

# H4 (V7-V8) Road safety improvements

**Collision Analysis Report** – H4 Dansteed Way (V7 Saxon Street -V8 Marlborough Street) Milton Keynes

**Project:** H4, Sunrise Parkway - Road safety improvements

**Prepared by:** Phil Jeffs / Road Safety team

**Date:** 19/03/26

**Version:** 1

**Reference:** TM/26-27/4

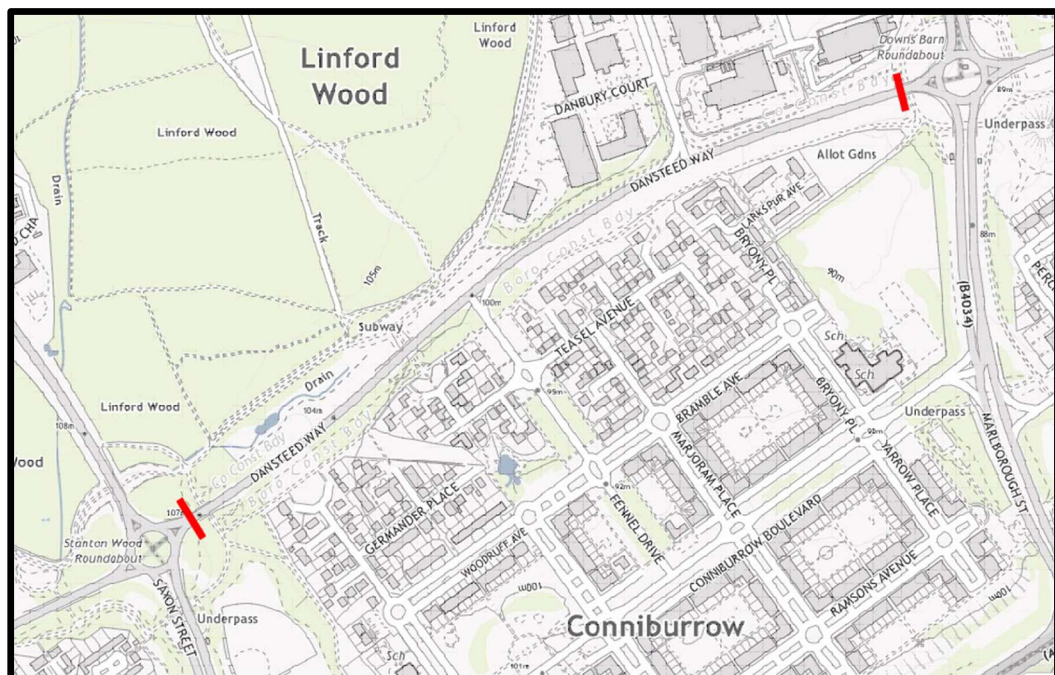
## 1 - Executive Summary

- **Location:** H4 Dansteed Way (V7 Saxon Street -V8 Marlborough Street) Milton Keynes
- **Study period:** Sep 2020 – Sep 2025 (5 years).
- **Collisions (Total/KSI):** 6 in total, 1 KSI.
- **Key clusters:** Sunrise Parkway and Fennel Drive junctions.
- **Primary patterns:** Right-turn conflicts.
- **Likely contributory factors:** sightlines, lane guidance, speed environment, conspicuity, junction control
- **Headline recommendations:** Banning right turns in and out of Fennel Drive and Sunrise Parkway junction.
- **Estimated benefits:** expected collision reduction of 83%

**Decision note:** To proceed to informal consultation on the proposed right turn bans – see attached plan.

## 2- Scope & Study Area

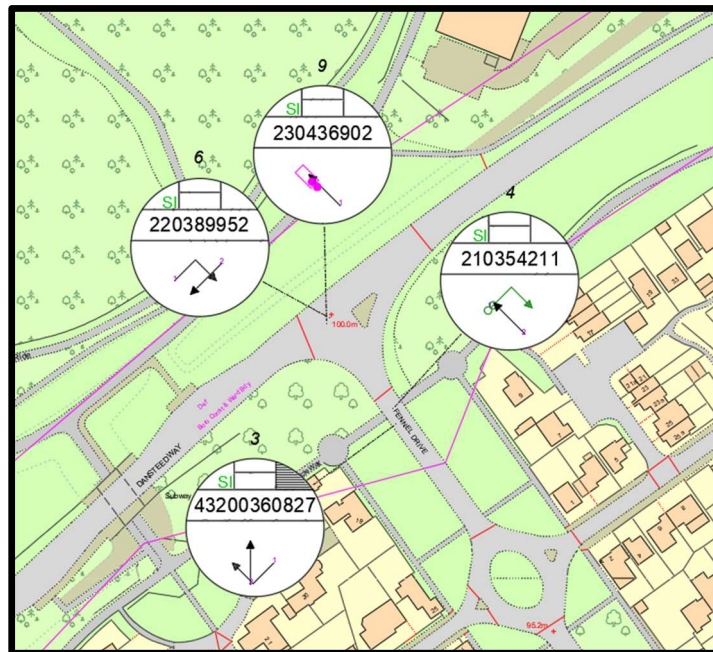
- **Network Context:** H4 Dansted Way (single carriageway)
- **Section Limits:** From V7 Saxon Street to V8 Marlborough Street, length 1km.
- **Crossing Points:** No at grade crossing points. One underpass linking the northern and southern redway
- **Speed Limits & Features:** National speed limit



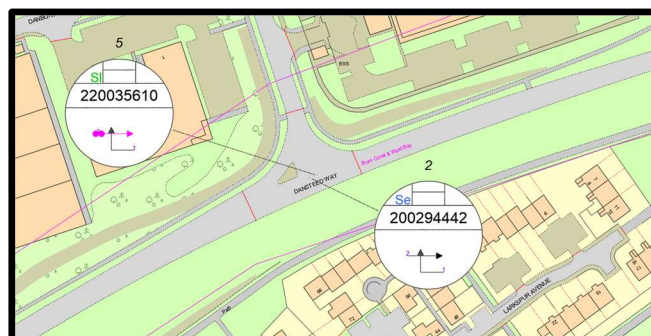
### 3- Introduction

In 2024, Milton Keynes City Council commissioned a report to assess the potential closure of central reserve gaps on dual carriageways and the introduction of right-turn bans on single-carriageway roads across the grid road network. Several locations were identified for review, including the site referenced above, based on the most recent collision data available to the Council.

