

Consultation Report

**Consultation – Proposed ban for right turn manoeuvres on
H4 Dansted Way, between the V4 Watling Street and V5
Great Monks Street, Two Mile Ash and Great Holm**

Author: Phil Jeffs

Date of Report: 19/10/2022

Overview:

This stretch of the H4 has been identified after a history of collisions at The High Street, Two Mile Ash & Kensington Drive, Great Holm junctions. The aim of the scheme is to provide a safer environment for vehicles travelling on the H4, and to provide safer egress and access to the residential areas of Two Mile Ash and Great Holm. Additionally, there is a need for these road safety measures due to increased traffic flow from the Western Expansion Area and future developments. The scheme will also improve the current crossing facilities for pedestrians and cyclists at the Kensington Drive junction with the H4.

To help reduce the number of collisions at the junctions on this stretch of the H4, the safest option was to propose a permanent *banning of right turn manoeuvres at several junctions on the H4 Danstead Way in Two Mile Ash and Great Holm*. The most effective approach of banning right turn manoeuvres is to physically prevent vehicles from making these manoeuvres.

This measure was strongly supported by Thames Valley Police, Ward Councillors and Parish Councils. Similar treatments have been implemented in other locations in Milton Keynes on H3 Monks Way, Bradville, H6 Childs Way, Knowl Gate and Ashpole Furlong, Loughton and the V6 Grafton Street, Winterhill and have reduced the number of collisions.

This proposal was sent by email to Stakeholders and other MK City Council departments supporting services that will be potentially affected by this proposal. These included: Ward Councillors, Abbey Hill Parish Council, Loughton & Great Holm Parish Council, and residents were informed via Public Notices. Both Parish Councils included the proposal within their Parish Council newsletter inviting comments.

Consultation:

Start: 11th July 2022

Conclusion: 15th August 2022

- Public notices were erected on several streets in Great Holm and Two Mile Ash inviting comments
- The proposals were added to the Councils consultation webpage at: <https://www.milton-keynes.gov.uk/consultations/informal-consultation-h4-v4-v5-road-safety-scheme>

Outcome of consultation:

Milton Keynes City Council received 118 replies during the consultation period, 67% of the responses received were in favour of the proposals. Below is listed a representation of the responses, and Milton Keynes City Council's response and recommendation.

Resident	Key Response Comments	Milton Keynes Council Response and recommendation
Two Mile Ash Resident	Plans of left turns only introduces problems. Suggest you consider installing peak time traffic signals, ideal solution. Assume this would be cheaper & quicker.	The cost to implement traffic signals at this location would be more expensive than the proposed improvements. This is due to the ongoing maintenance costs for Traffic Signal equipment. If we were to introduce Traffic Signals here, they would have to be on all the time. It would be too unsafe to have just peak time signals.
Emerson Valley Resident	I register my broad support for the proposals, however the turning radius for traffic turning in from H4 is too tight for a grid road - more gentle turnings designed for deceleration from grid roads should be retained.	We have amended the proposals and will be retaining the existing kerb line.
Two Mile Ash Resident	I support the proposed scheme and believe it will improve traffic flow, safety and will be a benefit to the affected estates.	That is the main aim of the scheme.
Unknown Resident	I don't think this proposal has been thought through. Many T.M.A. residents attend Hilltops surgery and as it is almost directly across the H4, being forced to turn left is unnecessary.	Consideration was given regarding the increased journey time for residents, but the safety of road users using the junctions on the H4 outweighs convenience.
Unknown Resident	Much welcomed but long overdue. Suggest 2 mini roundabouts instead of no right turns (like V3 H7-H8). Maybe space issue with implementing roundabouts opposed to no right turn on H4, but roundabouts are in keeping with MK.	To install two mini roundabouts at this location would require a vast change to the current alignment and would come at a great expense. MKCC doesn't have the budget available to carry out such a change.
Unknown Resident	I am against the proposal for The High Street junction and suggest a crawler lane which I believe is cheaper than that proposed. No comment on other junction.	There are a high number of utilities and street furniture in the verge and any new lane would come at a significant cost to the Council.
Unknown Resident	Does this include buses? This is a good idea they are very dangerous junctions. The only problem is bus journeys will take longer and may	The initial design has been tweaked slightly to enable the possibility of only buses to make a right turn out of Kensington Drive in the future. Currently, the Council doesn't have the powers to

