

**North Hertfordshire Planning Department**

18<sup>th</sup> September 2017

**16/01791/1: Email comments made by Croudace 13<sup>th</sup> September 2017**

Following receipt of rather disingenuous comments from Croudace, we write to provide a factual response.

As is known we have been commissioned by the Claybush Action Group to review the above planning application and to provide an independent Road Safety Audit.

Having reviewed the communication of Wednesday 13<sup>th</sup> September, we feel very strongly that Croudace seek to besmirch our thorough and independent work that has been undertaken, while at the same time not answering the fundamental flaws that have been independently highlighted.

The work we have undertaken is fit for purpose. A Stage 1 Road Safety Audit has been undertaken because detailed design plans have not actually been provided. Croudace Drawing Reference 076/67 is not a detailed design plan, it is a general arrangement drawing with very limited information on highway/footway surfacing.

At the Stage 2 RSA we would typically expect the full suite of detailed design drawings. Even if these were provided. Croudace have not addressed the vast majority of the problems we have identified in our Stage 1 RSA. This is because these problems exist on the wider highway network and not purely on the discreet element that Croudace have focused on.

The scope of the Croudace RSA is limited to the immediate site access from Ashwell Street. Croudace have not considered the wider network and the issues we have identified in our Road Safety Audit.

The points raised in our Stage 1 RSA are still considered relevant and deal with not only the immediate pedestrian access from Ashwell Street, but the wider road safety implications of the lack of suitable pedestrian provision to key trip attractors, which the Taylor Bowie RSA doesn't consider.

Our Stage 1 RSA is therefore not arbitrary as the so called 'detailed design' plans do not address the issues we have raised.

The 550% is not "arbitrary, peculiar and alarmist" as it is clearly explained within our Road Safety Audit as to how this figure has been derived. We acknowledge it is not an exact science yet Croudace and their consultants have provided no evidence to counter this figure.

We would strongly suggest that Hertfordshire County Council Highways obtain an independent Road Safety Audit, which focuses on a wide area and reviews all the flaws we have highlighted and uncovered.

Yours Sincerely