On the H4 Dansted Way between the V7 Saxon Street and V8 Marlborough Street, there have been a high number of road traffic collisions—six in total. Four of the collisions occurred at the Fennel Drive junction with the H4, and the other two occurred at the Sunrise Parkway junction. Of the four collisions at the Fennel Drive junction, three involved right-turn manoeuvres.



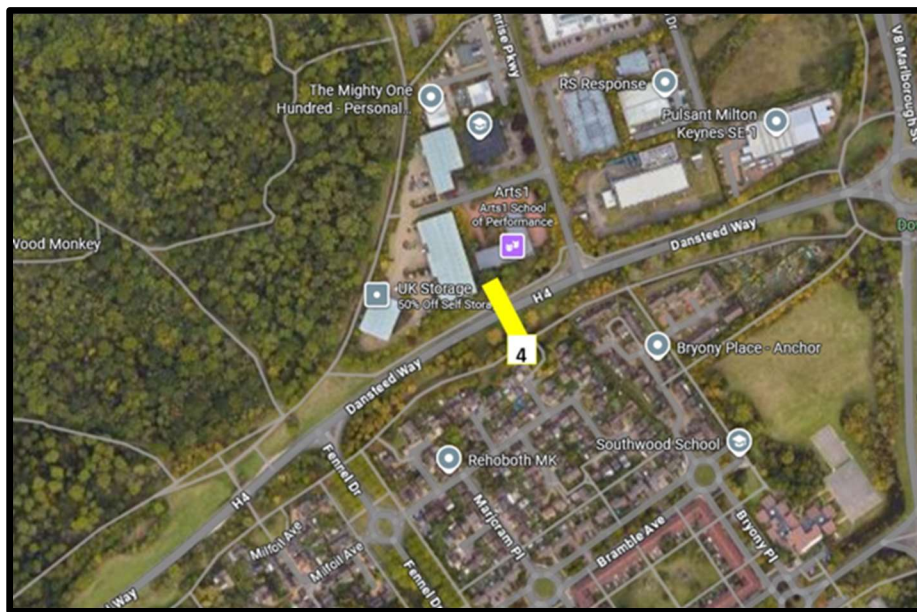
Both collisions that occurred at the Sunrise Parkway junction with the H4 involved right turn manoeuvres. One of these collisions was serious.



## 4 - Survey Results

An automated traffic count was undertaken at the location below to look at current speeds and volume in February 2026 for 1 week. See summary of results below.

- **Speed Data:** 85<sup>th</sup>ile - Westbound 50.5mph & Eastbound 52.5mph, Average - Westbound 43.6mph & Eastbound 45.5mph
- **Traffic Data (AADT):** 12,413 (6645 Eastbound & 5768 Westbound)