	encourage people to use their own vehicles.	enforce and monitor this manoeuvre to ensure it's not abused. As an interim measure until the Council can enforce this banned manoeuvre, we will be installing temporary hazard marker posts to prevent abuse and a camera will be monitoring the junction – see updated scheme drawing.
Two Mile Ash Resident	This will cause significant issues - pushing traffic to Churchill, rat-run at school times.	We will monitor the traffic flows in the area to check no rat-running is taking place.
Unknown Resident	Support removal of right turns exiting onto H4, feel this would resolve majority of accidents, but DO NOT support entering right turn from H4 into TMA. Additional traffic going to the roundabouts, will create further congestion with risk of additional accidents at these instead. Has an analysis of accident data been looked at to determine direction of parties involved - turning in or out of TMA? This would show if this proposal were excessive and can be scaled back to my comments.	No right turn manoeuvres will be possible with the amended layout. Collision analysis has taken place and most of the collisions involves right turners.
Unknown Resident	Great advocate for road safety, these proposals have been rolled out in other locations and just frustrate motorists, cause delays & queues at other locations. Suggest lowering speeds. Citywide speed reduction to 40mph would keep traffic moving, safety at junctions better and save MKC money. Proposals will encourage use of other entrances, more traffic flow in residential areas. Road accidents in MK caused by SPEED.	A review of speed limits on grid roads is constantly being reviewed, but at the moment there are no plans to reduce the speed limit on this section of the V4.
Two Mile Ash Resident	Junction is fine, should be left alone, save your money & just reduce the speed limit, some are already happening due to traffic congestion. Speed reduction when entering large roundabouts would have been correct & less expensive solution	Reducing the speed limit alone will not guarantee a reduction in collisions on this stretch of the H4. Studies have been carried out that by reducing the speed limit only relates to a 1-2mph reduction in average speeds. This is one of the factors why MKCC have proposed these measures.

	than traffic lights - costly, out of action, hold traffic up unnecessarily.	
Unknown Resident	Would it not make sense to trial this scheme with bollards to close / restrict H4 access for a period prior to wasting money on a scheme that is unsafe & doesn't work. Trial should be done at term time to include extra school traffic.	MKCC has carried out similar trials before and it has not had the desired effect. Over time motorists will get used to the new layout and driver habits will change.
Unknown Resident	Suggest road barriers to stop right turns into estates, without altering estate road junctions. Barriers would vastly reduce cost of alterations.	The original plan has been amended and the amount of proposed kerbing work has been reduced significantly.
Unknown Resident	There is no evidence to suggest changing the road layout is going to prevent further incidents or improve the road. I fail to see, how such a proposal, with a complete lack of tangible evidence, could even be considered.	In the past we have carried out similar schemes and there has been a significant reduction in collisions after the improvements have been implemented.
Two Mile Ash Resident	Proposal will disadvantage residents for a very temporary problem. Feel residents of TMA & Great Holm being persecuted for the history of collisions. Issue has become worse since the Whitehouse development.	Consideration was given regarding the increased journey time for residents, but the safety of road users using the junctions on the H4 outweighs convenience.

Recommendation:


MK City Council have various statutory duties related to road safety, including a duty to take steps to reduce and prevent accidents, promote road safety, and secure the safe movement of traffic (including pedestrians) on their roads.

MK City Council has a statutory duty under section 39 of the 1988 Road Traffic Act, to “take steps both to reduce and prevent accidents”. Officers prepare and carry out a programme of measures designed to promote road safety by monitoring collisions on the highways and prioritising schemes for implementation within available budgets.

After carefully reviewing all comments received during the consultation period and taking into consideration a key part of MKC’s responsibilities to help reduce accidents, Milton Keynes City Council will be proceeding with the closure of the right hand turns on H4 Danstead Way to help improve road safety and prevent any further collisions. Right turn manoeuvres for buses exiting Kensington Drive may be allowed in the near future, if MKCC can ensure suitable enforcement of this movement is not abused by other motorists.

Next step:

- 1) Advise the Ward Councillors and Parish Council on the decision
- 2) Upload consultation report to website informing the public of MKCC's intention to proceed with the scheme
- 3) Prepare and place the works order package to alert our contractor to book the road space in anticipation of starting works in January 2023.

AUTHORISATION:	
Having carefully considered the responses to the consultation and this report, I have decided to proceed with the implementation of the scheme on the grounds of road safety.	
Signed: 	Date:25/10/2022.....
Graham Cox (Head of Highways)	

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