock. Allowing additional traffic into this area is irresponsible and will inevitably increase the risk of accidents.  Furthermore, Elmswell Road suffers from a severe speeding problem. Despite the absence of any effective speed-reduction measures, such as traffic-calming devices, vehicles regularly exceed speed limits, creating a hazardous environment. This issue has already resulted in near-miss incidents involving children and pets, and it is only a matter of time before a more serious incident occurs. The current road design and infrastructure are simply inadequate to cope with an increase in traffic volume, and relaxing access restrictions will make this problem far worse.  Additionally, Elmswell Road was originally designed to serve only the residents of Towergate. Expanding access to the road raises significant concerns about the long-term maintenance and upkeep of the infrastructure. If the Council proceeds with this proposal, it is crucial that it clarifies whether it will assume responsibility for the additional maintenance costs associated with the increased traffic. If not, will the burden fall on the residents of Towergate or their management company to cover the financial implications of increased wear and tear on the road? These are critical issues that must be addressed before any changes are made.  In conclusion, I strongly oppose the proposed changes to the access restrictions on Elmswell Road. The road is already heavily congested and dangerous, and increasing traffic flow will only exacerbate these issues. I urge the Council to prioritize the safety and well-being of all individuals in the community and to reject this proposal. |
| (6) | Member of the public  **Support** | 03-Feb-25 | Subject: **Strongly Support** to the Order of Prohibition of Entry on Elmswell Road, Wavendon.  As a resident of Elmswell Road, Wavendon. My neighbours and I are very concern about the rising vehicles from entering/exiting along part of Elmswell Road in Wavendon between Butcher Crescent and Stockwell Lane. We are worried our safety, quality of life and environment of our community would be severely affected if there is open to public. Below are the key reasons for prohibition of entry on Elmswelll Road.  By the way I strongly request that the relevant department can implement some deterrent measures to stop other vehicles from entering to Elmswell Road such as installation of security camera with penalty.   1. Traffic Safety Concerns   Elmswell Road is close to the residential buildings where has high volume of pedestrians including me and my children. Increased traffic will be**more dangerous for us and other pedestrians,**especially for **schoolchildren, elderly,** and individuals with mobility impairments, potentially leading to more traffic accidents.  - More private vehicles entering and exiting the estate area may lead to **more accidents**, especially during peak hours.  - If it is opened as a public entrance, the increased frequency of vehicles may lead to road congestion and potentially **compromise bus travel safety**.   1. Severe Noise Pollution & Air Pollution   - The **road is extremely close to residential buildings,** if opening it as a public entrance will significantly increase traffic noise, affecting residents daily lives. Especially **we are living in Elmswell Road will be suffer the most from this disturbance.**  - Additional vehicles will emit **harmful air pollutants** which pose serious health risk to residents including children, elderly and those with respiratory conditions.   1. Negative Impact on Community Security   - Currently, this road has controlled access, once opening it will lead to more unknown vehicles and strangers entering to our area, **increasing the risk of theft, trespassing, and other security threats**.   1. Potential for illegal Parking & Night Time Disturbance   - The new entrance may attract taxis, private hire cars and delivery vehicles to **park illegally,** particularly late at night.  - Noise from waiting drivers, running engines, and passengers may disturb residents’ sleep, **affecting our health and well-being.**  - Road congestion could also delay emergency vehicles such as ambulance, fire trucks, **putting our lives at risk**.  Conclusion and Request  In light of the above concerns, we are firmly support the proposed No Entry Restriction on Elmswell Road, Wavendon (TRO-423). Additionally, we are strongly request relevant authorities to implement deterrent measures to prohibit all vehicles from entering along part of Elmswell Road in Wavendon between Butcher Crescent and Stockwell Lane, except bus and pedal cycles. |
| (7) | Member of the public  **Support** | 05-Feb-25 | As a resident of Glebe Farm Towergate, it has been brought to my attention that you are holding a consultation regarding the bus lane from Elmswell Road to Stockwell Lane with the view that it possibly be open to general traffic. I believe that the proposal should stand as it was originally agreed, for buses and cyclists only.  Although there is only one exit/entrance into the estate, it is a relatively small estate so it is not a particular issue. Undoubtedly opening up the entry in question to general traffic would make it easier for anyone living on the estate heading in the Woburn Sands direction as it would avoid having to turn right onto the H9 which can be quite difficult at times and then having to navigate the large roundabout on the H9. However if it was opened up for all traffic it would result in the estate being used as a rat run allowing vehicles to avoid the large extremely busy roundabout with traffic lights that cause tailbacks especially at certain times of the day. In my opinion this would create an unacceptable increase in traffic using the estate as a cut through, it is a quiet residential area, and will inevitably lead to queueing traffic waiting to turn left onto the H9 from Elmswell Road possibly creating an issue where there is none.  I realise that you are inviting objections to the prohibition of entry but I just wanted to air my views on keeping it as was always intended when the estate was built, that it should be an entry onto the estate for buses only due the concerns I have mentioned |
| (8) | Ward Councillor  **Other** | 09-Feb-25 | A number of residents of this part of Towergate have expressed concerns and frustrations with having a single point of entry to the area, and this order would formalise the arrangement for the bus lane which I believe should be considered as an access point.  I understand that the condition my have been part of the original planning permission for the area – I have requested the outline planning permission for the site and the reserved matters application since these documents are not available on the planning portal to check.  I also understand that residents of Wavendon Village may have had particular cause for concern since there is too much traffic through the village as it is, but this could have been addressed with a no right turn on to Stockwell Lane, while allowing traffic to exit the development towards Newport Road, as an alternative to the exit on Groveway which is extremely busy in rush hour, and I understand is somewhat of an accident black spot.  An alternative would have been to join the two parts of Balderstone Road giving an exit further up Groveway via Ortenisa Drive, but according to the most recent communication I have received via Councillor Casework, the only current plans to do this are for pedestrian access.  I believe more consideration needs to be given to this situation.  If the development continues to only have a single access point, can I confirm whether the bus lane could be used by emergency vehicles if need be? |
