

Response to email dated 04/08/2025

F.A.O Claire Booth.

I have had a look at the comments from highways, and that of your email, and it would appear that matters raised relate to the proximity to the crossing point to the south (in excess of 20m) and that of presumably creating a 'pinch point' in relation to the lamp post to the north.

Firstly, this lamp post is located circa 10m from the proposed hub location, and therefore I would not see any issue in respect of creating any pinch point along the footpath at this point that would give rise to any impact in terms of highway safety matters. While you stated that the visualisation submitted with the application was unclear, and made it look like they were adjacent to each other, the actual plans submitted show that they would not be adjacent to each other. However, in terms of visualisation the below image shows further the distance between the street light and proposed street hub location. Please note, a further visual montage has been provided with this correspondence for your records.



Montage showing the distance between the streetlight and hub location

As can be seen from the original plans submitted, in addition to the distance of circa 10m from the streetlight, there will be an unobstructed footpath width of circa 2.5m from the edge of the unit to the kerb, which would be in excess of the 2m stated.

Additionally, while highways have commented on desire lines, the location of the street hub would be in line with the charity bin and existing phone kiosk, whereby pedestrians would clearly have to avoid these pieces of street furniture, and given the location of the hub to the rear of the footpath and in-line with this existing street furniture that pedestrians would already have to consider, and the retained unobstructed footpath width in excess of 2.5m to the kerb, there would be no resultant impact on pedestrian desire lines nor impact on the free flow of pedestrians at this point, and as such no subsequent highway safety impacts in this respect.

Moving onto the proximity in relation to the crossing point to the south, as highlighted this is in excess of 20m from the proposed street hub location and, given the set back distance of the proposed street hub being in excess of 2.5m from the kerb, it is therefore not considered that there would be any matters that require assessment in terms of potential highway safety matters. Given the distance of the street hub from the crossing point, along with its location to the rear of the footpath as stated, then there would be no issues in terms of pedestrian visibility looking towards vehicles that may be travelling towards the crossing point from the north along the road. Given the aforementioned, and while it is unclear as to why any additional plan has been requested to include the crossing point, a further plan has been provided in order to assist and clearly demonstrate there would be no highway safety consideration in respect of pedestrian and/or vehicle visibility, and no impact on the line of sight of either.

I trust the above clarifies matters, along with the additional information, and clearly demonstrates that the proposal would not have any impact in terms of highway safety considerations.