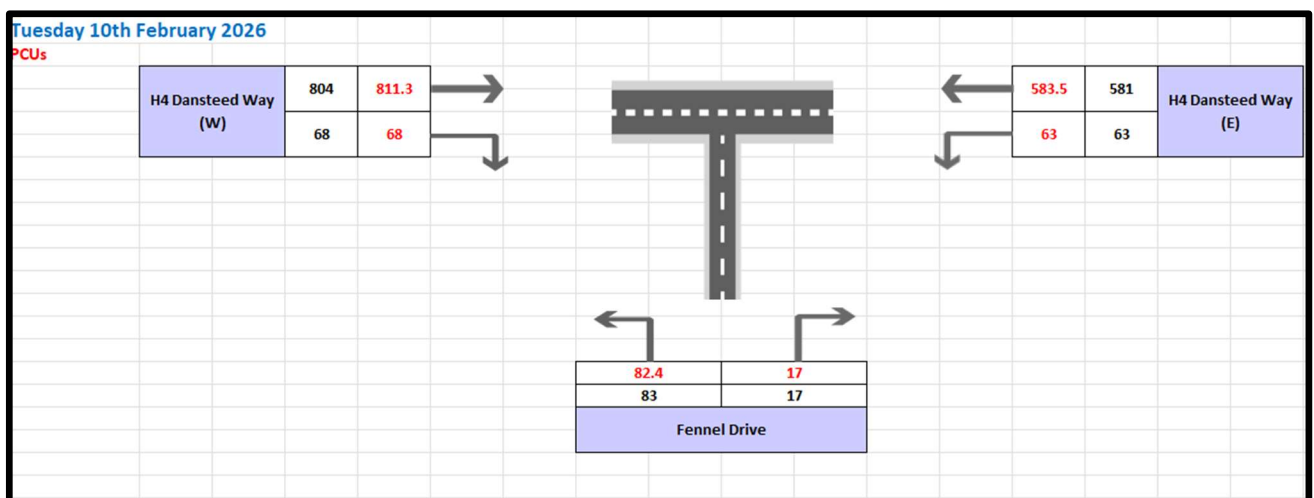


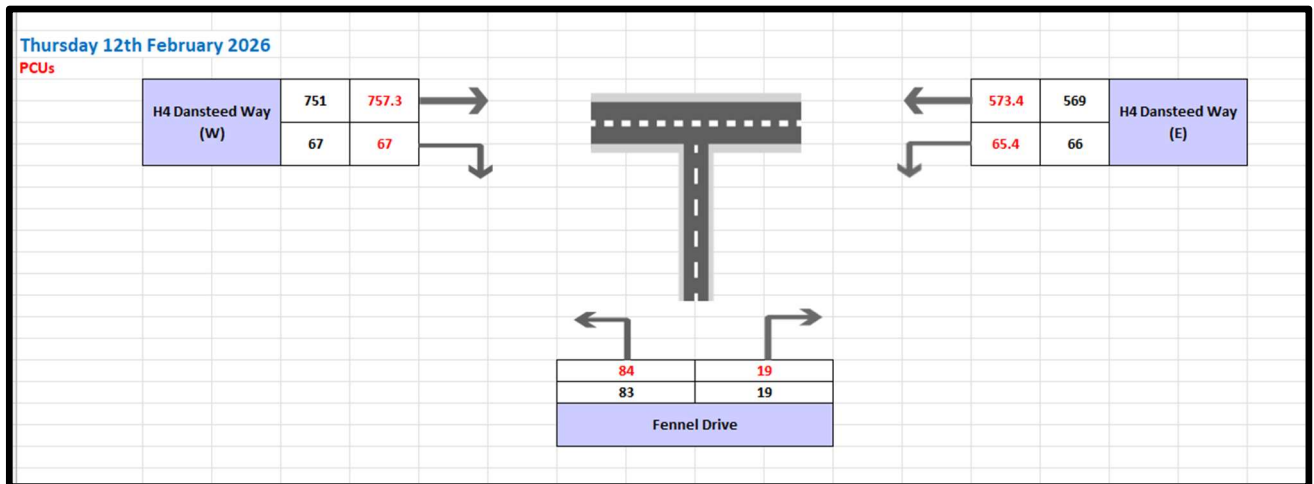
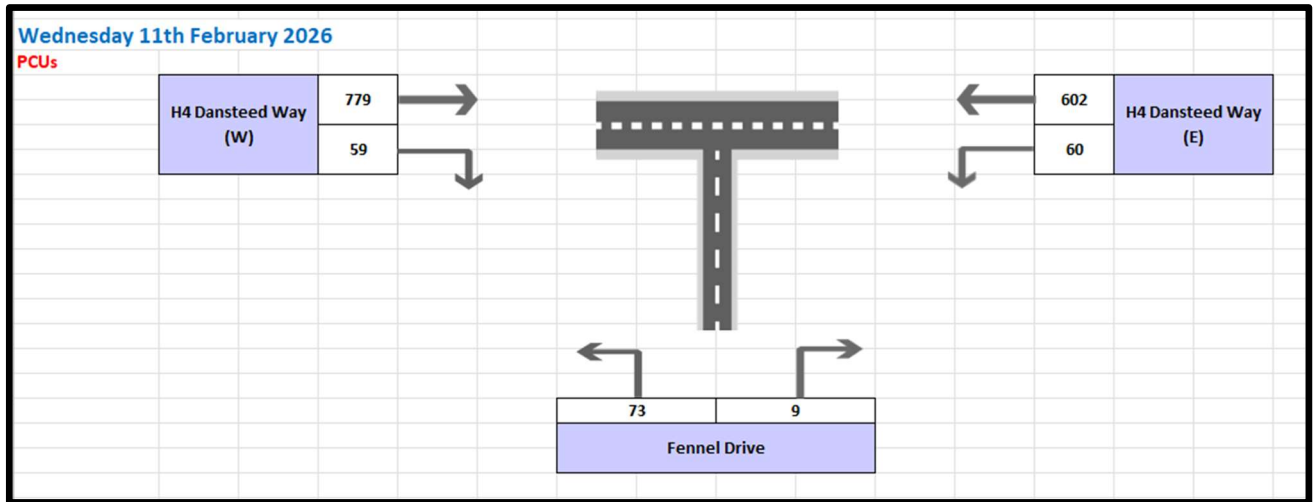
Turning counts were undertaken at both junctions over 3 days in February, between the hours of 7-10am & 4-7pm. I have picked the AM/PM peak hour to identify the number/% right turning in and out of the estate. Here is a summary of the findings of the report.



### J1 Fennel Drive – AM peak

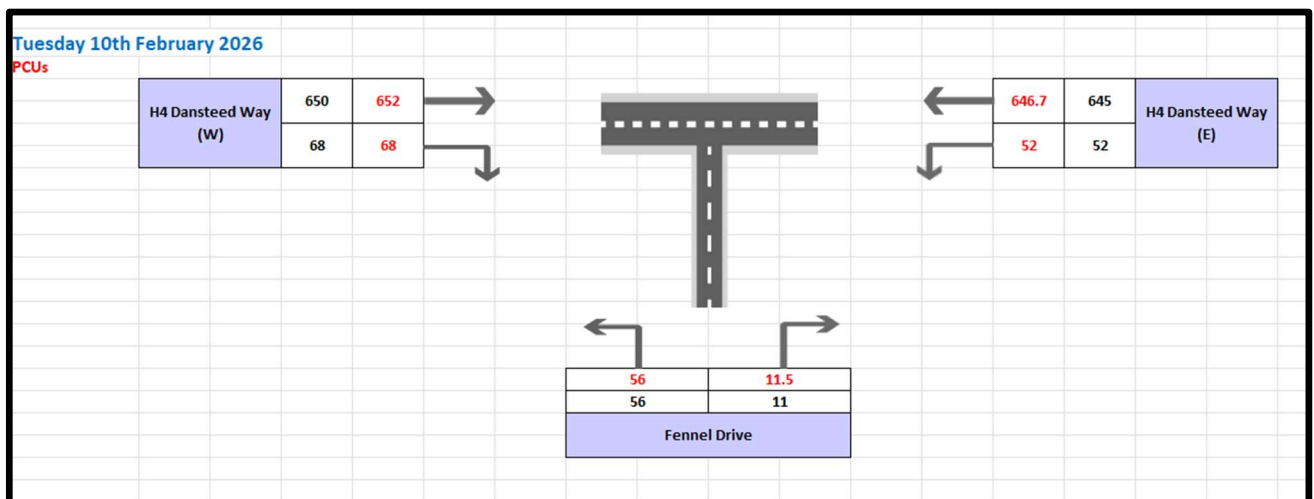
Over the three-day survey period, **16%** of all exit movements from Fennel Drive onto the H4 Dansteed Way were right-turn manoeuvres, and **8%** of all eastbound movements on the H4 involved right-turns into Fennel Drive.

