

**From**

**Date:** 20 September 2017 at 10:11:47 BST

**Subject: Fwd: Proposed TRO Milcote Road Welford-on-Avon**

Dear Mr Harris and Mr Hanson,

This proposed TPO to extend the 30 mph limit 325 metres along Milcote Road, a far greater length than was originally proposed and agreed by SDC Planning Committee, has recently been brought to the attention of myself and other local residents.

The whole question of the urbanisation and the introduction of a speed limit along a short length on Milcote Rd originally came about as a result of a planning application to build up to 13 properties in the paddock of Weston House. This application was eventually granted on appeal, however the Planning Inspector stated that the urbanisation of Milcote Rd should be limited to the boundary of the development, eg approx 80-100 metres from its junction with Long Marston Road, he echoed and supported the position of Mrs Kirkham, SDCs own landscape consultant. Apart from protecting the environment and maintaining the rural approach to the village from the east, it was felt that any further signs of urbanisation, eg extending the speed limit boundary, would be a signal to predatory developers that they could once again attempt to develop land adjacent to Milcote Rd as it would now be within the 30 mph limit.

I would request you to revise this TPO to stay within the limits of the original planning agreement with the limit sign being placed on the eastern boundary of Weston House's boundary.

Presumably if you wish to do otherwise this would require referral back to SDC's Planning Committee?

Yours sincerely,

**From:**

**Date:** 16 September 2017 at 10:28:09 BST

**To:**

**Cc:**

**Subject: Re: Proposed TRO Milcote Road Welford-on-Avon**

We have great concern at extending the village 30 limit to past Weston house and beyond past mere barn farm this will get Gladmans back I think (know) please email me and Cllr. Brain if don't want an extention to our village please ack him to object When we wanted 40 to the golf coarse crossing he opposed this althrough we had support from SDC envimental health on road safety .i think the committee and parish like want it refused I expect that these planes will be included in the detail plans that have to be approved we were not told by Ben Simms that this urbanisation of the area was not brought to our attention

**From:**  
**Date:** 23 September 2017 10:34:22 BST  
**To:**  
**Cc:**  
**Subject:** Fwd: 30mph limit, Milcote Road, Welford on Avon.

**Subject: 30mph limit, Milcote Road, Welford on Avon.**

I strongly object to the proposal to increase the extent of the 30 mph limit to 325 metres, eg, almost 1/4 mile, from its junction with Long Marston Road. This is a significant increase from the previously agreed extent of some 80 metres, eg, to the limit of the Weston House boundary. This dimension was part of the original Planning Inspectors approval and designed to protect the rural non urbanised approach to the village. The Inspectors report also recognised the importance of protecting the environment as outlined in the SDC's Landscape Report produced by their consultant, Mrs Kirkham.

I believe that there is an inconsistency in thinking when I found it impossible to have a reduced speed limit introduced on to protect crossing golfers on Long Marston Road near its junction with Milcote Road. We're some people walk to golf and 200 plus cross the road

Long Marston Road is a category D country road, you state that the increase in distance is to protect cyclists and walkers, I can assure you that there are virtually NO cyclists or walkers along this road., compared to other routes in area I live along this road .Whilst there may be a few of both once the Weston House development is completed, they will have the benefit of a footpath and be within the 30mph limit at the agreed approx 80 metres. You need to produce figures from a credible study to prove that pedestrians and cyclists are at an unreasonable and unacceptable risk if the extent of the limit is not increased to 325 metres, I have not, as yet, seen the results of such a study.

Extending the 30mph limit beyond the village boundary as you propose will

significantly extend the limit of urbanisation against both the Planning Inspectors and Landscape Consultants conditions, also it will open up land adjacent to Long Marston Road, which would now be within the 30 mph limit, to yet further planning applications by predatory developers.

I believe that as significant change as you propose, which goes against all previous planning decisions and conditions, will have to be referred to, and considered by, SDC's Planning Committee.

