



Emily Perryman

Exeter City Council Planning

Thank you for the opportunity to respond to the [application for a new car valeting pod, located within existing car park, Morrison Supermarket Prince Charles Road Exeter Devon EX4 7BY](#)

20/0477/FUL | New car valeting pod, 10 May 2020

Exeter Cycling Campaign **objects** to the proposed development due to the **negative impact on visibility and safety of people walking and people cycling** along the strategic cycle route and the **lack of mitigation proposed** to address this.

Context

We note there are a number of inadequacies in the Design and Access Statement (DAS) which **fails to take into account the needs of people cycling**. It ignores both:

(1) the **E4 strategic cycle route** running directly adjacent to the site.

(2) the **outcome of the previous planning application** determination ([17/1778/FUL 16.1.2018](#)) which stated: "It has been identified that it would be beneficial to the store and pedestrians **to carry out improvements to the crossing at the service yard access at the north east boundary to the site.**"

To progress with this you will need to liaise with Devon County Council Highways in order to carry out the improvements".

The required improvements for people walking and cycling **have not been made**, we suggest that **planning consent is made conditional on these important safety issues being addressed.**

Without noting the presence or need to provide for people cycling, the DAS site content states "The site is bounded by Prince Charles Road to the north, Pedestrian walk through, railway lines to the south and an industrial site to the west. WM Morrisons car park is accessed via Prince Charles Road, with pedestrian links provided via Prince Charles Road. There is bus stop located on Prince Charles Road which provides further accessibility to the site. "

The DAS Site Layout states "Careful consideration has been placed in the positioning of the pods to ensure that there is no disruption to vehicular and pedestrian circulation and that site will continue to operate as existing. The proposal is positioned over existing park bays which will reduce the total parking numbers by 1 standard car parking bay for the pod and a further 9 for the valeting areas: 10 parking spaces in total. Existing white lines will be burnt off and the new area will be de-marked to provide safe access into the new pods."

Concerns

The DAS fails to consider the existing vehicular access to the eastern end of the Morrisons customer car park and its **negative impact on pedestrian and cycling access** both to the site and across the city. This access road from Prince Charles Road (just to the west of the 'one way' connection to St Katherines Road) is used by articulated HGVs arriving at/leaving Morrisons Service Yard, but despite another vehicle entrance being available it also brings in a very high number of customers driving to/from the store across the cycle/pedestrian route/desire line. This access already poses a safety hazard for cyclists using the strategic E4 cycle route, which crosses the junction of the access road. No priority is currently given to cyclists (or pedestrians) at this junction, which does not meet best practice standards and falls far short of what is expected from a strategic route.

The plans submitted by Morrisons for pods with their associated cladding will **further reduce visibility** and increase vehicle movements, increasing conflicts with pedestrians and cyclists crossing the service yard access road.

The following illustrations show the limited visibility.

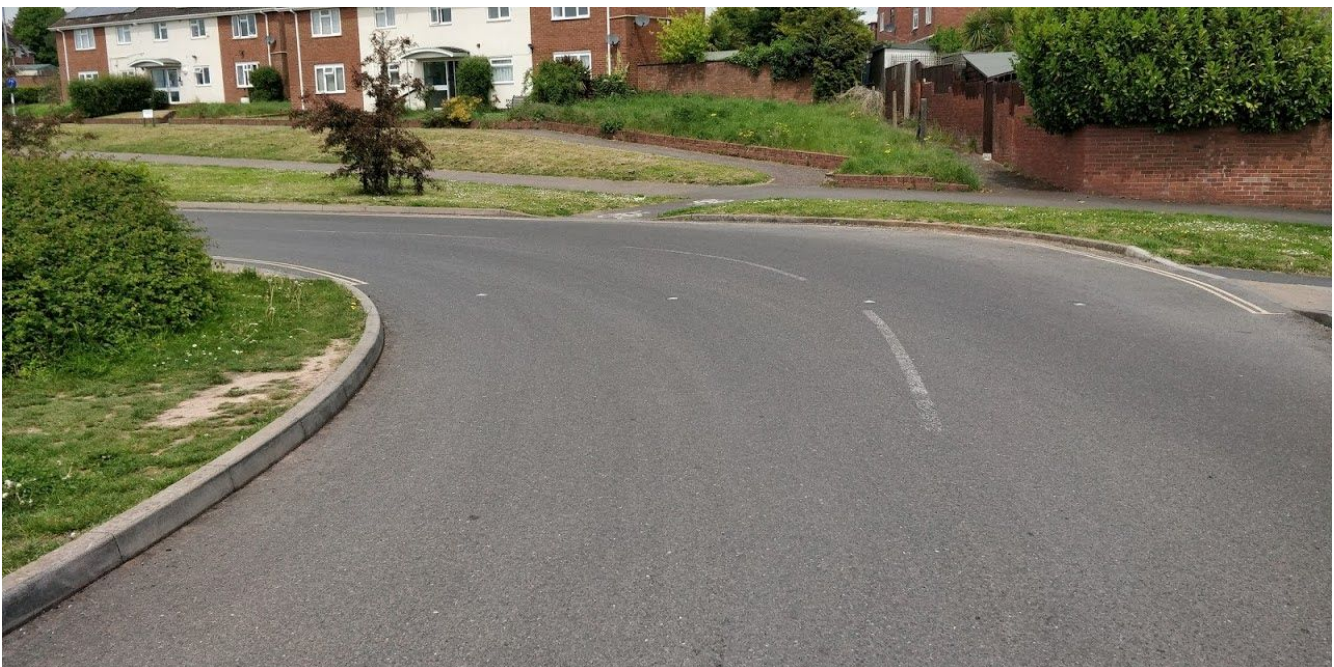


Figure 1 - Obscured view of cycle path crossing point from point B



Figure 2 - Obscured view of car park vehicle exit from cycle crossing point A (west)