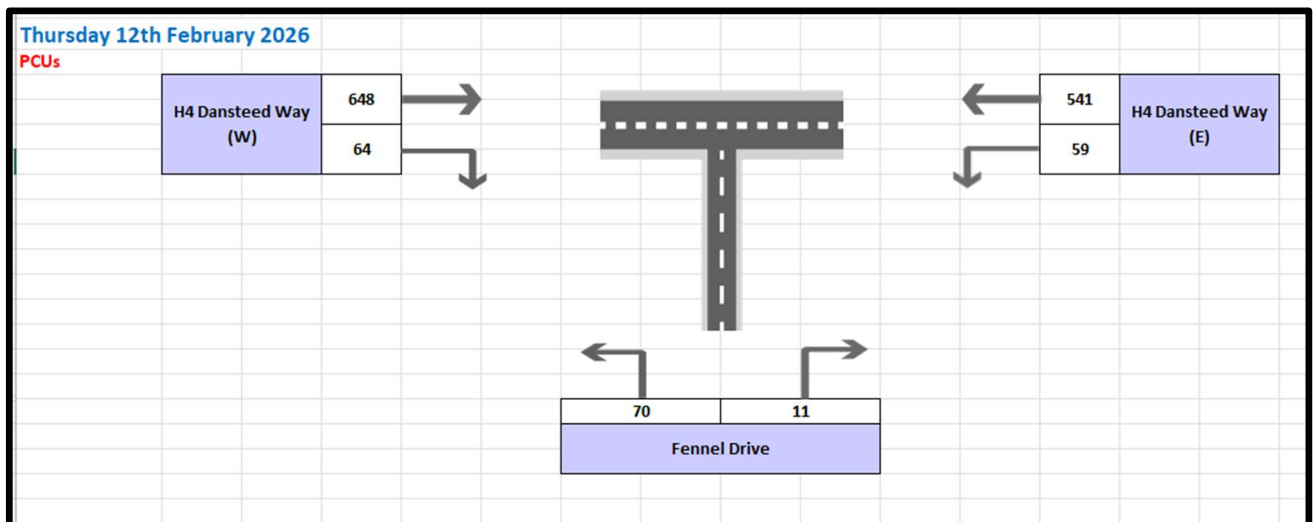
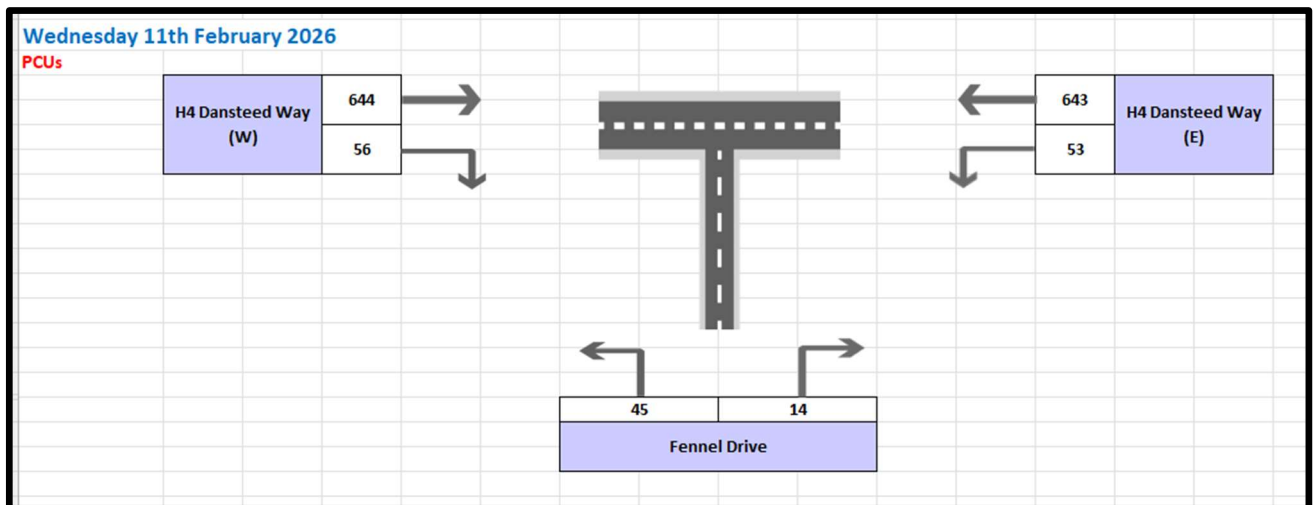




### J1 Fennel Drive – PM peak

Over the three-day survey period, **17%** of all exit movements from Fennel Drive onto the H4 Dansteed Way were right-turn manoeuvres. **9%** of all movements on the H4 travelling eastbound were right-turn manoeuvres into Fennel Drive.