Dear Mr Hansen

I wish to object to the proposed extension of the 30mph speed limit on Milcote Road, Welford-on-Avon from the current 70m from its junction with Long Marston Road to 325m from its junction.

I understand that the extension to 70m has only recently been implemented.

You give as justification that the proposal will '*help improve the environment for road users, pedestrians and cyclists*'. However you provide no evidence that this particular stretch of road is in particular need of such improvement, which could equally apply to any similar stretch on minor road in the county.

Although there will be some pedestrians using Milcote Road between the approved development at Weston House and Long Marston Road, it seems highly unlikely that many pedestrians, if any, would use the stretch of Milcote Road to the east of the approved development. Any extension of the 30mph limit should therefore only include the boundary of the Weston House development

Overall it would seem that the bulk of the proposed speed limit extension, together with the associated signage clutter, would merely serve to urbanise a currently rural area.

There is also suspicion that the proposal is in some way to facilitate future planning applications for development along Milcote Road.

Best regards

Dear Mr Hansen,

I wish to object to the proposed extension of the 30mph speed limit on Milcote Road, Welford-on-Avon from the current 70m from its junction with Long Marston Road to 325m from its junction. The extension to 70m has only just been implemented !

You give as justification that the proposal will '*help improve the environment for road users, pedestrians and cyclists*'. However you provide no evidence that this particular stretch of road is in particular need of such improvement, which could equally apply to any similar stretch on minor road in the county. In fact there are not footpaths along this part of the road.

Although there will be some pedestrians using Milcote Road between the approved development at Weston House and Long Marston Road, it seems highly unlikely that many pedestrians, if any, would use the stretch of Milcote Road to the east of the approved development. Any extension of the 30mph limit should therefore only include the boundary of the Weston House development.

Overall it would seem that the bulk of the proposed speed limit extension, together with the associated signage clutter, would merely serve to urbanise a currently rural area, something I do not think is desirable.

There is also suspicion that the proposal is in some way to facilitate future planning applications for development along Milcote Road.

Best regards

Dear Sam, Thank You for your previous message. Having looked at the location I can see no reason whatsoever for extending the already agreed 70 meters or amended 100 meters. As you can see and I'm sure you've already surveyed the site yourself and found that the bend is slight and there is sufficient distance after it anyway. Well that's my opinion.

Please can you explain what further benefits there are by extending the limit. There is certainly a stronger case for extending the limit if not 30, then 40 to the golf club on the Long Marston Road where there is plenty of evidence of scores of golfers crossing the road every day. Now 50 limit.

If this doesn't meet the criteria how come Milcote Road does? What we need is a ban on HGV, especially Articulators. Please explain if this meets the police and wcc criteria?

Kind Regards

Dear Both, I'm only aware of the extension to the 30mph limit Milcote Road of 70 meters. See plan attached. I haven't approved or supported anything else. I've copied to Sam Hansen for more detail.

Kind Regards

Sam Hansen  
Warwickshire County Council

By email

25<sup>th</sup> September 2017

Dear Mr Hansen

**Re: Proposed TRO Milcote Road Welford-on-Avon**

As a local resident I would like to bring to your attention, a number of material planning reasons, why the 30mph limit at Milcote Road should not be extended as proposed.

1. Planning Decision Ref 14/02662/OUT was determined at Appeal. The approved planning application for land adjoining Weston House abuts the proposed reduced speed limit and is most likely the reason for the proposal to extend to the speed limit. The Planning Inspector, within the Appeal Decision states "urbanisation of Milcote Rd should be limited to the boundary of the development, eg approx 80-100 metres from its junction with Long Marston Road". This point is further supported by the position of Mrs Kirkham, SDCs own landscape consultant.
2. The proposal to extend the speed limit "exceeds" the Built up Area boundary of the village as identified in the Neighbourhood Plan (which is at Referendum stage, and therefore carries significant planning weight). No further development along this road is proposed.
3. As part of the approved Weston House development, a new footpath is proposed 'connecting' the development to the village. Pedestrians will only gravitate West, towards the village, rather than East, away from the village where there are no amenities. A much shorter 30mph limit had previously been agreed to extend to the entrance of the new Weston House development (around 70m). This would slow traffic approaching the junction and improve safety for pedestrians using the new footpath going West.

