

South West Exeter Alphington Public Realm Enhancements

Public Consultation Report
June 2022

Authorisation Sheet

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1. Introduction

1.1. Background

Devon County Council (DCC) is proposing a set of improvements in Alphington, along Church Road and Chudleigh Road, to reduce vehicles speeds, improve the public realm and provide better facilities for pedestrians and cyclists. This proposal forms part of the infrastructure needed for planned development at South West Exeter (SWE), a development of 2,500 dwellings allocated within the Teignbridge Local Plan and Exeter Core Strategy. The planned development at SWE is likely to increase travel demand through Alphington, therefore, a set of improvements is proposed to mitigate this.

Initial design work for enhancements in Alphington was carried out in 2014.¹ The aims of this were to improve the public realm in Alphington, supporting walking and cycling and discouraging through traffic. The delivery of these proposals was subject to funding becoming available, which was expected to be from development. Funding to deliver a scheme has now been secured through the Housing Infrastructure Fund and as time had passed since the initial plan, the plans are being revised to ensure that the scheme remains suitable for the needs of the Alphington community.

1.2. Review of Initial (2014) Design

A review of the initial design, produced in 2014, identified three key areas of interest along Church Road and Chudleigh Road in Alphington in which work could be focused. These were:

- Alphin Brook roundabout
- the area around St Michaels and All Angels Church triangle
- Chudleigh Road – church triangle to double mini roundabout

It was also identified that measures would need to be deliverable taking account of the amount of funding expected to be available and to be achievable within the existing road space. The proposals would aim to reduce vehicles speeds and improve crossing provisions so that walking and cycling become safer and more attractive to more people.

1.3. Scope of the Report

Following a review of the initial design for enhancements in Alphington, DCC carried out a public consultation, between 1st December 2021 and 31st January 2022, with the aim of establishing an understanding of local and other key stakeholder opinions in order to inform a decision on a preferred design to progress.

This report describes the options presented at public consultation and the consultation arrangements. It also presents an analysis of the responses received including from residents and community groups.

¹ See Appendix A

2. Options Presented for Consultation

2.1. Description of Options

The three key areas of interest presented in the consultation are shown in Figure 1. Further information on the options for each of the three areas is included below. Three options were identified for each location.