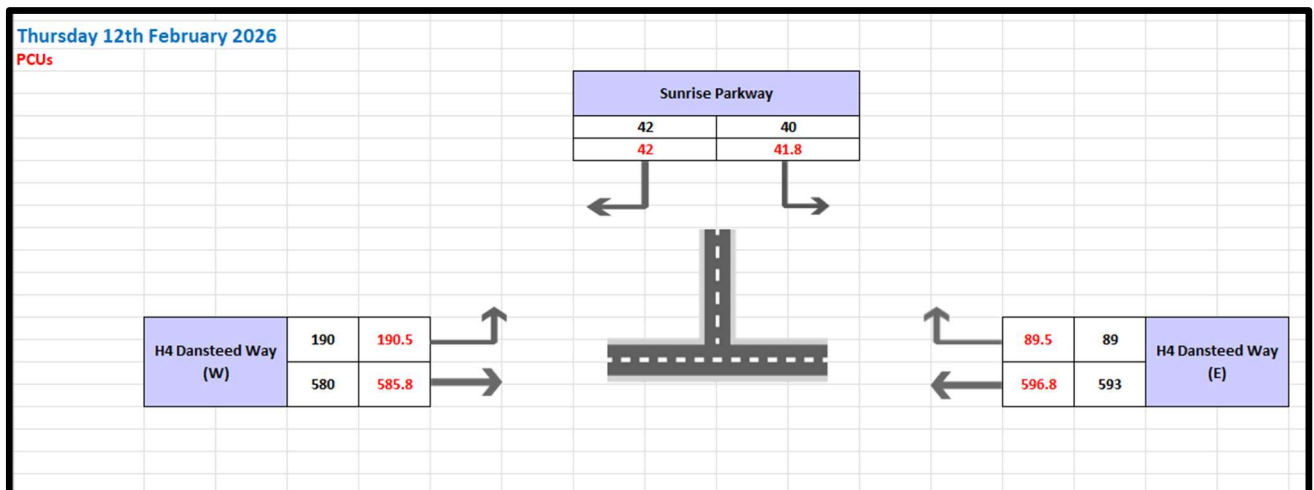
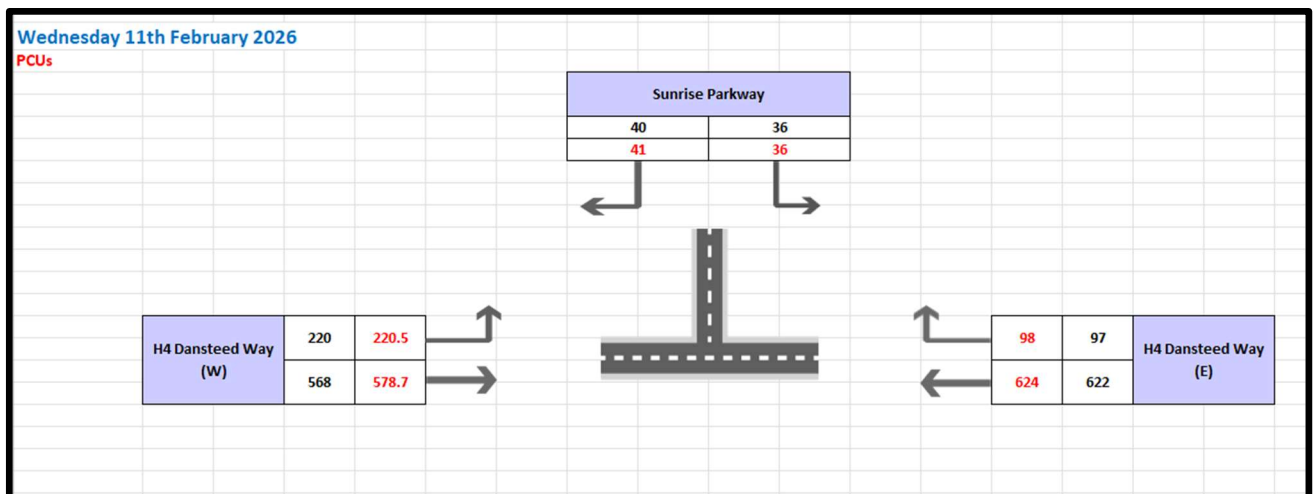
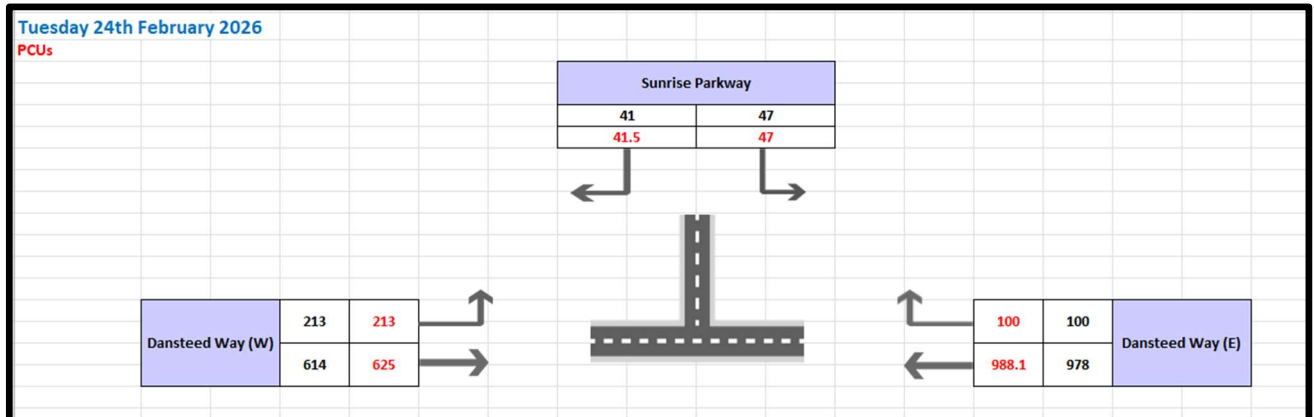


### Collision Context

Although these percentages for the AM & PM peak represent a relatively small proportion of overall traffic flow, the location has a disproportionately high number of right-turn-related RTCs. This indicates that, despite the low volume of right-turn movements, the manoeuvre carries an elevated level of risk at this junction.