An extended 30mph limit and associated signage is against the decision of the Planning Inspectorate, contrary to the Welford on Avon Neighbourhood Plan and therefore should be reconsidered based on the above planning reasons.

I wish to add our voices to the many residents of Welford in asking you to object to the proposal to extend the 30mph limit from past Weston House to beyond Mere Barn Farm.

As has been pointed out many times, this extension is unnecessary, invites development beyond the village plan and contradicts previous planning advice. Better qualified people than us have submitted the detailed reasoning about this.

We have to accept the housing development approved for Weston House. We have real concerns about the pinch point and danger to pedestrians on the associated new footway, even though this has been approved. We really don't understand why the 40mph limit past the Golf Course was rejected when there is such an obvious risk. Now Highways want to extend a 30mph limit unnecessarily, which seems perverse.

We live here, use these roads every day and have real concerns about the quality of recent planning decisions. I really hope that you can bring some common sense to planning decisions in the area and not just follow the decisions of Highways.

Sincerely



Sam Hansen

Warwickshire County Council

By email

21<sup>st</sup> September 2017

Dear Mr Hansen

**Re: Proposed TRO Milcote Road Welford-on-Avon**

Thank you for contacting us about the proposed changes to the speed limit on the Milcote Road. We strongly object to extending the 30mph limit to such a long stretch of the Milcote Road and would hope the following would be taken into consideration when a final decision is made:

- A much shorter 30mph limit had previously been agreed that would extend to the entrance of the new Weston House development (around 70m). This would slow traffic approaching the junction and improve safety for pedestrians going to and from the new development, the furthest down this road pedestrians are ever likely to go.
- An extended 30mph limit and the signage that would come with it would serve little purpose while contributing to the urbanisation of an otherwise unspoilt area of countryside.
- We don't anticipate any further development along this road as it is both outside of the village's 'built up area boundary' and critical to maintaining the undeveloped gap between Welford and Weston, both key considerations in the Welford on Avon Neighbourhood Plan.

I hope that clarifies our position but would be happy to answer any questions that may come up during the decision making process.

Yours sincerely

2nd October 2017

S Hansen Esq.  
Communities Group  
Warwickshire County Council

ISSUED ON EMAIL ONLY

Dear Mr Hansen

**Objection: The Warwickshire County Council (Various Roads, Welford on Avon parish and Long Marston parish) (30mph and 50mph speed limit) (Variation no.1) Order 2017 - published 14th September 2017**

This letter comprises my formal objection to the proposed extension of the 30mph speed limit approximately 325m east from the Milcote Road / Long Marston Road junction.

In accordance with planning application 14/02662/OUT allowed on appeal, I agree a 30mph speed limit extension is justified as a consequence of this development for the purpose of pedestrian safety and vehicular access. This comment is made only to the extent that the 30mph limit imposed is at the minimum length required to cover off the safety concerns relating solely to this development. These safety concerns are principally from the proposed development site west to the Long Marston Road junction; that covers the extent of the proposed built environment and pedestrian route to the village.

I believe a reasonable distance required for the 30mph limit is up to 150m from the Long Marston Road junction. To note the applicant's transport consultant for the above development, originally stated a minimum of 100m. I have marked the 100m-150m range in red on the below plan. A 150m length is aligned with the extent of new development, is sufficiently away from the bend further east, should not interfere with the visibility splay of the new junction access into the development and gives drivers travelling west sufficient time to slow down prior to a change in the road's characteristics.



In the above context, I object to the 30mph speed limit being extended east by 325m for the following reasons:

1. No Statement of Reasons has been provided to support the TRO
2. The distance proposed for the 30mph speed limit is not justified
3. Impacts on the rural character of the road and ignores local community considerations

I address each of these points in detail below.