| (9) | Member of the public  **Objection** | 10-Feb-25 | I am writing to express my concerns and formally disagree with the proposed No Entry restriction on Elmswell Road, Wavendon (TRO - 423). While I understand the intention behind this proposal, I believe it could inadvertently create safety risks, particularly for children in this residential area.  Elmswell Road is home to many families, and the safety of children should be a top priority. Implementing a No Entry restriction could lead to increased traffic on adjacent residential streets, as drivers seek alternative routes. This could result in more vehicles using these quieter streets as shortcuts, increasing the risk of accidents in areas where children frequently walk, play, or cycle.  I urge you to reconsider this proposal and explore alternative solutions that prioritize both traffic management and the safety of the community, such as implementing traffic calming measures, speed reductions, or increased signage to deter through traffic without displacing it onto neighboring streets. |
| (10) | Member of the public  **Support** | 11-Feb-25 | I am writing to express my strong support for the proposed "prohibit all vehicles from entering along part of Elmswell Road in Wavendon except for buses and pedal cycles."  There are several compelling reasons for this measure:   1. **Traffic Safety**: Currently, the restricted entry has effectively limited traffic volume on Elmswell Road, creating a significantly safer environment for residents, especially children and elderly pedestrians. If public access is allowed, we can expect a substantial increase in vehicle traffic, which would significantly heighten the risk of accidents and dangerous situations. More vehicles mean more potential conflicts between cars and pedestrians, compromising the safety of our community. 2. Additionally, many students cycle to and from school. Allowing cars on Elmswell Road would create dangerous conditions for these young cyclists, who are already at risk navigating through traffic. It is essential to prioritise the well-being of residents over the convenience of non-residents who may not be aware of the unique safety challenges our community faces. By maintaining the no entry restriction, we preserve the safety benefits of reduced traffic, ensuring that our streets remain secure and that residents can navigate their neighbourhood without fear of accidents. 3. **Home Safety and Security**: With more vehicles passing through Elmswell Road by allowing public access, there is an increased risk of criminal activity, including theft and vandalism. A higher volume of unfamiliar traffic can lead to greater exposure for homeowners, making it easier for potential thieves to observe and target homes. Furthermore, increased traffic provides easier escape routes for criminals, should a theft occur. By restricting access, we not only reduce traffic but also enhance the security of our community, providing peace of mind for residents who deserve to feel safe in their own homes. 4. **Noise Reduction**: The increased traffic from public access would contribute significantly to noise pollution, disrupting the peace of our neighbourhood, particularly for those who work night shifts or have irregular schedules. This is especially concerning for children and elderly residents, who may be more sensitive to noise. For many, home is a sanctuary for rest and relaxation, and excessive noise from passing vehicles can make it difficult to sleep or enjoy quiet moments. By limiting traffic on Elmswell Road, we can create a more serene environment that allows all residents, especially those with demanding work hours, children, and the elderly, to rest comfortably and rejuvenate in the safety of their homes. 5. **Mental Well-Being**: The constant worry about home safety, coupled with noise and the potential for accidents, can take a toll on residents' mental health. Living in an environment with high traffic can lead to increased anxiety and stress, affecting overall quality of life. By implementing a no entry restriction, we can foster a sense of security and tranquillity, which is essential for the mental well-being of our community members. 6. **Home Insurance Costs**: Allowing public access to Elmswell Road could potentially increase home insurance premiums for residents. Insurance companies often assess risk based on traffic patterns and crime rates. An increase in public traffic could lead to higher risks, prompting insurers to raise rates. Moreover, it is crucial that homeowners, who are already bearing the financial responsibility for their properties, should not have to absorb the costs associated with increased insurance premiums due to external traffic. By maintaining the no entry restriction, we can help keep insurance costs manageable for homeowners. 7. **Environmental Impact**: Fewer vehicles on the road will contribute to lower emissions and improved air quality in the neighbourhood. This aligns with our community's goals of promoting sustainability and environmental stewardship. 8. **Property Values**: A quieter, safer, and more pleasant neighbourhood can enhance property values. Residents are more likely to invest in their homes if they feel secure and comfortable in their surroundings. 9. **Community Cohesion**: Restricting traffic can foster a stronger sense of community. With less through traffic, residents can enjoy shared spaces, leading to increased interactions and stronger neighbourhood bonds. 10. **Encouragement of Alternative Transport**: This restriction may encourage the use of public transport, biking, and walking. It promotes healthier lifestyles and reduces dependency on cars, further benefiting the environment. 11. **Concerns About Residential Estate Management Fees**: Allowing public traffic through a private housing estate raises concerns about the potential use of estate management fees for public purposes. Residents should not have to bear the financial burden of maintaining roads that are used by non-residents. 12. **Prioritising Homeowners' Interests**: The primary focus of this decision should be on the homeowners who live in the area. Public users do not share the same concerns regarding safety, noise, and property values. Prioritising the needs and well-being of residents ensures that the private nature of the road is respected and maintained for those who call it home.   **Safety** is an absolute priority that must never be compromised, as no achievement is worth risking lives or well-being. I urge the council to consider these points when reviewing the proposal. The long-term benefits for our community are considerable, and I believe this decision will lead to a more vibrant and safe neighbourhood for all.  I urge the council to consider these points when reviewing the proposal. The long-term benefits for our community are considerable, and I believe this decision will lead to a more vibrant and safe neighbourhood for all. |
| (11) | Member of the public  **Objection** | 14-Feb-25 | I am a resident on Butcher Crescent, Glebe Farm, I have lived here for four years.  I wanted to email to say I am against this entrance being used as a bus only lane and I really think it’s important that cars and other vehicles are able to use it too. There is only one road out of our estate which is incredibly dangerous. Every time there is a serious accident, which is frequent, we are all stuck in or out of the estate as there is no other way in or out. It forces us unnecessarily to use the busy roundabout with traffic lights if we need to go to the school or towards Woburn/ Wavendon… and I’m sure you are aware of what a disaster that roundabout is.  The busses that use this route aren’t very frequent so it wouldn’t make much difference to them. I am baffled that all other estates in Milton Keynes have multiple entrances on all sides but we don’t.  It is total common sense to open this road to everyone and will certainly help to prevent some of the horrible accidents that happen on the H9 by our only entrance.  I look forward to seeing the road open soon.  Also while I’m here, the junction where Butcher Crescent joins Elmswell road has been made too narrow and only one car can fit through the junction at a time. They have tried to put road markings for two lanes but for some reason there is a big curb that comes right into the junction so it just doesn’t work. No idea if that’s you that can help with that but thought I’d mention it in case |