Figure 3 - Obscured view of pedestrians and cyclists emerging onto zebra style crossing

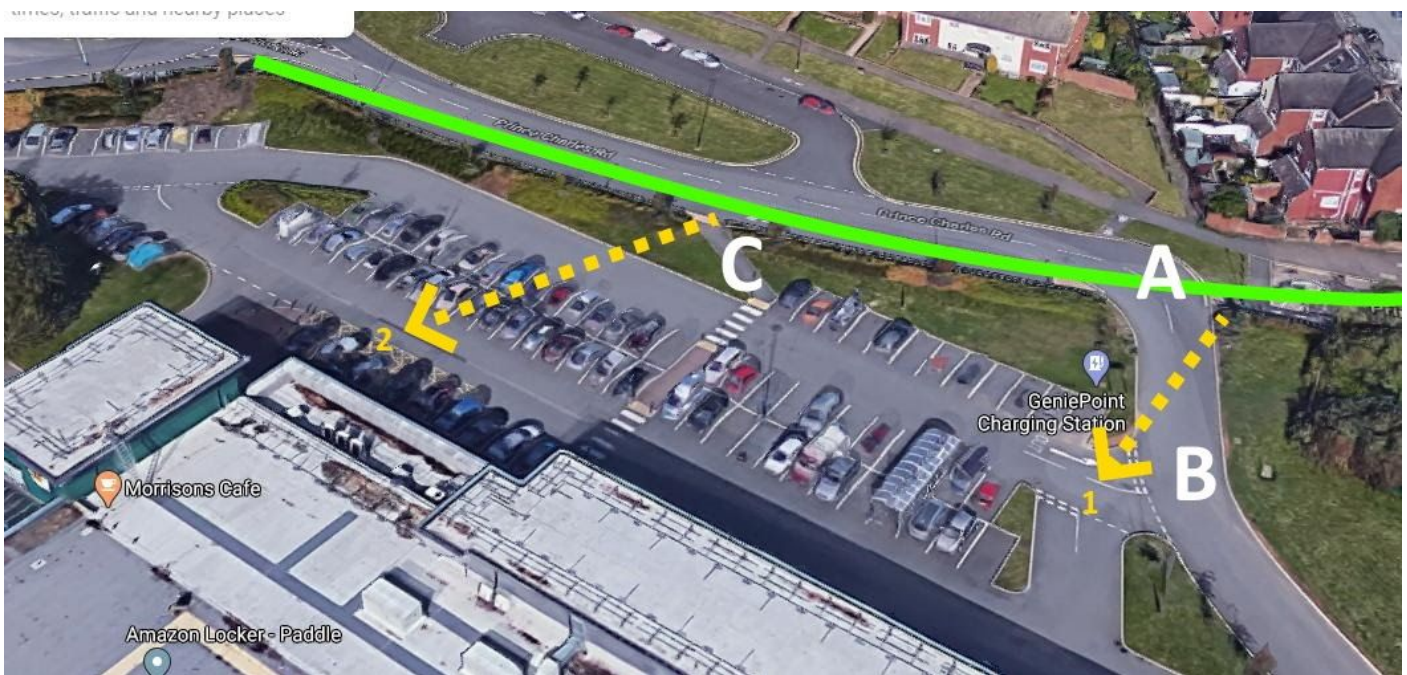


Figure 4 - Aerial view of site showing strategic cycle route (green line), key stress points & desire lines (amber lines, 1,2)

It is vital that the **proposals are amended to mitigate the negative safety and sustainability effects of the existing and proposed developments.**

Furthermore the 'Statutory guidance Traffic Management Act 2004: network management in response to COVID-19', underlines the pressing need "to make significant changes to road layouts to give more space to cyclists and pedestrians".

Recommendations

Exeter Cycling Campaign make the following recommendations about measures required in mitigation (see figure 4):

1. Using bollards to permanently close the customer access from the eastern side of the car park to the service yard access road (Figure 4 - marker B). This would maintain HGV access to the service yard, reduce the number of vehicle movements across the cycle route, whilst maintaining access to the site for driving customers through the main vehicle entrance to the West. see Figure 5 below.
2. Improve visibility at the point at which the cycle route and pavement cross the service yard entrance. Figure 4 - marker A
3. Creating clear and unambiguous priority for people walking and cycling across the junction of the service yard access road. Figure 4 - marker A
4. Improve visibility at the zebra-styled crossing adjacent to the proposed site. Ensuring no panelling or vehicles are permitted to obscure sight lines and/or moving zebra-styled crossing further West and angled to the desire line, ie towards the store entrance. Figure 4 - marker C



Figure 5 - Bollards. A low cost, practical intervention to improve safety for people walking & cycling

Yours sincerely
Bridget Walton
for and on behalf of:
EXETER CYCLING CAMPAIGN

exetercyclingcampaign.org.uk

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