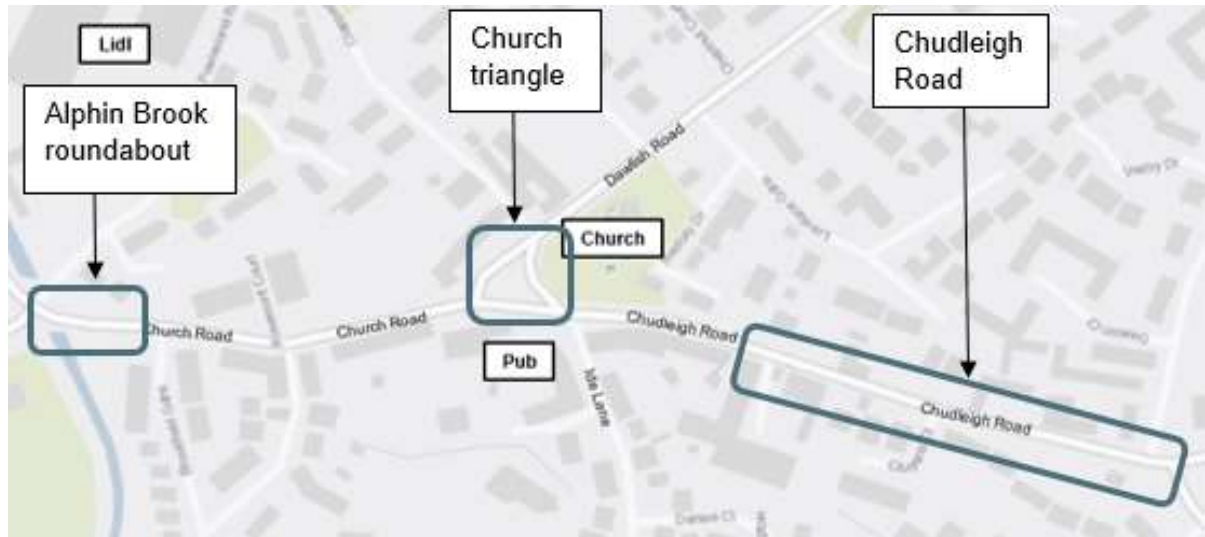
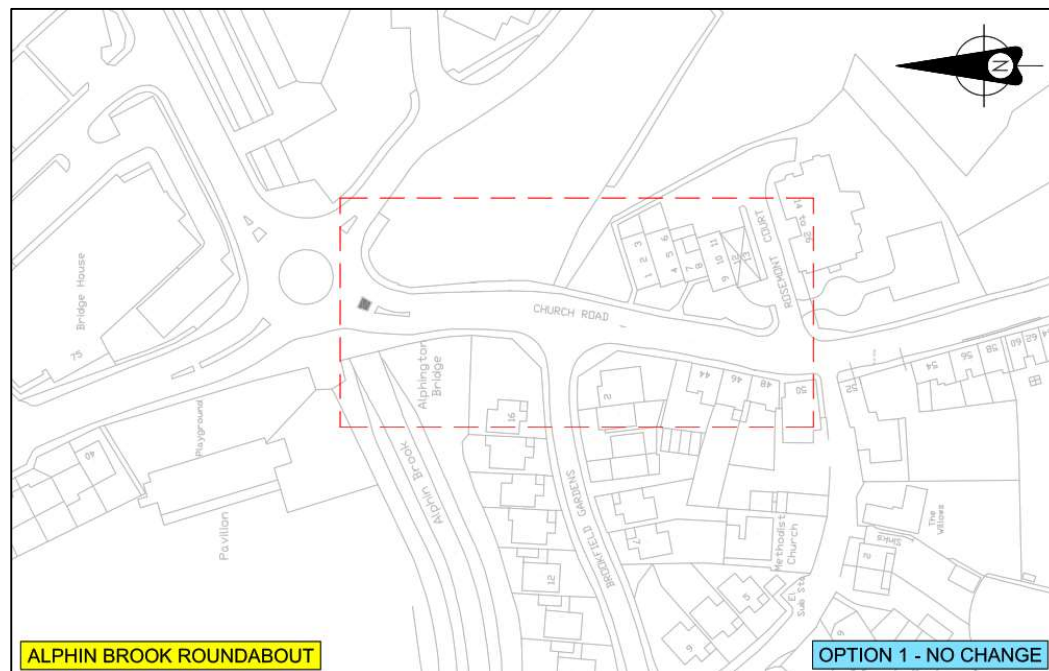