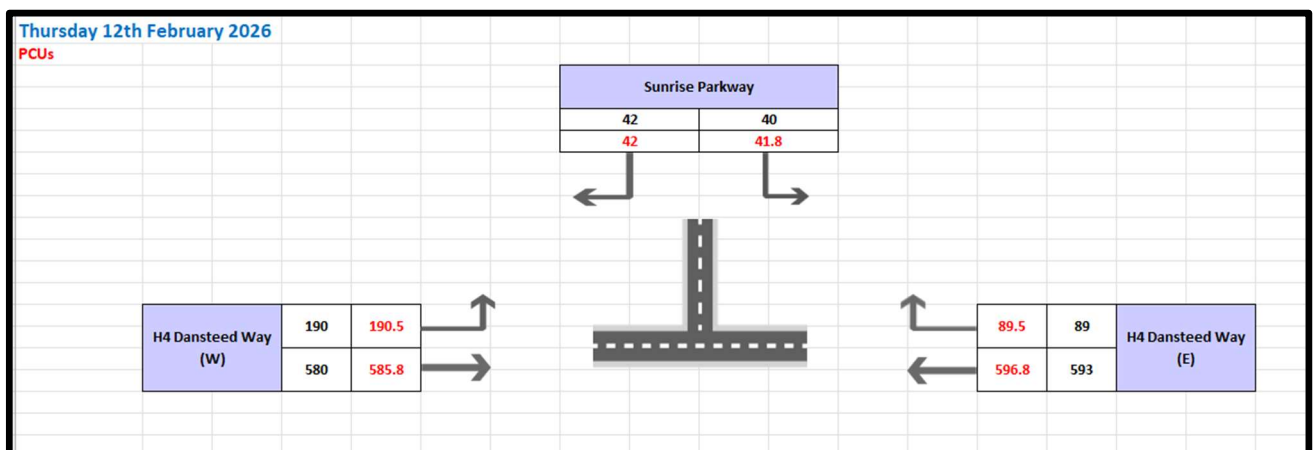
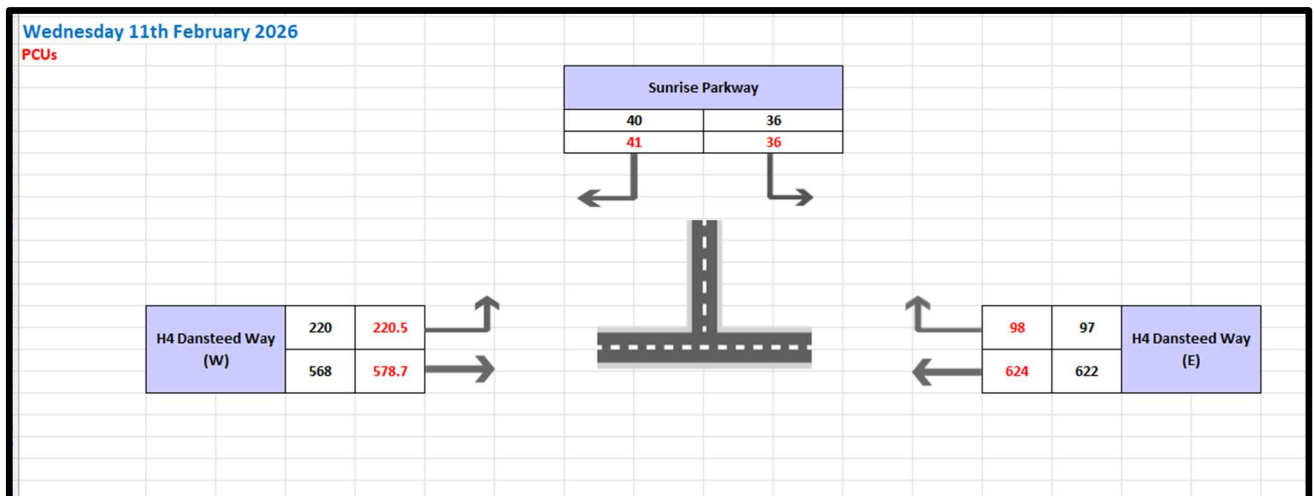
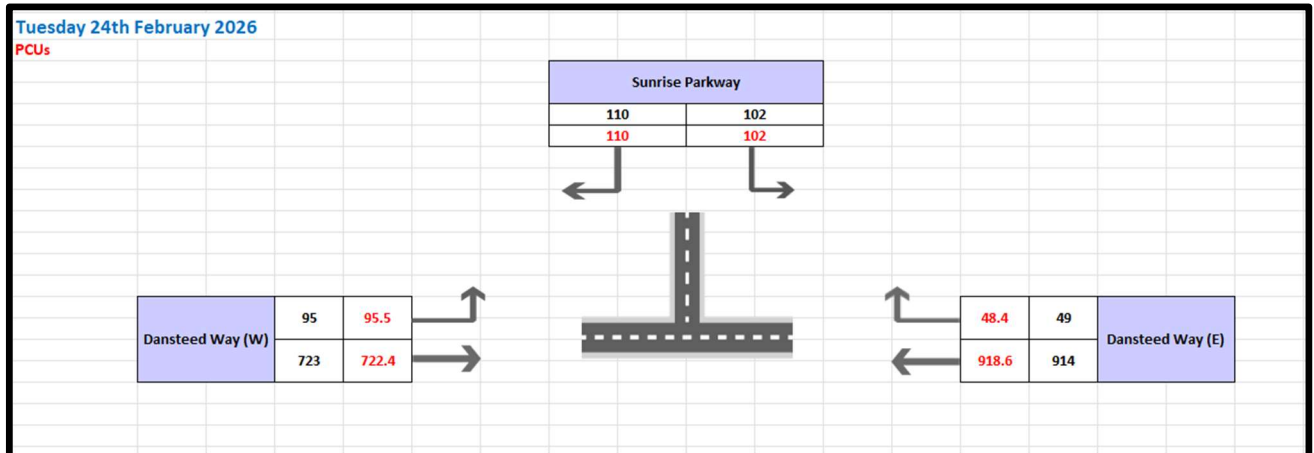
## J2 Sunrise Parkway – AM peak

Over the three-day survey period, **50%** of all exit movements from Sunrise Parkway onto the H4 Dansteed Way were right-turn manoeuvres. In addition, **11%** of all westbound movements on the H4 were right-turn manoeuvres into Sunrise Parkway.



## J2 Sunrise Parkway – PM peak

Over the three-day survey period, 48% of all exit movements from Sunrise Parkway onto the H4 Dansteed Way were right-turn manoeuvres. 10% of all movements on the H4 travelling westbound were right-turn manoeuvres into Sunrise Parkway.



## Collision Context

There have been a high number of right-turn-related RTCs at this location. Drivers attempting to turn right are exposed to multiple conflict points, including opposing through traffic travelling at speed and vehicles accelerating from a standing start, significantly increasing the risk of side-impact and turning collisions.

The recorded pattern of RTCs indicates that the junction layout and prevailing traffic conditions do not safely accommodate right-turn movements.

## 5- Observations

A site visit was undertaken to assess the feasibility of prohibiting right-turn manoeuvres both into and out of the two roads. Visibility splays for vehicles exiting either road are not restricted; however, carrying out a right turn from Sunrise Parkway is particularly challenging. This is due to the high volume of traffic exiting the road and the generally busy conditions on the main carriageway.

Additionally, the proximity of Downs Barn Roundabout introduces further safety concerns. A significant number of vehicles exit the roundabout at high speed and approach the junction at well above 50 mph in many cases, increasing the difficulty and risk associated with right-turn movements.

The existing traffic signs along this section of the grid road network need upgrading or replacement to bring them up to current standards. Although the road markings on the H4 remain visible, they would benefit from refreshing to improve overall clarity. Some areas of the grid road surface are showing signs of wear; however, following discussions with the surfacing team, there are currently no plans for resurfacing works. The street lighting has been inspected for potential faults, and there is a section on the north side of the carriageway in close proximity to Sunrise Parkway, which is currently not working.