| (12) | Member of the public  **Objection** | 15-Feb-25 | I completely object to the current traffic measure and bus lane outlined in the above.  I have serious concerns about the current lack of entry exit points for tower gate. Being just one causes massive peak time delays exiting the estate. It's unsafe.  The bus lane should be a normal road for all to use. We can't just have one access/egress to the estate it's ridiculous. Often vauxhall use it for loading unloading cars, lorries use it for layby.  And whoever planned the bus to have to turn right at groveway when exiting the estate deserves sacking because now our one exit points from estate has just been made worse by the bus that takes 5+ minutes to pull out.  The whole thing is a sham.  We've been left trapped in a poorly designed estate solely to accommodate a bus.  Make thousands suffer, for a bus. A single bus route is more important than access and safety of residents.  This has to be fixed ASAP.  The amount of time cars spend at the groveway junction, there is genuinely an environmental benefit to turning bus lane into normal road. Less queues of stationary traffic trying to exit and shorter drives for the many parents dropping kids to glebe farm school before setting off for work.  So lots of benefits to having it as a normal road but it's just wether the bus is more important than the safety of thousands of residents that live in tower gate. Is that bus route more important than the environmental impact of longer queues of stationary traffic? Is it more important that shorter more convenient and economical school run trips?  I'm sure things were "agreed". But I'm asking what is more important.  Is the bus route more important than the lives of the thousand or so people on tower gate?  Please help stop this madness on tower gate.  It's damaging for residents and the environment. |
| (13) | Member of the public  **Other** | 17-Feb-25 | Regarding the restriction of this road to access to buses and bicycles I have a few comments. As a resident of the estate I make a few points I have noticed.  The traffic order placed on this road cannot be policed or enforced in any reasonable way. This on turn doesn't prevent the current use by pedestrian traffic even though a sign for busses and bicycles only is already present.  The public won't be any safer from traffic because there is already traffic from the new bus route through the estate.  Due to traffic lights and general traffic, it's still no faster for pedestrian traffic to cut through the estate than it is to use the roundabout that bypasses the estate.  The estate lacks a second exit and is often blocked due to road traffic accidents from people having collisions trying to exit the estate onto a 60mph road with no slip road.  I believe allowing traffic through this exit safely onto a 30mph road that is then traffic light controlled to Newport road will allow a safer alternative exit without opening the estate up as a through road for traffic endangering pedestrians. |
| (14) | Member of the public  **Objection** | 17-Feb-25 | The reason I object to this proposal, is because there is no other way in or out of the estate if the H9 was closed.  There was an instance about 18 months ago where there was a car accident at the entrance to the estate (elmswell road) and no one could get in or out of the estate for a couple of hours. The entrance (which you are proposing to prohibit use to other vehicles) was opened temporarily, but I feel this would be more beneficial to be opened up permanently for all vehicles. Obviously some restrictions could be put in place, but we need another way in/out of the estate, especially as Balderstone Road has not been joined up! (Giving us another possible way out via ortensia drive). |
| (15) | Member of the public  **Support** | 17-Feb-25 | With regard to the proposed Order to prohibit all vehicles from entering along part of Elmswell Road in Wavendon between Butcher Crescent and Stockwell Lane (in both directions), except for buses and pedal cycles, I wish to show my support for this to happen. As someone who lives on Elmswell Road, the constant through traffic is a nightmare. Limiting this by making that entrance a bus and pedal cycle zone only would be a great help.  When we moved into this estate, we were told that Balderstone Road would connect to the development next door, thus creating an additional exit onto Ortensia Drive. This has yet to happen but should to alleviate the constant traffic issues.  We're not sure why there has been talk of keeping the bus lane open for general use when the original plan would be sufficient. |
| (16) | Member of the public  **Support** | 17-Feb-25 | I support the notion that the entry should be for buses only.  As someone who lives directly on Elmswell, allowing all traffic will no doubt create a rat run and massive queues / grid lock in the mornings and evenings as people try to avoid the main roundabout near the estate - the queue is already pretty bad near the KFC. The increased traffic flow (and those who don't abide by the speed limit which is already an issue) is an accident waiting to happen especially with how many kids we have on the estate.  I understand those who want a second entrance/exit however this is not it. The council/crest nicholson should stick to the original plan and complete the road that would link wavendon gate to glebe farm. |
| (17) | Member of the public  **Support** | 17-Feb-25 | There will no doubt be objections to the proposed order particularly but those unaffected by the through traffic, however the proposal will be very much to the benefit of those living on Elmswell Road and to an extent Butcher Crescent once the order and particularly the traffic management is in force. We have noticed that the access very quickly became a “Rat Run” for those wishing to to miss out the Wavenden roundabout particularly during the busy times of the day and in some occasions an unsafe hurry to get through the estate.  In short we look forward to the No Entry restriction being applied |
| (18) | Member of the public  **Other** | 17-Feb-25 | As a resident of this estate, I would like to highlight the challenges we face due to having only one access route in and out of the area.  To my knowledge, there are approximately 380 properties in this section of Glebe Farm. In addition to residential traffic, we also contend with vehicles accessing the Thurlow Nunn garage and KFC. The sole access point via Groveway, which already experiences heavy traffic flow from the busy A421, is insufficient to support the growing demand.  Since moving into our property in 2019, we have witnessed a significant increase in traffic due to the continued expansion of Glebe and Eagle Farm. There has already been at least one accident at the entrance to our estate, resulting in residents being unable to enter or leave the area. Furthermore, I have personally observed pedestrians crossing this stretch of road, raising serious concerns about the potential for further accidents.  Although we are part of the wider Glebe Farm estate, we remain physically cut off from that community. Opening the existing bus lane to all traffic would provide a much-needed second access route, improving connectivity, and enhancing safety. I propose that the bus lane be opened to all vehicles while maintaining a No Entry restriction for right turns into Wavendon Village. |