#### **1. No Statement of Reasons has been provided to support the TRO**

In accordance with the relevant legislation all TROs have to provide a Statement of Reasons as part of the consultation documents. I requested a copy of the Statement of Reasons and was sent the following:

- **Development group letter dated 31st October 2014** - This is a letter from Warwickshire County Council (WCC) providing no objection to the application referenced above. WCC agree with the principal of a proposed speed limit change but highlight that the applicant would need to identify a suitable road safety scheme.

Whilst the applicant references the potential to move the 30mph speed limit further east beyond the bend to forewarn drivers, no valid justification has been put forward for this nor any further comment made by WCC about this particular point. Therefore I believe this letter sets out the reasoning for the principle of the speed limit change but does not in itself provide a clear set of reasons outlined by WCC why the distance has to be 325m. In addition, WCC note in this letter that their concern around the new junction was lack of visibility to the right (going towards Long Marston Road junction), not travelling in the other direction (the direction for which the 30mph extension is being proposed).

- **Highways layout plan - June 2014** - An approved plan submitted by the applicant showing a 300m distance of the 30mph. To note the TRO is proposing 325m.
- **Email from Sam Hansen dated 21st September 2017** - stating that: *"The extent of the limit is required as mounting it within 100m of the proposed development site would affect the visibility splay of the access of Mere Barn Farm to Milcote Road. This has been moved approximately 60m further to the east to avoid visibility issues for the access and approaching traffic."*

Unfortunately it is not clear from this explanation as to what points the distances stated are being measured from. However it is important to note that Mere Barn Farm is an existing access onto Milcote Road, which is currently 60mph. Therefore its position will not be worsened by any speed limit changes in relation to the referenced application scheme.

In accordance with the *Department of Transport's "Setting local speeds limits guidance" Circular 01/2013 ("Circular 01/2013")* speed limits should not be used to tackle existing isolated hazards; this explanation is suggesting that the speed limit has been extended to tackle an isolated hazard which in itself is not a valid reason. Also to note, as is relevant here, speed limits should also not be used to tackle reduced forward visibility (i.e. a bend).

I recognise putting a gateway feature in the vicinity of Mere Barn Farm to the east of its access might cause it further visibility issues, however, this is only if the speed limit is extended that far. I am challenging why the speed limit needs to extend up to and beyond

the bend.

My suggested maximum distance of the speed limit above would be approximately 50m west of Mere Barn Farm junction and would therefore have no impact on it. It would also be approximately 50m west of the bend and therefore sufficient signage provision to forewarn drivers travelling west should be implementable.

The information provided above does not provide a valid Statement of Reasons from WCC for the TRO, specifically the distance of 325m. I therefore generally question the validity of the TRO.

## **2. The distance proposed for the 30mph is not justified in accordance with *Circular 01/2013***

*Circular 01/2013* states that the setting of speed limits should be evidence led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. A key factor of this is assessing local needs and conditions. The proposed distance of the 30mph limit is not self-explaining nor evidence led.

In accordance with *Circular 01/2013* there are a number of factors which need to be considered when determining the speed and extent of the speed limit, which include:

- History of collisions - I am not aware the "extended" speed limit distance is due to a history of collisions.
- Road geometry - There is a bend, however I believe the bend is sufficiently far from the proposed development to not cause a concern on visibility or prevent being able to forewarn drivers of a reduced speed.
- Road function - It is only that part of the road between the new development and Long Marston Road junction which will perform a more urban road function; the remainder of the distance being proposed is a rural road in open countryside.
- Composition of road users - Pedestrians on a footway will only be present on that part of the road between the new development and Long Marston Road Junction.
- Existing traffic speeds - The mean average speed of the relevant part is quoted as 35-46mph in the Development Group Letter referenced above.
- Road environment - The road is predominantly within a rural setting and outside of the village boundary. There are no street lights at any part of the road.

