

TOPIC	PUBLIC COMMENTS	MKCC RESPONSE
Congestion / traffic	<ol style="list-style-type: none"> 1. Retain the existing roundabout layout with improved road markings and safety features for pedestrians and cyclists. 2. Explore solutions like guided left turn lanes and dual carriageway expansions to enhance traffic flow without adding traffic signals. 3. Seek ways to facilitate safe and efficient traffic flow, such as slip roads for left turns and clear route markings for drivers. 4. Avoid implementing unfamiliar roundabout designs like the hamburger layout and prioritize maintaining consistent and straightforward road structures. 	<ol style="list-style-type: none"> 1. See the need for traffic signals in project report on consultation website. 2. Following the public drop-in session, the designers will be reviewing the need and feasibility for the slip lanes at Monkston Roundabout. 3. The designers will be reviewing the need and feasibility for the slip lanes at Monkston Roundabout and appropriate road markings will be proposed to allow the drivers to navigate easily through the new roundabout layout. 4. Even though the hamburger roundabout will be new to Milton Keynes, advanced signing and lining will be introduced to guide drivers on approaches and on the roundabout.
Traffic Lights/Signage	<ol style="list-style-type: none"> 5. Introduce bus priority at Monkston and Brinklow Roundabouts 6. Evaluate the feasibility of making traffic lights operate at peak hours only to minimize disruption. 7. Improve road markings and maintain roundabouts for smooth traffic flows. 	<ol style="list-style-type: none"> 5. There is currently no plan to introduce a bus only lane. 6. Part time signals option for Brinklow roundabout will be reviewed by designers. 7. Advanced signing and lining will be introduced to guide drivers on approaches and on the roundabout.
Roundabout	<ol style="list-style-type: none"> 8. Enhance road signage to correspond accurately with markings on the tarmac. 9. Ensure roadworks are conducted outside working hours to minimize disruptions. 10. Lower speed limits on approaches. 	<ol style="list-style-type: none"> 8. Advanced signing and lining will be introduced to guide drivers on approaches and on the roundabout. 9. Carrying out works in the evening and at night will increase the cost and duration of project significantly and will not be implemented. 10. A speed limit of 40mph will be introduced in connection with the traffic signals for Monkston-Brinklow-Kingston roundabouts corridor.
Junction	<ol style="list-style-type: none"> 11. Operate traffic lights at peak hours only to reduce congestion like the V11/H6 roundabout. 12. Consider adding sequenced traffic lights at Kingston exit to V11. 13. Retain roundabouts without traffic lights as they tend to provide better traffic flow. 14. Improve road markings for better lane discipline to reduce accidents and congestion. 	<ol style="list-style-type: none"> 11. Part time signals option for Brinklow roundabout will be reviewed by designers. 12. Will be reviewed by designers. 13. The traffic signals are needed to allow a more equal traffic flow through the roundabout from all approached during peak hours. Advanced signing and lining will be introduced to guide drivers on approaches and on the roundabout. 14. The addition of traffic signals and reducing speed to 40mph will aim to lane discipline and reduce accidents and congestion.
Peak Time	<ol style="list-style-type: none"> 15. "Option 2 will create three lanes from the west which will reduce the traffic around rush hours." 16. Ensure the appropriate operation of signal timings to avoid traffic disruptions. 	<ol style="list-style-type: none"> 15. Option 2 was evaluated through traffic modelling and didn't show a better improvement in comparison to Option 1. 16. The traffic signals will have detectors to calculate necessary green signals duration.
Roads and Routes	<ol style="list-style-type: none"> 17. Create a motorway northbound on/off ramps within Magna Park to address lorry traffic. 18. Upgrade Countess Way to a dual carriageway and improve Newport Road to grid standard. 19. Ensure road improvements do not worsen traffic flow or cause congestion due to inadequate lane expansions. 20. Focus on enhancing public transport and active travel infrastructure to alleviate traffic issues. 21. Implement road surfacing review on main trunk roads to reduce noise pollution and vehicle damage. 	<ol style="list-style-type: none"> 17. not applicable to this scheme 18. Under review 19. Following completion of the works, MKCC will assess the impact on the wider network 20. Noted 21. Road surfacing reviews and improvements are being implemented by the maintenance department.
Generic Opinion	<ol style="list-style-type: none"> 22. Consider the impact of congestion and delays on all roads. 23. Ensure clear road markings and signs for driver guidance. 24. Consider carrying out the construction work during evening and nighttime hours to minimize disruptions. 	<ol style="list-style-type: none"> 22. A continuous traffic modelling is being undertaken by MKCC to see and act on impacts the new developments have on traffic. 23. The addition of traffic signals would increase lane discipline as drives would have to think what lane to be in as they approach the roundabout. On Brinklow there will be additional road marking for those approaching the roundabout. MKCC will also consider route direction signs for Monkston roundabout.

	25. Monitor and test the proposed changes to ensure effectiveness before implementation.	24. Carrying out works in the evening and at night will increase the cost and duration of project significantly and will not be implemented. MKCC is working closely with their contractor to plan the best way to carry out the works with minimal disruption to the highway network. 25. A continuous traffic modelling is being undertaken by MKCC to see and act on impacts the new developments have on traffic.
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