| (19) | Member of the public  **Support** | 18-Feb-25 | I am writing to formally express my strong agreement to the proposed plan to permanently restrict vehicle access on the new bus route allowing only buses and cycles. I believe it will have significant negative consequences for our community if the general traffic will be allowed to use the shortcut from Elmswell Road to Stockwell lane.  General vehicle access  will inevitably lead to increased traffic congestion into our estate main entry. This not only contributes to heightened pollution levels but also raises serious safety concerns, especially for young children living in the estate. The route will become a shortcut for non-residents, exacerbating the problem further.  As an alternative, I strongly urge the council to consider implementing a resident-only permit system, controlled via ANPR (Automatic Number Plate Recognition) entry. This would ensure that residents can continue to use the access point without being forced into unnecessary detours that further burden the main exit, particularly for those needing to reach Stockwell Lane. Such a system would strike a balance between reducing through traffic and maintaining reasonable access for those who live in the area.  I hope my concerns and suggestions will be seriously considered as part of the consultation process. I would appreciate confirmation of receipt of this email and information on the next steps in the decision-making process |
| (20) | Member of the public  **Other** | 18-Feb-25 | Please find attached with this email my formal opposition to the proposed restriction of veicles accessing Dankworth Way/ Stockwell Lane via Elmswell Road. Full two way access should be granted so that there are two exits for residents such as myself that live in Morton Park, Glebe Farm, Wavendon. Each estate should have at least two exits that lead onto different roads, this is just common sense and epeaking from experience if Groveway is closed due to a collision then we would need a different road to access Morton Park, not the same one.  This request and prefernce is due to the traffic that the Kingston Roundabout creates and the traffic that builds up on Goveway. This is also for contingency planning in the event of a major incident or emergency.  **Letter attached to email>>>>**  I am writing as a concerned resident of Morton Park, Glebe Farm, Wavendon. I live on Scott  Court and the proposed permanent restriction of vehicle access onto Stockwell Lane via Butcher  Crescent/ Elmswell Road is extremely unsafe and a continuation of poor planning and no  foresight in the event of an emergency.  Prior to moving to Morton Park (Towergate) we were promised a high end country pub and other  reputable amenities, however we have been left with vast amounts of traTic and litter from the  fast food chain that MK City Council’s planning team approved including intrusive commercial  lighting and signage in a residential area. Leaving the estate between 07:00-09:00 is impossible  due to the poor planning from the developers and MK City Council approval and sign oT.  However, more concerning is in the event of a blockage or road closure. I moved into my new  build apartment in 2020 and there have been many occasions where the developers were still  tarmacking the road or have given permission to BT, Gas and Water works to carry out  infrastructure work on the roads and there have been issues leaving the estate. Whenever there  has been a road traTic accident on Groveway or the surrounding areas, it becomes near on  impossible to leave or enter the estate.  This brings me to my main point and concern that permanently restricting the two way access  would be detrimental to the residents in Morton Park in the event of an emergency. My mother  lives on Eagle Farm and again, due to poor planning from the developers which was approved by  MK City Council, until Burney Drive was fully opened it was again problematic for the residents  whenever there were closures or issues near Junction 13 of the M1 or on the surrounding roads  on the A421they also struggled to leave or enter back onto the estate.  I have been made aware of some recent discussions with the developers and MK City Council  with regards to the possibility of linking up the two parts of Balderstone Road, so that there  would be another exit onto Groveway via Ortensia Drive. This is not my preference as this would  lead us into Wavendon Gate.  I appreciate how precious the 300 or so residents are from the historic area of Wavendon on  Walton Road are when it comes to protecting their road and not letting anyone access it,  however it is imperative that this is given some due consideration for those that are impacted  and actually live in Morton Park/ Towergate. This is due to the traTic that the Kingston  Roundabout creates and the traTic that builds up on Goveway. This is also for contingency  planning in the event of a major incident or emergency.  There has also been a compromised suggestion of permitting normal traTic to use the current  access onto Dankworth Way and restrict us from being able to turn right towards the more  historic part of Wavendon. Reluctantly, this would be a second option if we are not granted full  two way access. There are many unhappy residents in this part of Wavendon, along with Glebe  Farm and Eagle Farm due to the poor planning and lack of amenities have caused, which is of  such importance but avoidable as these are simply basic infrastructure certainties that should  have been in place prior to moving residents into a new estate |
| (21) | Ward Councillor  **Support** | 18-Feb-25 | I write as ward member for Wavendon including Glebe Farm (Danesborough & Walton).  I would make the following comments.  On balance I support the retention of the plan to restrict this access point to Bus Only and that this be monitored and policed by CCTV.  However, I fully appreciate the concerns and frustrations of local residents of this part of Glebe Farm who feel   * Cut off from the remainder of Glebe Farm and parts of Wavendon village * Frustrated at there being only one access point to and from the estate (namely onto Groveway via Elmswell Road) * There appears to be no effort being put into hastening the connection of both parts of Balderstone Road to allow the long-promised connection to Ortensia Drive to be completed   I have concerns that should all traffic be allowed in and out of Dankworth Way that   * Traffic will rat run from Burney Drive, along Dankworth Way and then along Elmswell Road to avoid the Kingston Roundabout * Traffic will rat run to and from the Kentucky Fried Chicken from the 4000 homes in Glebe Farm and Eagle Farm South and elsewhere * That when Walton Road is eventually closed as a rat run that traffic will then use the Dankworth Way / Elmswell Road route for those looking towards Bletchley or simply avoiding the Kingston Roundabout   I would comment that planning permission was granted for this part of Glebe Farm with this Bus Only Lane as a condition of that permission for very sound planning and highways grounds. The impact of traffic flowing from west to east will impact residents on Elmswell Road in particular as well as preventing road traffic hazards for pedestrians walking to and from the Little Oaks children’s Nursery in Wavendon, to Wavendon Gate Primary School and who will be looking to access the play area about to be constructed on the fields north of the Stable Theatre. Pedestrians using Stockwell Lane where there is (for part) no separate footpath and which is narrow and blind at one point will also be put at risk from additional levels of traffic.  On balance the restriction should therefore remain and be policed but Highways should be working with developers to open the entire length of Balderstone Road to allow a second point of ingress and egress from this part of Glebe Farm as a matter of some urgency |
