

March 9, 2016

Our ref: L16001

Sainsbury's Plc.



**Cambridge Cycling Campaign**

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Dear Sir or Madam,

**Deliveries to new Sainsbury's store, 70-80 Mill Road: an open letter**

By way of introduction, we are a local organisation with over 1,200 members, campaigning to improve road safety and increase the levels of cycling in Cambridge.

We are writing to outline our concern to ensure deliveries by lorry to your new store do not cause problems for other road users. Sainsbury's has chosen to open a store in a location that we believe will be difficult for it to service legally and appropriately.

As you will know, the new Sainsbury's store did not require any planning permission, as it was previously a grocery store. Accordingly, we and the community had no opportunity to submit any formal comments on issues relating to road safety that may arise in order to service the store.

We are sure that you would not want deliveries to cause the sort of problems we have seen elsewhere on Mill Road and elsewhere in the city and which we describe below.

Mill Road has very high levels of cycling and walking. It is a very busy thoroughfare, with much vehicular traffic, at most times of the day. It is the third-highest blackspot for collisions in Cambridgeshire. It has huge problems with vehicles parking on pavements, causing problems for those walking or using wheelchairs, and causing damage to the pavements.

When Tesco proposed a much more intensive use of its new premises at 163-167 Mill Road, we and many others objected, on the grounds that Tesco were proposing to deliver from on Mill Road, stopping lorries in the main carriageway for 41 minutes, twice a day. This was thrown out by both the City Council and at a subsequent planning inquiry.

Your new Sainsbury's store has the same issues, with the lack of any delivery bay, and it is of course illegal to drive on the pavement, or for a lorry to unload on the pavement. Furthermore, Tenison Road, the nearest side street, has yellow lines and a 'No loading at any time' restriction. We are concerned that the same kind of issues which we fought against with Tesco will arise with your new store.

Please could you write to us, explaining the procedures you are putting in place to ensure deliveries are undertaken legally at all times and do not cause problems for other road users.

As well as the example of Tesco on Mill Road, who thankfully have been forced to deliver using much smaller vans to the back of its premises, there are recent examples in the vicinity of the problems caused by inappropriate and illegal lorry deliveries.

### **Example: Pizza Hut, Mill Road**

This video shows the nearby Pizza Hut blocking the road, by unloading their lorry from within the carriageway rather than using a side-street. It shows the significant delays being caused to other road users, the dangerous cycling environment being created, and the admission by the delivery operatives that they are breaking the law but that the company will pay for it. Unloading is not permitted during the time of operation shown in the video, but there is an additional offence of obstruction being carried out in our view.

<https://www.youtube.com/watch?v=hUjJQowW1cw>



### **Example: Tesco, East Road**

By way of a second set of examples, the following photos shows Tesco's deliveries to nearby East Road, which, like Mill Road, is a key artery through the city. The size of the store is also similar. Such deliveries similarly narrow the carriageway to a single lane, causing delays for a substantial period of time. Whilst loading is permitted, again there is in our view a potential charge of obstruction.

The Tesco lorry is also unloading within a cycle lane, and the tail is left down without being coned off or with a banksman to manage the area. As a result, the tail is barely visible to a passing cyclist, who could have their eye taken out if they do not see it.

<http://www.cyclestreets.net/photos/space/68145/>



## Summary

We view the kinds of activities shown above as the inherent result of a supermarket operator obtaining premises alongside a busy strategic road used heavily by cyclists and other traffic but which does not have a loading bay.

The kind of unloading practice shown is that which we will have no hesitation in reporting and pushing for police enforcement, should you choose to attempt to service your store in this way. We very much hope you have somehow come up with a different strategy.

We wish to make clear that we will be observing Sainsbury's delivery patterns closely and will be reporting all instances we observe of obstruction of the carriageway, lorries driving/parking on the pavements, or unloading when not permitted, to the police and lodging these with the City Council's planning department. This is in the interests of maintaining a safe street environment for people walking or cycling.

Therefore, please would you write to us and let us know what the delivery arrangements for the store will be, so we and our members can be reassured.

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith  
Liaison Officer