Figure 1: Consultation Area Overview Map

2.2. Alphin Brook roundabout

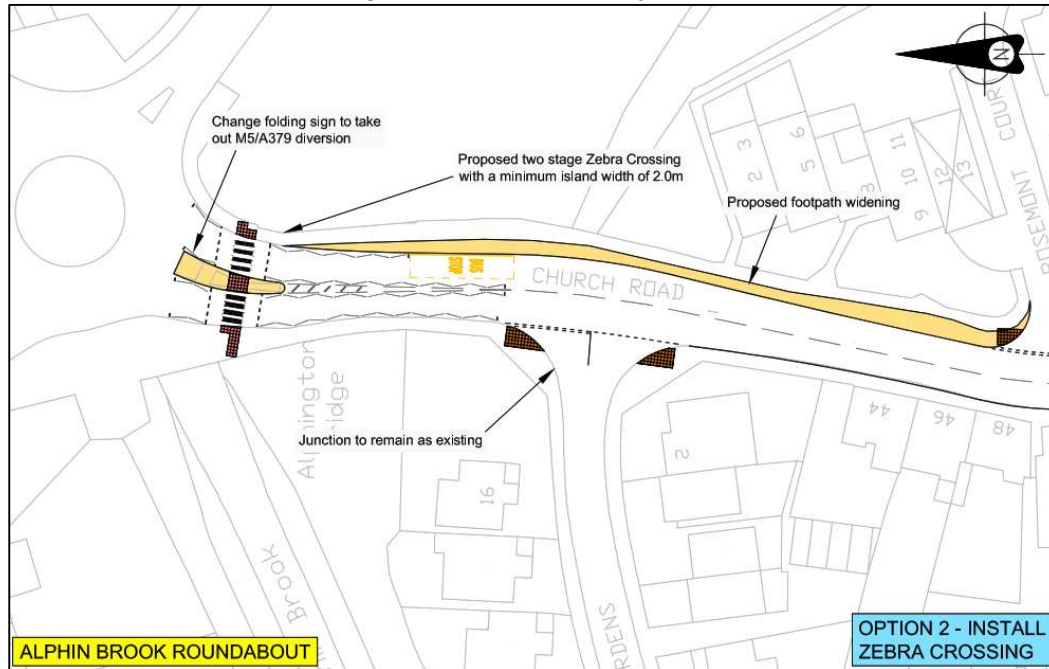
Option 1 – Existing provision remains

No changes to the current provision would be made. Existing informal crossing points are located on each of the four arms of the roundabout.



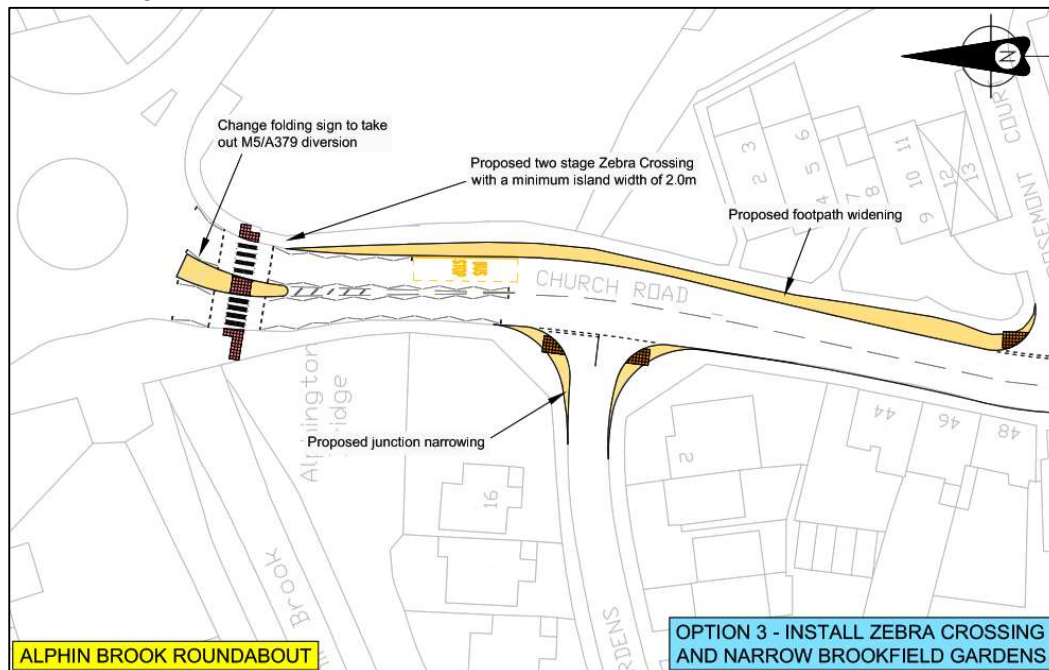
Option 2 – Install zebra crossing

A two-stage zebra crossing would be provided south of the roundabout on Church Road. It would provide a safe crossing whilst also acting as a traffic calming measure for vehicles entering Alphington from Marsh Barton. The crossing could be widened to provide a parallel crossing which also allows cyclists to cross.



