

17/1778/FUL | Single storey steel frame unit for home delivery service. | Morrisons Car Park Polsloe Prince Charles Road Exeter Devon EX4 7BY

16th January 2018

Exeter Cycling Campaign object to the proposed development due to the negative impact on safety the additional delivery traffic will generate and the lack of mitigation proposed to address this. We note there are a number of inaccuracies in the Design and Access Statement, specifically section 2.1 'Site Analysis'.

The DAS **fails to acknowledge** the existing vehicular access to the eastern end of the Morrisons customer car park. 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 also a significant number of customers driving to/from the store. 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 indicate an increase in floorspace to accommodate the home delivery service, including additional chilled storage. While not acknowledged in the DAS, an increase in sales volume associated with the introduction of home delivery options will undoubtedly lead to more frequent deliveries to the store. These will likely be made by HGVs to the existing service yard, and will therefore **increase conflicts with pedestrians and cyclists** crossing the service yard access road.

Furthermore, the introduction of frequent home delivery truck movements on Prince Charles Road roundabout and at the primary vehicle access to the store to the west, including junctions forming key parts of E4, will create additional safety conflicts and **degrade what is supposed to be a strategic cycle route**. Statistically, two thirds of all collisions involving cyclists occur at junctions (ROSPA, 2017). The Devon County Council Collision Map, accurate from 2012 up to December 2016, provides some anecdotal evidence of this, showing numerous collisions around Prince Charles Road roundabout in recent years.

It is vital that the proposals are amended to mitigate the negative safety and sustainability effects of the additional traffic generated. They must also provide an enhancement to pedestrian and cycle infrastructure in line with policy CP9 of the Exeter Core Strategy , T3 of the Exeter Local Plan First Review, and paragraphs 32 and 35 of the NPPF. In order to achieve this and make the proposals acceptable, Exeter Cycling Campaign suggest the following measures are required:

- **Permanently closing the customer access from the eastern side** of the car park to the service yard access road. This would mitigate any potential increase in HGV deliveries to the service yard by removing vehicle traffic to the general public, while potentially maintaining access for cycles ;

- **Creating priority for people walking and cycling** across the junction of the service yard access road;
- Providing **improved crossings** between 'Shared Paths' for people walking and cycling around the edge of Prince Charles Road Roundabout. Parallel 'Tiger crossings' should be considered, separating pedestrians and cyclists at crossing points;
- Considering the impact on Stoke Hill Roundabout and providing appropriate S106 contributions to improve the roundabout, noting existing safety and air quality concerns in this location;

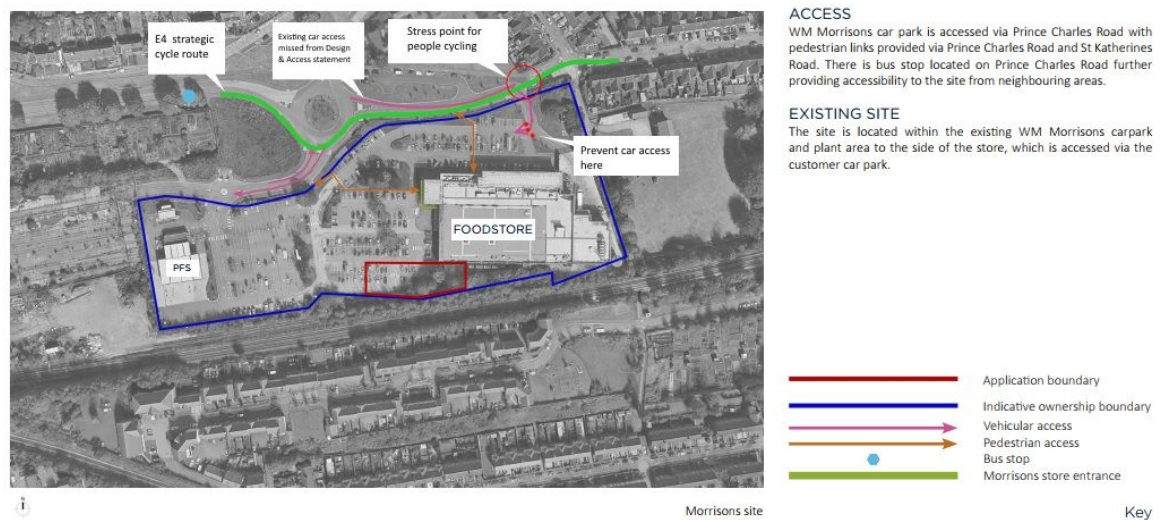


Figure 1: Showing (A) details omitted from the Design and Access Statement ie (i) existing vehicular access at east end of the Morrisons customer car park and (ii) E4 strategic cycle route (B) proposed mitigation by closing access for customers.

Exeter Cycling Campaign stress that particular attention should be paid to the Devon Collision Map, noting the concentration of collisions around both Prince Charles Road roundabout and Stoke Hill roundabout, and the need to contribute to delivery of significant upgrades to the E4 strategic cycle route in the vicinity of the store in the interests of safety and sustainability.



Figure 2 Collision map for Prince Charles Road roundabout and Stoke Hill roundabout.



Figure 3 Tiger (pedestrian and cycle) crossings around a roundabout.



Figure 4: Clear priority for cycle path. (Image from Dutch Cycling Embassy)

Yours sincerely
Bridget Walton

for and on behalf of:

EXETER CYCLING CAMPAIGN

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