In accordance with *Circular 01/2013*, there has to be a consistent message between speed limit and what the road looks like; changes in speed must reflect changes in the road layout/characteristic. The proposed length of the speed limit does not provide a consistent message, which will ultimately cause issues of enforceability. The change in road characteristics will happen at the point of the new development travelling west towards Long Marston Road junction, therefore it is only that part which should be reduced to 30mph. Any extension of the 30mph speed limit further east is not in accordance with *Circular 01/2013*.

The recently approved plans to make variations to the Milcote Road alignment (ref: APP/J3720/W/15/3129437) associated with the new development, show that the east visibility splay to the new junction has been assessed on the basis of existing 85th percentile speeds as well as 40mph. This has therefore demonstrated that the proposed new junction is suitable for existing speeds of vehicles travelling from the east.

### **3. Impacts on the rural character of the road and ignores other local community considerations**

*Circular 01/2013* also includes impact on community and environmental outcomes as additional considerations for changes in speed limits.

The Inspector to the above referenced planning application commented that the speed limit change is a sensible one but its distance should be limited to reduce the impact on the character of the rural road. This was supported by the District Council's Landscape consultant. The proposed TRO does not minimise the distance and is at risk of changing the character of a significant area which sits in open countryside.

Similarly, an extension to the speed limit beyond the proposed development site would also encourage further proposals for development beyond the village boundary. Welford-on-Avon's draft Neighbourhood Plan, which is subject only to a referendum, sets out that the village is not supportive of any further development to the east of the proposed development site referenced above. Extending the speed limit would be ignoring a potentially significant impact on the local community which it could cause.

I trust the reasons for my objection outlined above will be taken into consideration. The principal reason for the speed limit change is one of safety, particular for pedestrians walking to the village and for turning right out of the new vehicle junction, and the proposals need to be reviewed in this context. As it stands, on the basis of information provided as part of this consultation process, the proposed distance of 325m is not justified.

Yours sincerely

For the attention of Sam Hansen

Dear Sirs

**WCC (Various Roads, Welford on Avon Parish and Long Marston Parish) 30mph and 50mph Speed Limit (Variation No 1) Order 2017**

I wish to object to the above order on the grounds given below.

**1. Dft Circular 01/2013** is the government guidance to be used for the setting of all local speed limits. This proposal fails to meet the criteria for setting local speed limits as set out in the Circular. Furthermore it contravenes the general aims and objectives of that order.

**2. History of collisions and environmental data**

Circular 01/2013 advises a number of key factors which should be taken into account when setting local speed limits. Of these criteria, Warwickshire Highways say that "data relating to the environment and collision statistics of traffic using the route are the most important factors to consider."

However there have been **no** collisions on the stretch of road affected by this order over the past 18 years, and I am not aware of any environmental data collected, or how changing the speed limit will improve the environment.

### **3 Existing Traffic Speeds**

**3.1** I have not seen any evidence of traffic surveys carried out by WCC in support of this order. There are however 2 relevant surveys carried out by Mssrs Gladman, dated January 2014 and by Welford Parish Council dated July 2014. The 2 surveys showed 85th percentile speeds of 53.3mph near and within the western limit of the order and 54.0mph close to the centre of the length covered by the order. Average speeds were 45.8mph and 46.1mph respectively at the same locations.

The WCC portfolio holder's decision notes dated February 2017 for the speed limit just amended in Welford contain the results of a traffic survey carried out by WCC on Long Marston Road south of Milcote Road. These show an 85th percentile speed of 54.2mph and a mean speed of 46.0mph – ie almost identical to the speeds recorded on Milcote Road. However the notes go on to say that given these speeds a 40mph could not be implemented.

In addition Warwickshire Police said that they could not support a speed limit of less than 50mph on this stretch of Long Marston Road.

As the actual speeds are the same as for Milcote Road, it is difficult to see why the same rules should not apply to Milcote Road.