Option 3 – Install zebra crossing plus narrowing of Brookfield Gardens

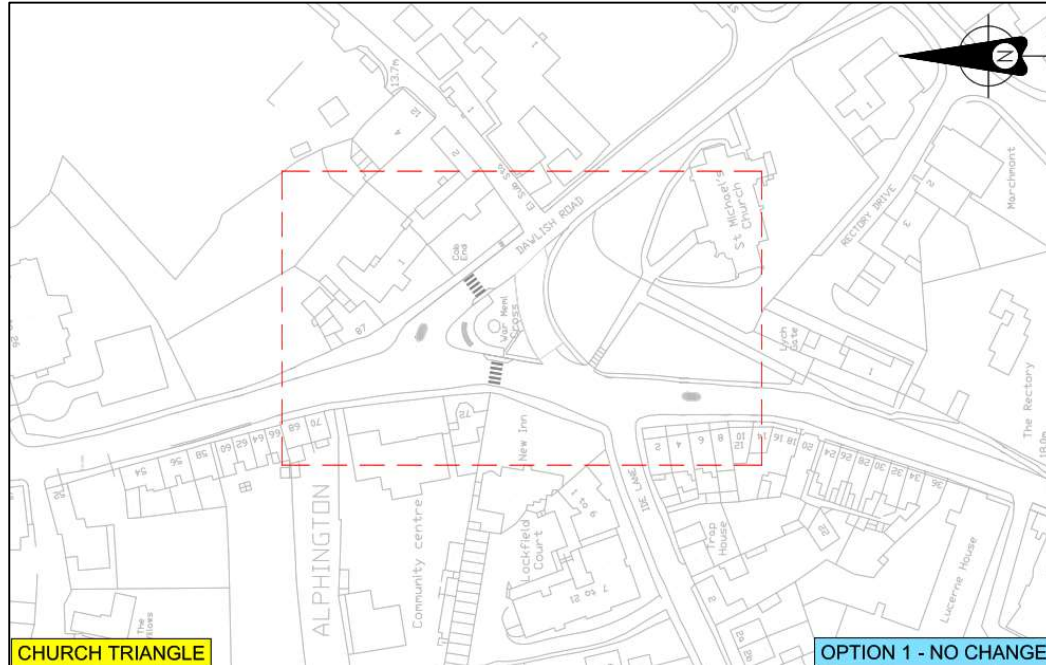
This option builds on Option 2, with a two-stage zebra crossing in the same location, and in addition, the junction of Brookfield Gardens with Church Road would be narrowed. This would reduce the distance for pedestrians to cross Brookfield Gardens, improving safety and onward route towards Mill Lane, whilst still maintaining vehicle access.



