

With reference to the recent comments issued by the Highway Authority on the planning application, John and Jockey Street are (combined) form a lightly trafficked, cul-de-sac with no turning provision. There is an existing level of pedestrian, cyclist and vehicle inter-action along both roads.

Asbri Transport have undertaken a number of site visits for this project and we have personally observed pedestrians using the underpass to access New Cut Road. There is **no** record of injury collisions on either John or Jockey Street and there is clearly a level of pedestrian, cyclist and vehicle inter-action with the current situation, the pedestrian link to New Cut Road and existing land uses.

Our on-site observations have also noted that both traffic volume and speeds on John Street and Jockey Street are low. We consider that both the horizontal alignment and the fact that the road is a 'no through road' for vehicles influences both the volume and speed of traffic that use the road for access.

In our professional opinion, the potential safety benefits of the development and its accompanying public realm works far outweigh any potential safety disbenefits. If the subway to New Cut Road was a more attractive route, we would contend that there would be a greater level of pedestrian use/active travel which perhaps the Local Authority should be facilitating irrespective of the development proposals. The route also provides access to bus services operating on New Cut Road.

The highway works proposed in the application are minor and of small scale. We consider a Stage 1 Road Safety Audit (RSA) undertaken by an independent RSA practice will not find the proposed highway works 'fundamentally unsafe.' We would also consider that the RSA may see safety benefits in the provision of a turning head in a location where there is currently none and a significantly improved pedestrian environment..

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