| (22) | Member of the public  **Objection** | 18-Feb-25 | I would like to express my objections towards the proposed no entry restriction Elmswell Road.  Firstly, whilst I won't say that I'm familiar with every single estate within Milton Keynes, I can safely say that the majority of estates have 2 access points in/out the estate. We only have one access into Groveway which firstly is terrible access as the traffic is so heavy on Groveway at many points of the day not to mention the fact that whenever there is an accident our estate can become inaccessible!  Secondly, I live on the Manor Park development of Glebe Farm and I don't understand why we have no direct access to the main part of Glebe Farm. We seem to be a neglected off shoot.  A sensible alternative suggestion would be to open up the existing bus route but have it as a no right turn into Stockwell Road so that traffic can only go straight into Dankworth Way and therefore straight into the main part of Glebe Farm. Surely this would help alleviate some of the traffic heading out onto Groveway |
| (23) | Member of the public  **Objection** | 18-Feb-25 | I would like to express my objections towards the proposed no entry restriction Elmswell Road.  Firstly, whilst I won't say that I'm familiar with every single estate within Milton Keynes, I can safely say that the majority of estates have 2 access points in/out the estate. We only have one access into Groveway which firstly is terrible access as the traffic is so heavy on Groveway at many points of the day not to mention the fact that whenever there is an accident our estate can become inaccessible!  Secondly, I live on the Manor Park development of Glebe Farm and I don't understand why we have no direct access to the main part of Glebe Farm. We seem to be a neglected off shoot.  A sensible alternative suggestion would be to open up the existing bus route but have it as a no right turn into Stockwell Road so that traffic can only go straight into Dankworth Way and therefore straight into the main part of Glebe Farm. Surely this would help alleviate some of the traffic heading out onto Groveway |
| (24) | Member of the public  **Objection** | 18-Feb-25 | I would like to express my objections towards the proposed no entry restriction Elmswell Road.  Firstly, whilst I won't say that I'm familiar with every single estate within Milton Keynes, I can safely say that the majority of estates have 2 access points in/out the estate. We only have one access into Groveway which firstly is terrible access as the traffic is so heavy on Groveway at many points of the day not to mention the fact that whenever there is an accident our estate can become inaccessible!  Secondly, I live on the Manor Park development of Glebe Farm and I don't understand why we have no direct access to the main part of Glebe Farm. We seem to be a neglected off shoot.  A sensible alternative suggestion would be to open up the existing bus route but have it as a no right turn into Stockwell Road so that traffic can only go straight into Dankworth Way and therefore straight into the main part of Glebe Farm. Surely this would help alleviate some of the traffic heading out onto Groveway |
| (25) | Member of the public  **Objection** | 18-Feb-25 | I would like to express my objections towards the proposed no entry restriction Elmswell Road.  Firstly, whilst I won't say that I'm familiar with every single estate within Milton Keynes, I can safely say that the majority of estates have 2 access points in/out the estate. We only have one access into Groveway which firstly is terrible access as the traffic is so heavy on Groveway at many points of the day not to mention the fact that whenever there is an accident our estate can become inaccessible!  Secondly, I live on the Manor Park development of Glebe Farm and I don't understand why we have no direct access to the main part of Glebe Farm. We seem to be a neglected off shoot.  A sensible alternative suggestion would be to open up the existing bus route but have it as a no right turn into Stockwell Road so that traffic can only go straight into Dankworth Way and therefore straight into the main part of Glebe Farm. Surely this would help alleviate some of the traffic heading out onto Groveway |
| (26) | Member of the public  **Objection** | 18-Feb-25 | I would like to voice my objection to the proposed closure.  Firstly, there is currently only one point of ingress and egress located on Groveway, this currently leads to a bottle neck in the mornings. In the 18 months that I have been living in glebe farm there has already been one road collision that resulted in partial closure of Groveway restricting resident access to the estate with no alternative.  Secondly the two parts of Glebe Farm already feel very separate this will only further this separation. For those in the estate that attend the glebe farm school this will restrict options for parent taking children to and from the school. Furthermore it forces anyone wishing to go to Wavendon or Woburn Sands to go round the Kingston roundabout (which is already heavily congested) or to cut through Wavendon gate and join Walton road again putting undue strain on a narrow and windy road. Both of these routes are much further than it would be to use the entry point on elmswell road and therefore carry a higher carbon footprint |
| (27) | Member of the public  **Objection** | 18-Feb-25 | I would like to express my objections towards the proposed no entry restriction Elmswell Road.  Firstly, whilst I won't say that I'm familiar with every single estate within Milton Keynes, I can safely say that the majority of estates have 2 access points in/out the estate. We only have one access into Groveway which firstly is terrible access as the traffic is so heavy on Groveway at many points of the day not to mention the fact that whenever there is an accident our estate can become inaccessible!  Secondly, why does the Towergate side of Glebe Farm have no direct access to the main part of Glebe Farm. It seem to be a neglected off shoot.   A sensible alternative suggestion would be to open up the existing bus route but have it as a no right turn into Stockwell Road so that traffic can only go straight into Dankworth Way and therefore straight into the main part of Glebe Farm. Surely this would help alleviate some of the traffic heading out onto Groveway |
| (28) | Member of the public  **Objection** | 18-Feb-25 | I would like to express my objections towards the proposed no entry restriction Elmswell Road.  Firstly, whilst I won't say that I'm familiar with every single estate within Milton Keynes, I can safely say that the majority of estates have 2 access points in/out the estate. We only have one access into Groveway which firstly is terrible access as the traffic is so heavy on Groveway at many points of the day not to mention the fact that whenever there is an accident our estate can become inaccessible!  Secondly, why does the Towergate side of Glebe Farm have no direct access to the main part of Glebe Farm. It seem to be a neglected off shoot.   A sensible alternative suggestion would be to open up the existing bus route but have it as a no right turn into Stockwell Road so that traffic can only go straight into Dankworth Way and therefore straight into the main part of Glebe Farm. Surely this would help alleviate some of the traffic heading out onto Groveway |