2.3. Area around St Michaels and All Angels Church triangle

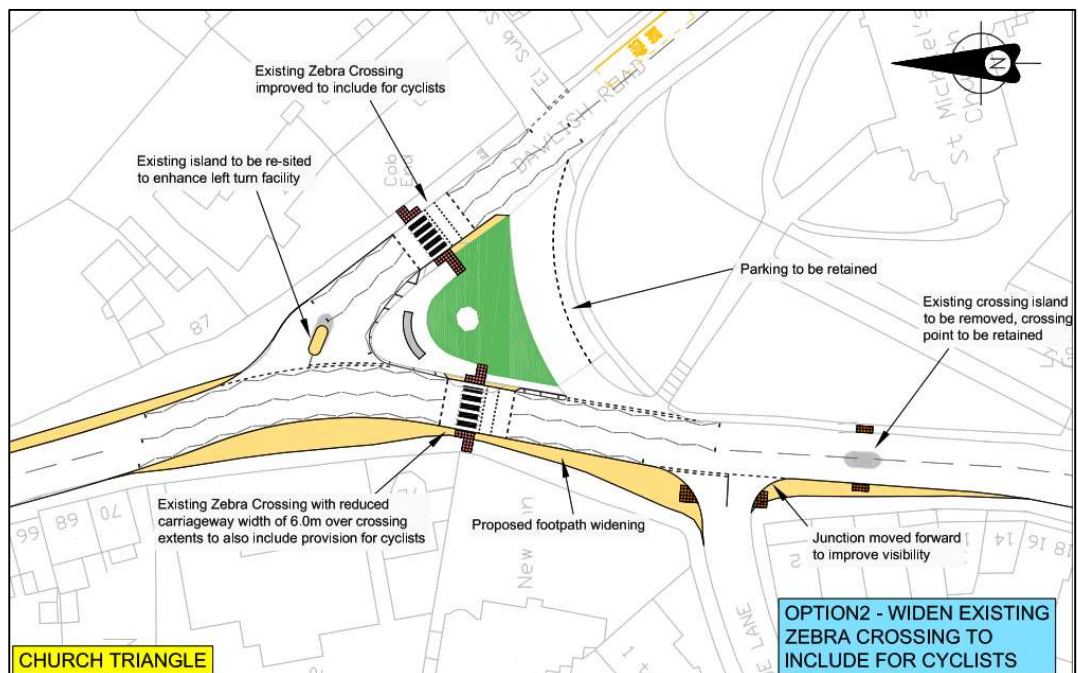
Option 1 – Existing provision remains

No changes to the current provision would be made. The existing zebra crossings would remain, providing a safe crossing for pedestrians. The existing parking provision in front of the church would also remain.



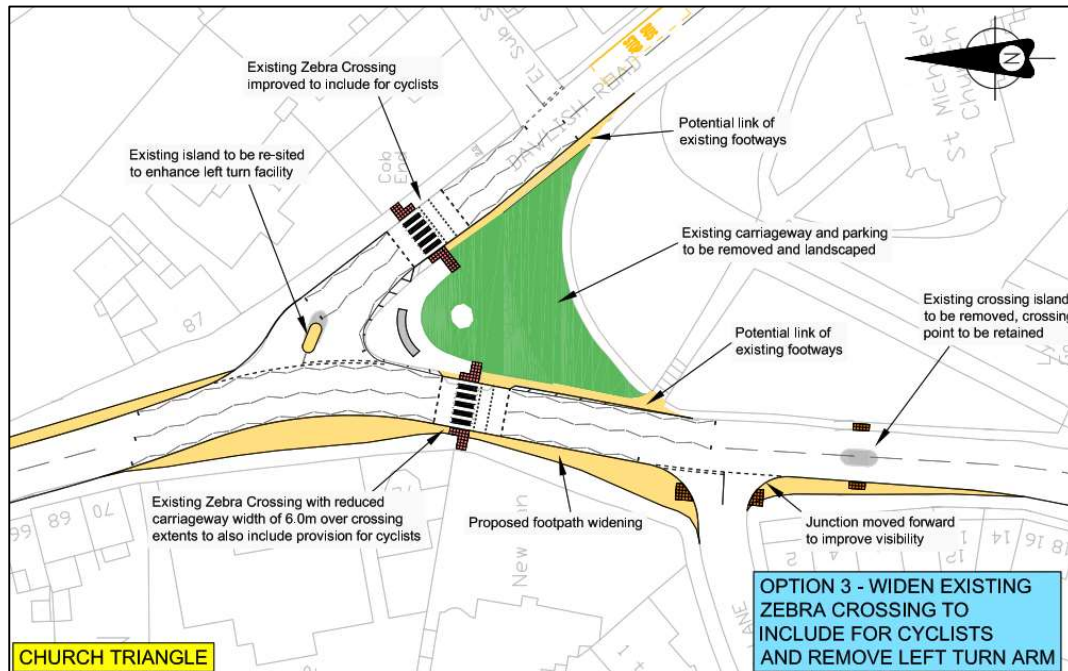
Option 2 – Widen zebra crossings

The existing zebra crossings would be widened, to allow cyclists to cross as well as continuing to provide a safe crossing for pedestrians and acting as a traffic calming measure by slowing traffic. Footpath widening is also proposed. The existing parking provision in front of the church would remain.