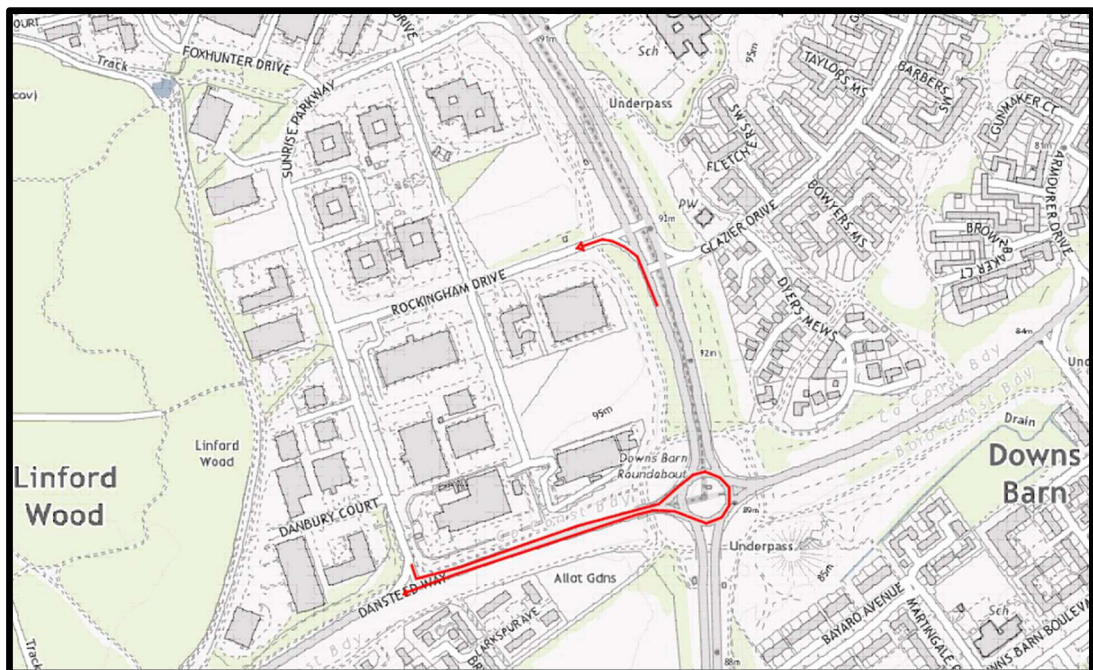
## 6 - Recommendations

- **Banning right-turn manoeuvres into and out of Sunrise Parkway and Fennel Drive:**

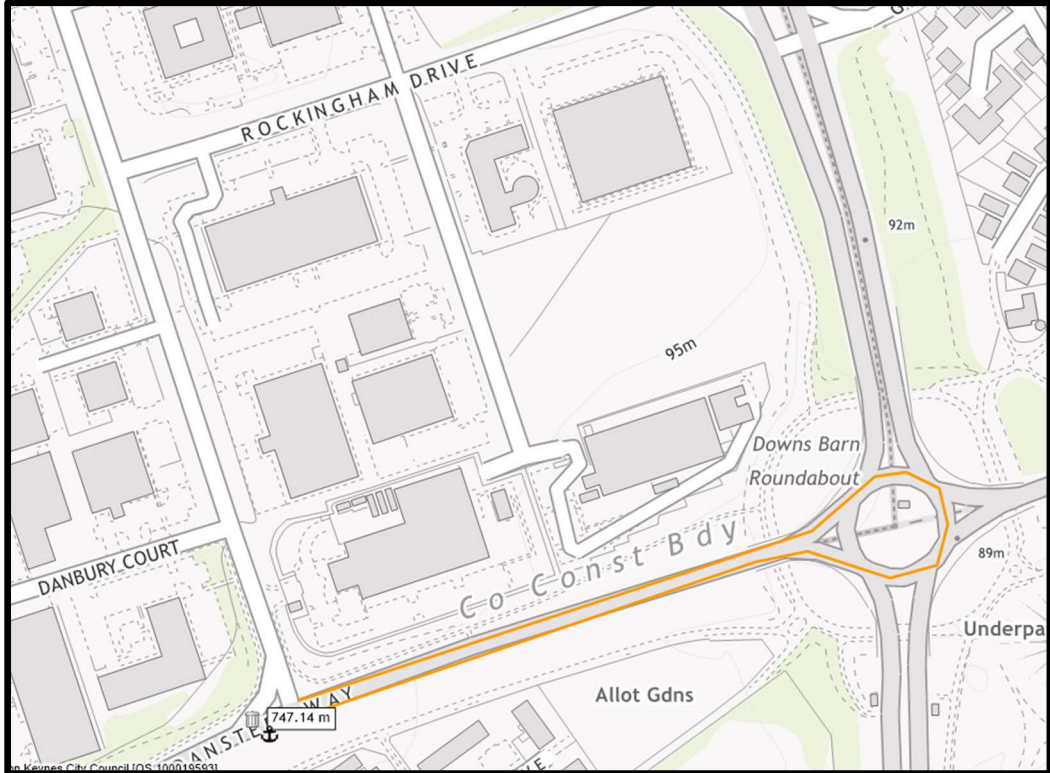
Introduce physical traffic islands on the H4 and at the mouths of both side roads to prevent vehicles from undertaking right-turn movements. Similar treatments have previously been implemented on other sections of the grid road network, where they have proven effective in reducing collision rates significantly.

There will be consequential impacts on journey times as a result of the proposed right-turn bans. Users of Sunrise Parkway are expected to experience a slight increase in travel time, while users of Fennel Drive are likely to encounter more notable delays. Alternative access routes and associated diversion lengths have been summarised below to illustrate the expected impacts. Despite these increases in journey time, road safety remains the primary factor underpinning the proposed changes.

