

## NFPC 20/03555 Objection - Public and Road Safety

North Ferriby Parish Council (NFPC) strongly objects to the application due to the reduction of road safety on the local network due to the increased number of HGVs and the associated impact on public health standards due to limited welfare facilities.

NFPC fully supports the concerns raised by the Chief Constable of Humberside in his letter of 20<sup>th</sup> January 2021, and we quote:

*“Two principal areas that I raise concern about are: highway disruption and road safety; and wider environmental considerations”*

These two concerns are separate, but inextricably linked as the Road Safety and Public Safety dangers are exasperated by the large numbers of vehicles delivering to the whole Melton West estate and the limited space on Plot E. Again we quote:

*“If this space is insufficient/exceeded, there is a strong likelihood of Tractor Units, Light Goods Vehicles and Heavy Goods Vehicles, waiting in the surrounding business park areas (or other approach roads/villages) until they are able to gain access to the distribution centre. The logistical planning of these arrivals is likely to be compounded by drivers arriving early for loading timeslots, having to take rest periods (owing to driver’s hours) and these vehicles with their drivers could be parked for extended periods of time, off the immediate site areas. I have been made aware of similar issues occurring at other similar distribution sites (Hoo Peninsula, Kent) and would not wish for a situation **which is reasonably foreseeable** to be repeated again here in Humberside”*

The reference to Hoo in Kent relates to the queues of HGV’s waiting to enter the site without any overnight or resting waiting area and no welfare facilities i.e., queuing as in Hoo below.



If this is allowed to happen here, it is likely that there will be HGV drivers littering, urinating and defecating in the verges alongside the advocated route to and from North Ferriby to South Hunley School through an already intimidating underpass, with the following consequences:

- Even fewer schoolchildren will use the underpass route to school
- More children will cross the dangerous 10 lanes of traffic connecting the overhead dumbbell roundabouts to walk this route to school
- Walking to/from the only local shops in North Ferriby for residents of Melton Fields and Gibson Lane will become intimidating. The landscaping planting to the South of the footpath, will result in the inclined footpath being in more “tunnelled”, in shade and particularly dangerous when icy.
- There is greater likelihood of accidents as drivers exit their cabs between vehicles
- The HGVs will wait on narrow roads in neighbouring villages, again severely increasing the traffic risks to both young and increasingly elderly pedestrians crossing roads near large view blocking trucks

and ERYC employees will be required to cleanse the pavements and verges on a daily basis.

The presence of queues of trucks parked waiting on the estate dual carriage ways and the use of the adjacent lanes by moving traffic will potentially severely impact the ability to rapidly respond from the Police’s Emergency Response Unit current under construction, compromising the choice of this site for rapid access to the North and South Banks of the Humber and substantially increasing the risk of more traffic fatalities as they try to exit at speed.

The Chief Constable comments

*“The lack of driver facilities is likely to lead to environmental concerns being raised with human waste and litter being left in the area. My understanding is that the similar development in Kent has experienced these problems and is seeing the developer engaging with the local authority to have a lorry park built to accommodate goods vehicles and to provide welfare facilities. Perhaps this is something that could also be considered.”*

The suggestions of sites for local HGV parking in the submitted Delivery and Servicing Management Plan include no capacity figures, are often only for daytime hours or are of little credibility as one of them is immediately eliminated if a new Planning application 21/00264/PLF is approved. It is naive to expect early arriving HGV drivers of any nationality to respect instructions to leave the site and to travel an additional ten miles and then to pay and stay in a truck stop.

Following the Chief Constable’s recommendations, if ERYC Highways considers this application acceptable, NFPC requests that ERYC Highways immediately enter into discussion with NFPC to progress HGV weight limits, access times and parking restrictions to avoid the “Hoo experience” in North Ferriby. All the preparatory and enactment costs of this should be covered by the applicant, not the taxpayer.

NFPC endorses all the Chief Constable’s comments and is presently struggling to understand why ERYC is not insisting on a lorry park with welfare facilities be provided by Amazon. We are talking about one of the richest companies on earth who, with great fanfare, are currently claiming conversion to green and ethical commitments. Along with Wykeland they now need to demonstrate there is more than just profit behind this application and they wish to work sustainably within to the community. Until there is a commitment to the appropriate public health standards and no increased safety risk on the local roads NFPC strongly objects to this application.