Option 3 – Remove the left turn arm of the triangle and widen zebra crossings

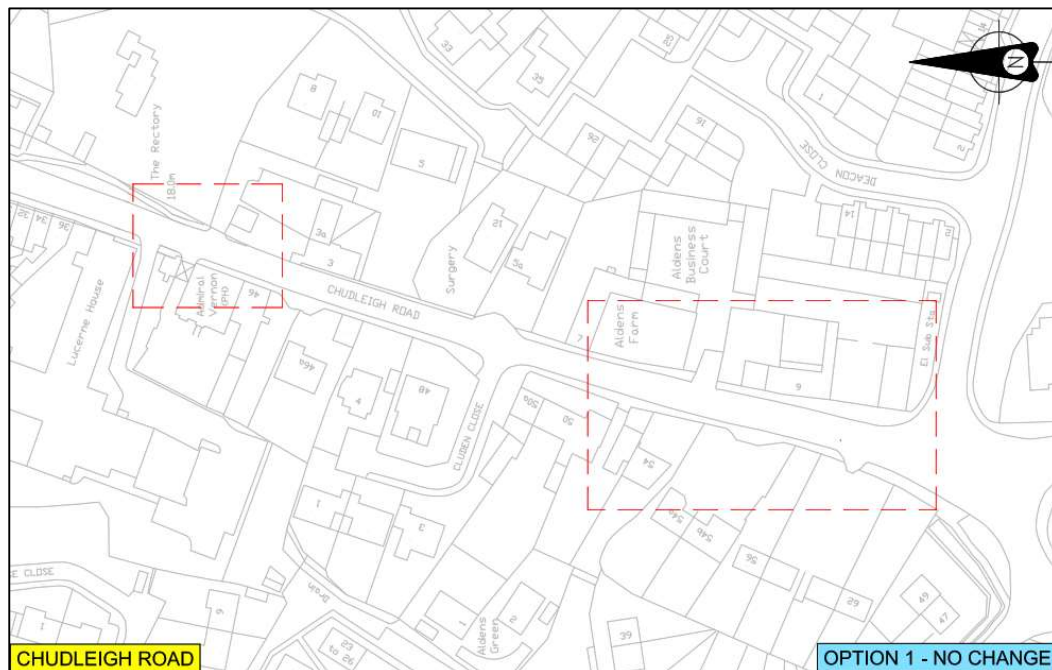
The existing green space would be extended into the one-way section, removing parking and vehicle access from this section, improving the public realm. The zebra crossings would be widened to allow cyclists to cross as well as continuing to provide a safe crossing for pedestrians and acting as a traffic calming measure. Footpath widening is also proposed. Vehicles will still be permitted to turn left at the main junction at Dawlish Road and Church Road.



2.4. Chudleigh Road – church triangle to double mini roundabout

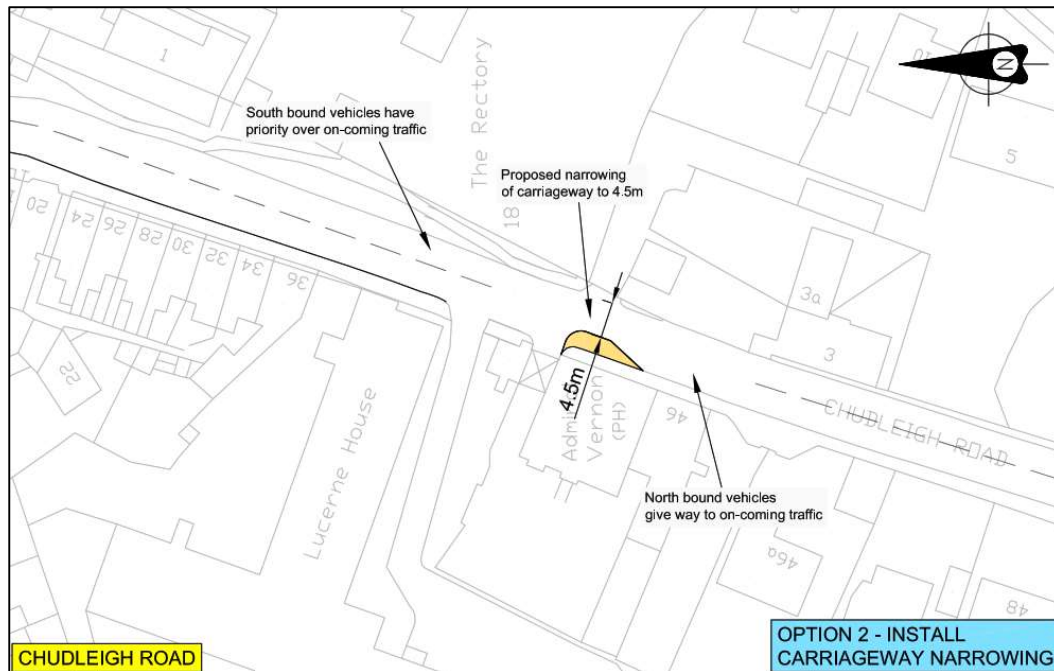
Option 1 – Existing provision remains

No changes to the current provision would be made. There is an existing crossing point next to the church which would remain.