| (29) | Member of the public  **Support** | 19-Feb-25 | I am writing in relation to the proposed No Entry Restriction on Elmswell Road, Wavendon.  I have been a resident on the Towergate estate since June 2019. Since its inception, the plan for the estate was always to have the mentioned entry/exit restricted only for buses and cycles. Currently, there is a high amount of traffic congestion at the main exit from Elmswell Road onto H9 Groveway, which has seen several collisions over the years. H9 Groveway itself is a highly congested road, with traffic flowing from the A421/M1 to the A5. Given that the existing junction on Elmswell Road is a Give Way, this makes leaving the estate very difficult. This has given rise to the view of many residents that they would be in favour of a secondary exit (the one proposed) as it would alleviate congestion and provide an alternate point of entry/exit. The risk of this would be that it would be open to the public, and could be used as a shortcut for motorists on Newport Road, or for motorists to cut into Wavendon Village, which is not designed for high traffic volume.  I believe that the Proposed No Entry **should** be enforced, however, when the estate was being built, the plan was for Balderstone Road to connect all the way to Ortensia Drive. Currently, Balderstone Road is divided, as there are two separate housing estates, Crest Nicholson, and Abbey Homes. If Balderstone Road were to completed as one road, then there would be a secondary entry/exit point on the estate. This would ease congestion as there would be a secondary entrance/exit, thereby reducing waiting times and future collisions. This would also avoid any issue of motorists potentially using the Butcher Crescent/Stockwell Lane entrance to cut through, or motorists cutting through Wavendon Village.  I appreciate that this consultation is specifically about the proposed restrictions, but the crux of the issue is the lack of a secondary entrance/exit. If there were any clarity provided by the Council regarding the future of Balderstone Road, this would be very helpful, as it could impact residents' views on whether there should be restrictions on the proposed junction. |
| (30) | Member of the public  **Support** | 19-Feb-25 | As a resident of Elmswell Road, I am writing to express my full support for the proposed Traffic Regulation Order (TRO) to prohibit all vehicles, except for buses and pedal cycles, from entering part of Elmswell Road in Wavendon between Butcher Crescent and Stockwell Lane.  This initiative will enhance safety: Reduced traffic volume will make Elmswell Road safer for pedestrians, cyclists, and public transport users. Without this order, vehicles from The Stables Theatre may turn onto Elmswell Road simultaneously after events. This surge in traffic flow, especially on a road as narrow as Elmswell Road, can create safety issues and cause a nuisance to residents. The restricted vehicle access proposed in the Order will mitigate these concerns, ensuring a safer and more pleasant environment for the community.  I urge the council to implement this Order for the benefit of our community. |
| (31) | Member of the public  **Support** | 19-Feb-25 | I am writing to express my strong support for **TRO-423**, the proposal to **prohibit the entry of all vehicles along part of Elmswell Road** in Wavendon (between Butcher Crescent and Stockwell Lane), except for buses and bicycles.  This measure is crucial for ensuring the safe movement of traffic along Elmswell Road. It will significantly improve safety, reduce congestion, and enhance the overall quality of life for both pedestrians and residents in the area. Allowing unrestricted vehicle access would have serious consequences, leading to heavy traffic, increased risks for residents, and unnecessary disruption to the local community.  During school terms, many children will use this route to walk or cycle between Wavendon and Glebe Farm.   Opening access to other vehicles would undoubtedly pose a significant danger to both pedestrians and cyclists.  Some individuals have suggested opening the road to all vehicles for convenience and faster travel. However, this disregards the safety and well-being of the local residents. Safety must remain the top priority, and for this reason, I firmly believe that the road should be restricted to buses and bicycles only.  I appreciate your efforts in making our community a safer place and strongly encourage the implementation of this proposal. Please keep me informed about its progress |
| (32) | Member of the public  **Objection** | 19-Feb-25 | **Letter attached to email>>>>**  I am writing to voice my concerns regarding the proposed no entry restriction on Elmswell road. I do not believe that this order should take effect.  At this current point in time, there is only one entry/exit to the entire estate where Elmswell road meets Groveway. I feel that it was irresponsible for the council to allow an estate to be built with only one entry/exit point, when it appears that there were options for another entry/exit to ease traffic flow at rush hour.  I would also like to point out that Balderstone Road originates from Elmswell Road as well as Ortensia drive, however, are not connected in the middle. Was this considered to be a viable option for another entry/exit?  The other road that on a map looks like it could have been a viable option is Henry Hoare Drive. Rather than connecting it to Ortensia Drive by road, it has only been connected by footpath. I would also like to know if this was considered at time of planning.  As the areas around Balderstone Road and Henry Hoare Drive are now populated with houses and would probably cause too much disruption to amend to create an alternative route out of the estate, this proposed no-entry restriction location would appear to be the best option to create another entry/exit |
| (33) | Member of the public  **Objection** | 19-Feb-25 | I use this exit (Elmswell road in Wavendon betI sween Butcher Crescent and Stockwell Lane) every day. This road is already very busy. Except bus, some motor bike and car will use the bus lane which made me in dangerous situations. My schoolmates and I need to pay extra attention to cross this road.  I strongly disagree to open this exit to public. Moreover, please make some camera on this exit to capture illegal use of this exit |
| (34) | Member of the public  **Support** | 19-Feb-25 | I strongly agree with the proposed Order 2025 for Elmswell Road, Wavendon.  All vehicles are not able to enter along part of Elmswell Road in Wavendon between Butcher Crescent and Stockwell Lane, except for buses and pedal cycles.  Due to safety issues, it's not suitable for all vehicles to use these roads which are too narrow.  To prevent a dangerous case from arising, please keep the prohibition of entry to Elmswell Road. |
| (35) | Member of the public  **Support** | 20-Feb-25 | While I'm sympathetic with some residents concerns that there is only 1 entry/exit point, I believe retaining the bus-only route through Stockwell lane area is the right thing to do, to prevent this being used as a cut through for non-residents. |
| (36) | Member of the public  **Support** | 20-Feb-25 | Regarding the consultation of the captioned Order, I am writing to express my opinion that I strongly support the prohibition of all vehicles (except buses and pedal cycles) from entering long part of Elmswell Road in Wavendon between Butcher Crescent and Stockwell Lane (in both directions).  We can imagine that if the open of entering between Butcher Crescent and Stockwell Lane for all vehicles will definitely increase the traffic in the Morton Park and Manor View.  By that time, more cars will choose to pass through Elmswell Road, as a shortcut to Groveway, instead of using the Kingston Roundabout.  It will cause serious congestion to the exit at Elmswell to Groveway.  Moreover, many students of the school nearby use the path along Elmswell Road in the morning and afternoon everyday.  The path is very narrow.  If the entry opens, the increased traffic will cause dangerous to all the pedestrians who using this path.  Therefore, I agree **NOT** to open the entry for all vehicles from entering along part of Elmswell Road in Wavendon between Butcher Crescent and Stockwell Lane (in both directions), except for buses and pedal cycles. |
