

Consultation Report

Consultation – V4 (H10-H8) - Road Safety scheme

Author: Phil Jeffs

Date of Report: 26/06/2023

Overview:

This stretch of the V4 Watling Street has been identified after a history of collisions with a high number at the junction of Whaddon Way.

The aim of the scheme is to provide a safer environment for vehicles travelling on the V4 Watling Street, and to provide safer exit from Whaddon Way. The scheme will also improve the current crossing and overall facilities for pedestrians and cyclists using the V4.

- *A proposed 40mph speed limit*
- *New traffic and pedestrian refuge islands*
- *A new set of traffic signals at the junction of Whaddon Way and the V4 Watling Street*
- *Traffic signs and road marking renewal and upgrades*
- *Footway resurfacing and siding out*

Thames Valley Police, Ward Councillors, West Bletchley Parish Council and Bletchley and Fenny Stratford Town Council strongly supported this proposal.

This proposal was sent by email to Stakeholders and other MK City Council departments supporting services that will be potentially affected by this proposal.

Consultation:

Start: 19th May 2023

Conclusion: 23rd June 2023

- Public notices were erected on the V4 Watling Street and Whaddon Way.
- The proposals were added to the Councils consultation webpage at: [V4 Watling Street Road Safety Scheme - informal consultation | Milton Keynes City Council \(milton-keynes.gov.uk\)](#)

Outcome of consultation:

Milton Keynes City Council (MKCC) received sixteen replies during the consultation period. Below is a listed representation of the responses, and MKCC response and recommendation.

Resident	Key Response Comments	Milton Keynes Council Response and recommendation
Internal MKCC	Reduction in the vehicular traffic speed limit along this section of the V4 Watling Street, alongside any other measures which more equitably and better balance the needs of different highway users, to include vulnerable highway users such as pedestrians and cyclists, is welcomed.	This scheme will be of benefit to all road users.
Resident	One positive effect - will make it be easier to get onto V4 in morning peak, lights will regulate flow a bit creating some gaps.	The main reason the scheme has been proposed is for road safety reasons, however, the traffic lights will create gaps in the traffic to enable road users from Whaddon Way to enter the V4.
Resident	Reject all proposals - Core principle is to improve pedestrian crossing, areas 4-6 don't currently have pedestrian crossings. Do not see need for traffic lights on grid road, seems waste if time and money.	Ideally MKCC would have liked to introduce a formal crossing on this stretch of the V4, but due to the width of the road and other safety factors, this was not possible. We intend to improve wayfinding signing on the V4 later in the year though. The lights are being introduced due to the high number of collisions at this junction – the safety of road users is one of the Council’s main objectives.
Resident	Would it not be safer and more cost effective to simply delay the V4 northbound as it exits railway bridge from dualling until it reaches Whaddon way exit and then use the nearside lane for Whaddon Way traffic to filter into? Then a merge in turn.	This option could still lead to collisions, as road users on the V4 may not stay in the correct lane. Traffic signals would eradicate this potential issue.
Resident	Reject plans - current left turn only junction at Whaddon Way isn't the issue. No problem with lowering speed although only needed at approach	The lights are being introduced due to the high number of collisions at this junction – the safety of road users is one of the Council’s main objectives.

	of roundabout where northbound V4 widens ahead of Whaddon Way. Not needed between H8 and V6. Object to traffic lights, they won't resolve problems at these junctions. Urge you to reconsider these plans.	
Resident	Lack of footway at south end of railway bridge, quite dangerous to cross V4. Suggest pedestrian crossing or traffic light-controlled crossing at this location and extend redway along Granby side of road or widen path by bridge and put crossing further along, where footpath over the railway comes out.	Agreed, the current pedestrian facilities are far from ideal at this location and as part of the scheme MKCC will be installing road markings to help make motorists aware of the possibility of pedestrians/ cyclists in the carriageway.
Resident	In favour of improving Whaddon Way junction, could be improved by re-opening left turn off V4 to Whaddon Way & install traffic lights or roundabouts to relieve queues on H8/V4 rbt.	The layout of Whaddon Way was changed several years ago to prevent road users from entering from the V4 on safety grounds and potential rat running. Reopening the left turn will lead to similar issues again.
Resident	Whilst in favour of making roads safer you also need to make it logical. There is nothing wrong with the current junction apart from the fact that people cannot drive.	With the installation of the traffic lights this will negate any reckless driving from road users on the V4 and Whaddon Way.

Recommendation:

MKCC 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 conduct 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 MKCC’s statutory duty to help reduce accidents, MKCC will be proceeding with the proposed scheme.

Next step:

- 1) Advise the Ward Councillors, Parish Council and Town 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 October 2023.

AUTHORISATION:	
<p>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.</p> <p><u>Signed:</u> <i>N Cooper</i></p> <p>Nicolina Cooper (Interim Head of Highways)</p>	<p><u>Date:</u> 13/7/2023.....</p>

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