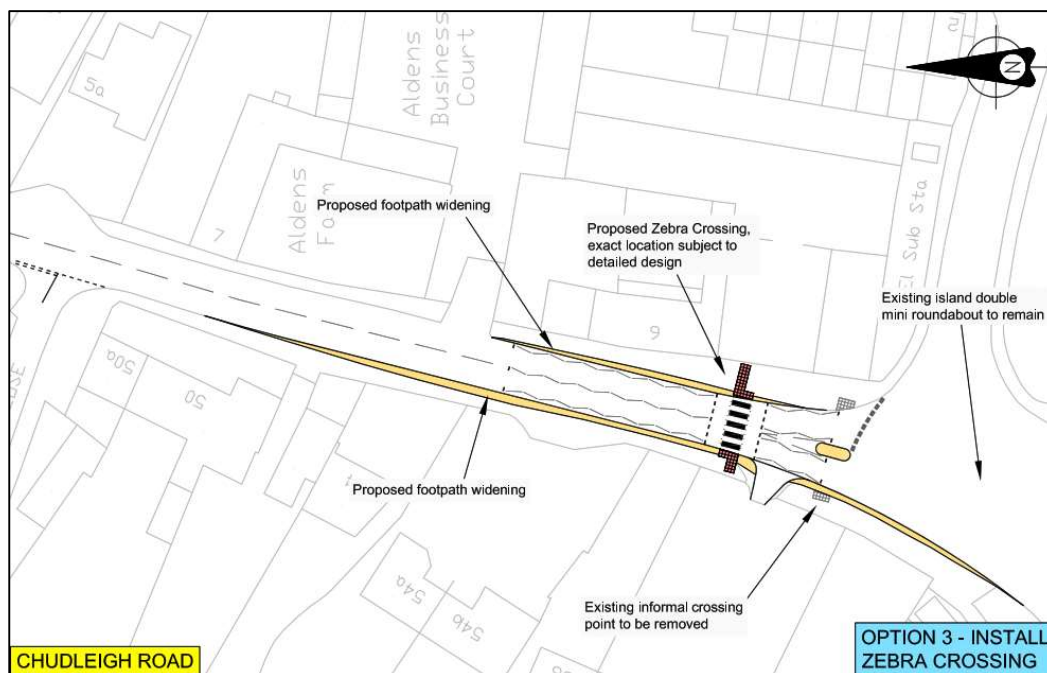
Option 2 – Install carriageway narrowing

The existing carriageway would be narrowed, close to the church. This would act as a traffic calming measure, requiring northbound vehicles to give way to on-coming traffic.



Option 3 – Install zebra crossing plus path widening

A zebra crossing would be provided to the north of the double mini roundabout, with some widening of the path on the western side. This would provide a safe crossing for pedestrians and act as a traffic calming measure by slowing traffic.



3. Consultation Arrangements

3.1. General

The consultation was held between 1st December 2021 and 31st January 2022. A consultation leaflet was produced, including the background of the project and a summary of the options for each key area accompanied with maps/plans.² The consultation was primarily available online³, with hard copies of the information provided where requested. This approach was considered suitable noting that it was a review of a previously developed scheme to ensure that proposals met current needs.

Respondents were asked to rank the options, provide ideas of any alternative options that may be suitable, or any other general comments. Responses were collected via an online form, postal responses and email responses.

The questionnaire also asked some questions that went further than the works planned as part of the South West Exeter Project to inform potential future projects within Alphington.

3.2. Advertisement

The consultation information was published via DCC's Have Your Say page and a link was distributed directly to stakeholders including Local Councillors, Exeter City Council, Alphington Primary School, Devon and Cornwall Police, Ide Lane Surgery, developers and local businesses/groups within the vicinity of Alphington. The consultation was also advertised through DCC's news page⁴ and South West Exeter project page⁵.

Additionally, a drop-in meeting/exhibition was arranged and undertaken by Alphington Village Forum on Friday 28th January.