**3.2** Additionally this stretch of Milcote Road has been linked to 2 planning applications. One was from Mssrs Gladman who proposed a 30mph limit, but Warwickshire Highways wrote to Stratford DC on 13.4.14 saying that the observed speeds did not support a 30mph limit. Another application submitted by Mssrs Framptons at a different location on the same stretch also proposed a 30mph limit. Again Warwickshire Highways wrote to Stratford DC on 28 April 2014 saying that "The Highway Authority does not support the provision of the proposed 30mph limit based on recently recorded traffic surveys."

Therefore on 2 separate occasions and at 2 separate locations on this stretch of Milcote Road, Warwickshire Highways have stated that the existing speeds do not support a proposal for a 30mph limit.

**3.3** Para 37 of Circular 01/2013 states "The aim should be to align the local speed limit so that the original mean speed driven on the road is at or below the new posted speed limit for that road." In the portfolio holder's decision notes referred to in 3.1 above for Long Marston Road, it can be seen that the decision followed this guidance; the reason given being: "However, following collection of speed data outside the golf club results show that the 85% ile speed limit is above the proposed 40 mph speed limit and does not meet the criteria issued by The Department for Transport".

The same 85<sup>th</sup> percentile speed and the same mean speed are recorded for the length of Milcote Road affected by this order. It would go against Circular 01/2013 and be inconsistent to apply different rules to Milcote Road.

3.4 As well as the mean speed on Milcote Road over the length covered by the order being 46mph, an examination of the Welford Parish Council traffic survey shows that around 500,000 trips per annum are made on this road, and approximately 98% of the speeds recorded were in excess of 30mph. That is some 490,000 trips on this length of road that are currently made by drivers not breaking the law. Imposing a 30mph limit will not reduce the speed for the vast majority of these drivers, but instead will only result in them breaking the law through an unnecessary and inadvisable speed limit.

#### **4 Environment of the Road**

Warwickshire CC's own published position (WCC Leaflet – Speed Limits on Rural Roads) is that "Rural roads do not lend themselves very well to lower speed limits and many drivers will instinctively perceive the road speed as higher than in an urban area. With little development such as shops and schools to gauge speed, a significant proportion of road users would disregard a lower speed limit. Unrealistic speed limits on rural roads with few residential properties, no matter how desirable they appear, simply fall into disrepute and create an excessive enforcement burden on the Police. As Police time is also a limited resource, they have made it very clear that they will not support a change in speed limit if it is outside of the current Government guidelines.

Unrealistic speed limits on rural roads with few residential properties, no matter how desirable they appear, simply fall into disrepute and create an excessive enforcement burden on the Police. As Police time is also a limited resource, they have made it very clear that they will not support a change in speed limit if it is outside of the current Government guidelines."

Milcote Road is such a road. There are likely to be a maximum of 13 dwellings along the 325m stretch covered by the order and all but 2 will be masked by hedges. Drivers will not see the need for a 30mph limit and simply ignore it.

#### **5. New Road Junction on Milcote Road**

Outline planning permission was given in September 2014 for a small development and a new junction on Milcote Road. However Warwickshire Highways stated that the proposed junction was safe within the existing 60mph limit. Furthermore Para 40 of Circular 01/2013 says "Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction".

This planning consent was known to Warwickshire Highways when the recent 30mph limit was set at 70m from the junction of Milcote Road and Long Marston Road.



The possibility of a new junction should not therefore be reason to go against the guidance provided by Circular 01/2013.

## **6 Listening to the Community**

There is great public concern in Welford about the speed of vehicles using the main roads within the 30mph limit. However I have heard no such concerns about the speed of traffic on Milcote Road. Warwickshire Highways have not made any successful efforts to reduce the concerns of speeding within the existing 30mph limit. Extending the new 30mph limit on Milcote Road does nothing to help the existing community. By proposing this extended speed limit Warwickshire Highways does not appear to have taken the communities concerns into account.

I would be grateful if you would take these grounds for objection into account when making your decision.

Yours faithfully