

21 August 2022.

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ST119AB

Ref Reference: APP/B3438/W/22/3299330

I object this appeal based on the following grounds:

- Research has been carried out that shows roundabouts improve emissions over traffic lights. The Insurance Institute for Highway Safety (IIHS) quotes studies (Hu et al., 2014; Várhelyi, 2002) which claim that “installing roundabouts in place of traffic signals or stop signs has been found to reduce carbon monoxide emissions by 15-45 percent, nitrous oxide emissions by 21-44 percent, carbon dioxide emissions by 23-34 percent and hydrocarbon emissions by 0-40 percent.”
- The appeal is stating that reversing manoeuvres into driveways on Sandon Road have not resulted in any accidents. But they also state that no valid comparison can be made on Sandon Road as there is no junction entering the field opposite the homes on Sandon Road.
- The noise pollution data provided showed a reduction in noise on Sandon Road if a roundabout was installed.
- Roundabouts are a safer junction type with less accidents. This data can be found at the following website: <https://www.statista.com/statistics/325327/road-accidents-at-junctions-great-britain-uk/>
- The Senior Highway Engineer, consulted on the variation which was refused, was asked to provide a "Statement of Common Ground" by the appellant and refused, citing that all information he needed to provide was available in the Form X attached to the original document
- The Senior Highway Engineer stated that the correct procedure was not adhered to for the installation of the traffic monitoring equipment in Cresswell and Draycott
- **No new data has been included in the appeal despite the data being acquired via the equipment that the Senior Highway Engineer stated was not installed correctly.**

- The narrow section of road, on the bank by the former Izaak Walton public house is not referenced in the appeal. The Planning Officer stated that this should be addressed.
- Policy T1 in the Staffordshire Moorlands District Council Local Plan document (page 124) states that “Ensuring that all new development is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development”. This is not the case here.
- The Traffic Assessment and add-on to the Traffic Assessment are both created on data which was questioned and the conclusions drawn from said data was considered "unsound" (quotation by JMP consultants).

Based on these points, this appeal should be denied.

Craig Whiston