| (37) | Member of the public  **Objection** | 20-Feb-25 | I am writing to express my strong objection to the proposed opening for public of Elmswell Road (except bus and bicycle access), as mentioned in the T.R.O. 423 project. As a resident of this village, I believe this decision would have a number of serious and negative impacts on our community, and I would like to highlight the following concerns:   1. Safety Risks: Opening the road to buses and bicycles will likely lead to an influx of traffic, as many local residents will use this shortcut, which will severely compromise the safety of the village. This road is frequently used by children, and increased traffic would pose a serious risk to their safety. 2. Security Threats: Allowing vehicles from outside the village to access this road would put the homes and property of local residents at risk. It would make the village more vulnerable to crimes or other security threats. 3. Road Damage: If this road is opened to more traffic from outsiders, it will likely deteriorate much faster. The current road is not built to withstand heavy vehicle use, and the repair costs would fall solely on the village residents. This seems grossly unfair, as those responsible for the damage (outsiders) would not be held accountable. 4. Noise and Environmental Concerns: The introduction of additional traffic would also create significant noise pollution, and the air quality in the area would deteriorate due to the increase in vehicle emissions. Moreover, the presence of more vehicles would likely lead to litter and waste accumulation along the roadside, further harming the environment.   As a majority of villagers are opposed to this plan, I urge the council to reconsider this decision. Additionally, I have observed at least 20 illegal vehicles using the current entrance and exit daily. Once the decision is finalized, we kindly request the installation of surveillance cameras at the entrance and exit points to monitor and record illegal vehicle use. This would provide a means of holding offenders accountable through legal action |
| (38) | Member of the public  **Objection** | 20-Feb-25 | I am writing to formally object to the proposed opening of the road at Butcher Crescent and Stockwell Lane in Wavendon for all vehicles. I strongly believe that allowing unrestricted vehicle access at this location will pose a serious threat to public safety and contribute to an increase in crime.  Opening this road to all traffic will significantly increase the volume of vehicles passing through a residential area, endangering pedestrians, particularly children and the elderly. Additionally, this change may create an easy escape route for criminals, increasing the risk of theft and other crimes in the neighborhood.  I urge you to reconsider this decision in the interest of community safety. I, along with many other concerned residents, believe that keeping the road restricted is the best course of action to maintain a secure and peaceful environment. |
| (39) | Member of the public  **Objection** | 20-Feb-25 | As residents of Glebe Farm (Tower Gate), we strongly object to the proposal to prohibit access to all traffic - bar the only bus that comes through the estate and pedal bikes.  The site currently has a single point of access for cars off Groveway onto Elmswell road. This is also the access for the Vauxhaul Garage and the KFC meaning it is the sole entrance and exit point for around 256 dwellings and two businesses, one which requires access to multiple large vehicles including car transporters on a regular basis. In the last two years this access has been disrupted by road works, blocked by accidents on at least to occasions and is subject to long delays on a weekly if not more frequent basis due to weight of traffic. In addition, Groveway is a national speed limit road making it a challenging access point for confident drivers and can delay cars leaving Glebe Farm when joining fast moving traffic.  Having another access point to the development is essential and would not only alleviate the pressure on the junction and hopefully reduce the number of issues that occur there, it would also give residents an alternative access point when roadworks or accidents do happen which is not possible at the moment and results in residents being unable to leave or unable to access their property.  In order to prevent additional pressure on Stockwell Lane and Wavendon Village, it would be possible to allow vehicular exit via Dankworth way without the option for a right turn and it could be an access only route for residents to reduce the number of vehicles that would require access to the road. But to deny all residents access to this road which only leaves Groveway as the entrance and exit point is at best inconvenient when access is blocked by weight of traffic, at worst dangerous when access is blocked by an accident, which is more likely to occur at this junction due to the weight of traffic and the speed of oncoming vehicles.  In addition, as a new build estate in Milton Keynes, I am not familiar with any developments that have been built with a single point of entry and exit; the vast majority of Milton Keynes areas having multiple points of ingress and egress. The fact Glebe Farm (Tower Gate) has been built with a single point looks to be a single point of failure when it comes to traffic management and resident experience.  I hope the council will consider the owners and residents of the c. 250 properties on the site before unilaterally deciding to make the access for a single bus route (3a) only. This access could be hugely beneficial to all residents, rather than just limited to those who require access to the bus. |
| (40) | Member of the public  **Support** | 20-Feb-25 | I am writing to express my support for **TRO-423.** The proposal to forbid the entry of all vehicles along part of Elmswell Road in Wavendon (between Butcher Crescent and Stockwell Lane), except for buses and bicycles.  It is significant for the safety for our community.  Allowing unrestricted vehicle access would lead to heavy traffic, increased risks for residents, and unnecessary disruption to the local community.  Many children will use this route to walk or cycle between Wavendon and Glebe Farm.   Opening access to other vehicles would make significant danger to both pedestrians and cyclists.  I strongly believe that the road should be restricted to buses and bicycles for the priority of safety. |
| (41) | Member of the public  **Support** | 20-Feb-25 | I am writing to express my support for the proposed Traffic Regulation Order to prohibit all vehicles, except buses and pedal cycles, from entering along part of Elmswell Road between Butcher Crescent and Stockwell Lane in both directions.  As a resident who lives next to the bus lane, I believe this proposal will significantly benefit the local community and improve the quality of life for residents in the area. Specifically, I anticipate the following positive outcomes:  Improved Safety: Reducing the volume of traffic, particularly through traffic, will make Elmswell Road significantly safer for pedestrians and residents, especially children walking to and from school. At present, drivers of all types of vehicles constantly drive through the bus lane or even on the pavement alongside the bus lane in the case of motorcycle drivers, particularly those who work in the delivery sector, as a shortcut to access the estates on both sides. The increased traffic and driving on the pavement certainly endanger other road users.  Enhanced Air Quality and Reduced Noise Pollution: A reduction in vehicle emissions will contribute to cleaner air and a healthier environment for residents along the affected section of the road. The straight section of Elmswell Road following the bus lane also encourages motorcycles to accelerate after exiting the bus lane, creating unnecessary noise for residents. Reducing traffic noise will create a more peaceful and pleasant environment for residents living on and around Elmswell Road.  