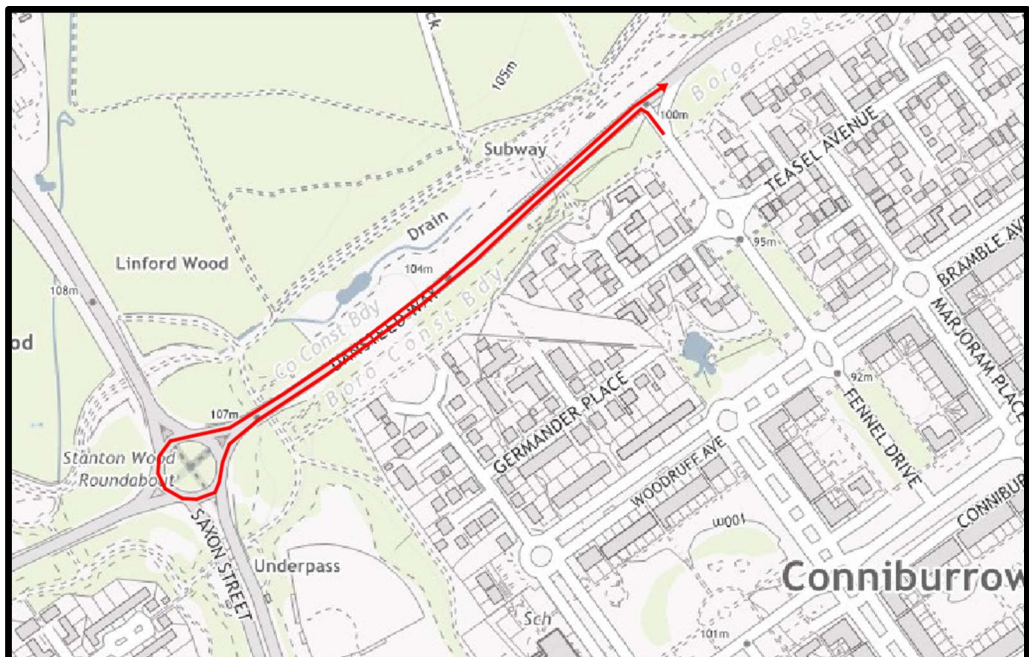
### Alternative access points into Sunrise Parkway and proposed diversion route



### Sunrise Parkway diversion route distance



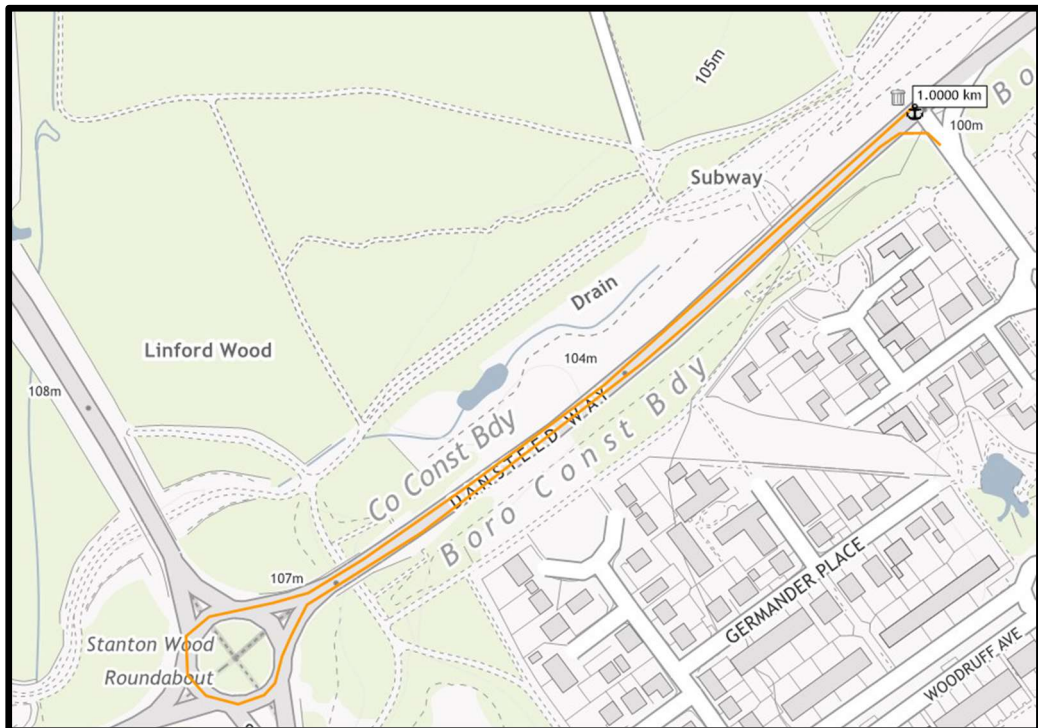
### Fennel Drive proposed diversion route



**Fennel Drive alternative access route from west MK**



**Fennel Drive proposed diversion route distance**



- **Refresh Road Markings:** Refresh all existing carriageway markings on the grid road and associated side roads. Additional road markings will also be required to support and clearly communicate the proposed right-turn bans, ensuring drivers are adequately guided through the new layout.
- **Upgrade/Replace Existing Signage:** Replace and upgrade any existing traffic signs that are outdated or deteriorated. Install all necessary new regulatory signage required to support the proposed right-turn bans, ensuring the restrictions are clearly communicated and fully compliant with current signing standards.

## 7 - Conclusion

The proposed package of measures offers a comprehensive approach to improving safety at the junctions with Sunrise Parkway and Fennel Drive. By prohibiting right-turn manoeuvres and installing physical traffic islands, the scheme directly addresses the collision risk associated with these movements—an approach that has proven effective elsewhere on the grid road network. Although the changes will result in increased journey times for local road users, particularly those accessing Fennel Drive, the overall benefits to road safety outweigh the anticipated inconvenience.

Supporting measures, including the refreshing of all carriageway markings and the upgrading or replacement of existing traffic signs, will ensure the new layout is clearly communicated and understood by drivers. Together, these interventions will enhance the clarity, consistency, and safety of the network, helping reduce conflict points and improve compliance with the revised junction arrangements.

Overall, the proposed changes represent a proportionate and necessary response to the existing safety concerns, providing a safer operating environment for all road users.

Phil Jeffs

2026.03.23