In connection with this proposal, I noticed there was a voice about opening the bus lane for everyone. While I can see the merit of having a second exit for a sizable estate, I am unsure whether the benefits outweigh the negative impact.  The major benefit is that the bus lane can serve as a backup entry/exit point when the only entrance is inaccessible. However, this only happened about once a year for an hour or two due to serious accidents at the junction.  Another benefit is that it can potentially help ease the traffic on Groveway. While there is no denying that there is always traffic during peak hours and it adds about five minutes to the journey, the situation is not limited to Groveway. Standing Way and the roads around Kingston Roundabout and Brinklow Roundabout are more severely affected during peak hours. Opening the bus lane will just lead more traffic onto Newport Road, which will also end up at Kingston Roundabout. Thus, this may not be the solution to ease up the traffic.  Some feel that it is hard to make a right turn onto Groveway from Elmswell Road, but this is the problem of the layout of the road and it is always difficult to turn right at all the other junctions with a similar design. This problem is often aggravated by the heavy car-delivering lorries and taxies that parked along the top of Elmswell Road. However, they are not supposed to park within 10 metres of a junction according to the High Code. Therefore, a simpler and more straightforward solution is to stop people from parking at places where they should not have parked in the first place instead of opening a bus lane to all traffic which will require reconstruction of the bus lane.  There is also a suggestion about opening the bus lane to traffic with a right-hand turn restriction. This is not a realistic solution to protect Walton Road. People are driving through the bus lane at the moment. I do not suppose they will obey a no-right-turn sign. In addition, they can easily make an immediate U-turn on the quiet stretch of Stockwell Lane or at the Wavendon Community Hub junction and come back travelling up Stockwell Lane.  At first glance opening the bus lane provides an extra access point to Morton Park and Manor View and makes it easier for those who need to drive their children to schools in Glebe Farm and Eagle Farm South by avoiding a right turn onto Groveway and Kingston Roundabout altogether. There are many reasons for residents who do not live on Elmswell Road to support opening the bus lane to all as they can reap the benefits without being negatively affected by the additional traffic, at the expense of those who will be directly impacted, including the residents and children living in the eight houses at 9-23 Elmswell Road, and the residents who will be secondarily affected along Elmswell Road.  It is a residential development and there should not be a major road going through. The opening-up of the bus lane to all vehicles will undoubtedly make the road busier than designed. This is unfair to residents along the affected section of Elmswell Road, who bought the houses just two years ago and expected limited traffic in front of their houses. I do not believe any family with children would like to put down good money on a house on a busy road or right next to a junction. It is a different story if they knowingly buy a corner plot and have factored in traffic.  I believe the benefits of the Traffic Regulation Order and not allowing vehicles other than buses to use the bus lane, in terms of safety, air quality and community well-being, far outweigh any inconveniences.  I urge the council to implement this proposal and introduce meaningful deterrents for non-bus drivers and motorcyclists as soon as possible |
| (42) | Member of the public  **Support** | 20-Feb-25 | I am a resident of Morton Park and I have become increasingly aware of the presence of strangers in residential areas, especially since buses began passing through the estate.  I am concerned about disturbing incidents occurring within this community, such as attempted car break-ins and burglaries of residents' cars. In addition, I once saw two masked robbers walk pass by my door, smash the glass of a property, attempt to break into the house, and then leave in a car.  As one of the property owners in the housing estate, I have concerns about the maintenance, repair and management of the streets if a new entrance is opened.  When I purchased the property, there was only one entrance.  For the reasons above, I strongly support “it should stay a bus lane”.  Thank you for taking the time to read my email and for your attention to this matter. |
| (43) | Member of the public  **Support** | 20-Feb-25 | I am a resident of Morton Park, and considering public security, traffic safety, noise nuisance, and the responsibility for road maintenance, we would like to express our **support** for the proposed order regarding the prohibition of all vehicles from entering along part of Elmswell Road in Wavendon between Butcher Crescent and Stockwell Lane (in both directions),except for buses and pedal cycles. |
| (44) | Member of the public  **Other** | 20-Feb-25 | Regarding the recent public consultation on the proposed no entry restriction on Elmswell Road, as the resident of Morton Park, I have the following comments:   1. I am glad to see the opening of the exit on Elmswell Road with the bus service No. 3.  It is good to have the public transport service in this estate as many residents in this estate may not be a driver.  The extension of bus service into this estate can help the local residents to connect with the community. 2. It is understood that the proposed no entry restriction on Elmswell Road is in line with the original planning permission of this area. However, I would like to draw your attention that there is only one vehicular exit within this estate. Nowadays, all vehicles must use the vehicular exit on Groveway.  Groveway is already in high traffic in particular during morning peak and afternoon peak hours.  If any accident happened along Groveway or in front of this one and only exit of Morton Park or near KFC , then we don't have any alternative way for going home or leaving the estate. I am wondering why there is only one exit in the design which is not common in elsewhere in the city. To maintain the accessibility of the resident and convenience, the Highway Officer should consider the possibility of the second exit in the estate. 3. To solve the issue of the second exit in the estate, the only way is to open up the exit on Elmswell Road onto Stockwell Lane to all vehicles.  It is noted that there are some concerns on the increase of traffic from Stockwell Lane to Walton Road. If said so, some traffic management measures should be adopted such as restriction on turning right from Elmswell Road with the installation of traffic cam.  The opening of the second exit on Elmswell Road can help to divert the traffic using Groveway to Stockwell Lane, which can improve the traffic congestion issue during the morning peak time. 4. People always say the opening of the exit on Elmswell Road onto Stockwell Lane will have the safety issue to the local residents and cyclist.  However, a good transport planning should not only be used to protect particular group of users. It should be formulated and respect all type of users including drivers, walkers and cyclists. At current design, a red line has been allocated for the cyclists and the walkers should use the proper the passage. Hence, we should think of how to improve the accessibility of this estate to the rest of Glebe Farm.  Open the exit on Elmswell Road should be the possible solution in this stage |
| (45) | Member of the public  **Other** | 21-Feb-25 | If open the road for public cars to use, it will make some problems (unsafe for kids and animals,  increase traffic congestion,  increase repair the roads fees)  My suggestion is continue “only for buses and pedal cycles to use” |