4. Response to Consultation

4.1. Introduction

A total of 168 responses were received to the consultation through the online form, email and post. The responses to the consultation include six from local organisations and businesses including: Exeter Neighbourhood Policing Team (Alphington), Alphington Community Association, Alphington Village Forum, Exeter Cycling Campaign, Cyclist Now and Stylers Hair Salon. The remaining responses were from members of the public. The responses are summarised below.

4.2. Respondent Information

Information on postcode, age and disability was collected through the online form with respondents able to choose not to answer these questions. Written responses received by post and email did not always include this information.

² See Appendix B

³ <https://www.devon.gov.uk/haveyoursay/consultations/alphington-village-public-realm-enhancements/>

⁴ <https://www.devon.gov.uk/news/public-consultation-on-proposed-improvements-for-alphington/#:~:text=With%20planned%20development%20in%20South,ilities%20for%20pedestrians%20and%20cyclists.>

⁵ <https://www.devon.gov.uk/swexeter/alphington-enhancements-public-consultation/>

Of the 145 responses made via the online form, 80% lived in Alphington, 14% within the wider area of Exeter and 6% within the wider area of Devon (Figure 2). All respondents lived within 10km of Alphington.

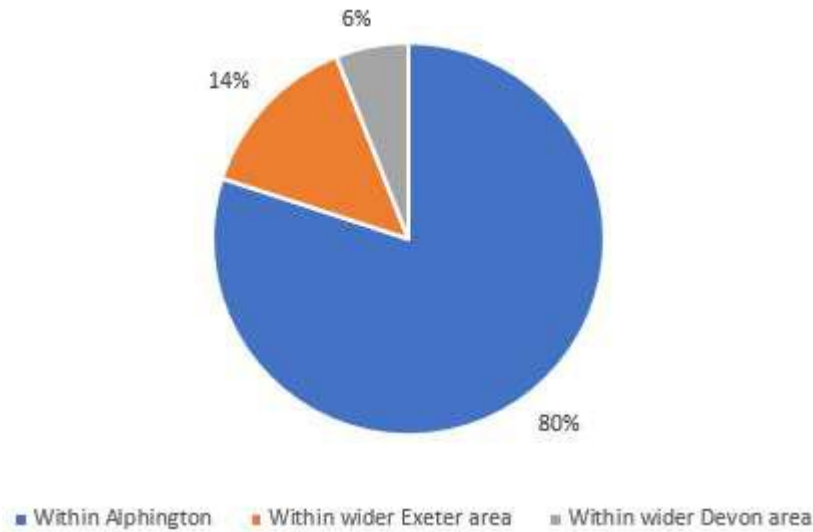


Figure 2: Locations of the respondents based on postcode data

Figure 3 provides the age structure of the 145 respondents via the online form. The largest age group of respondents was those aged 65 and over. The smallest age group of respondents was 18-24.

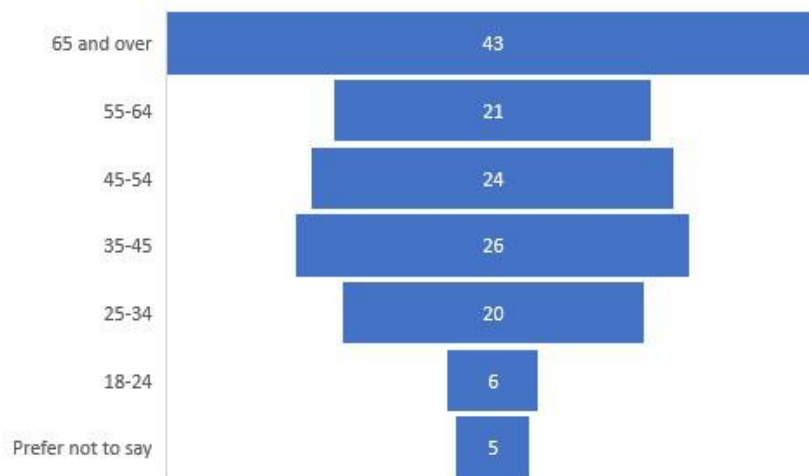


Figure 3: Age structure of respondents

Figure 4 provides the disability status of respondents.

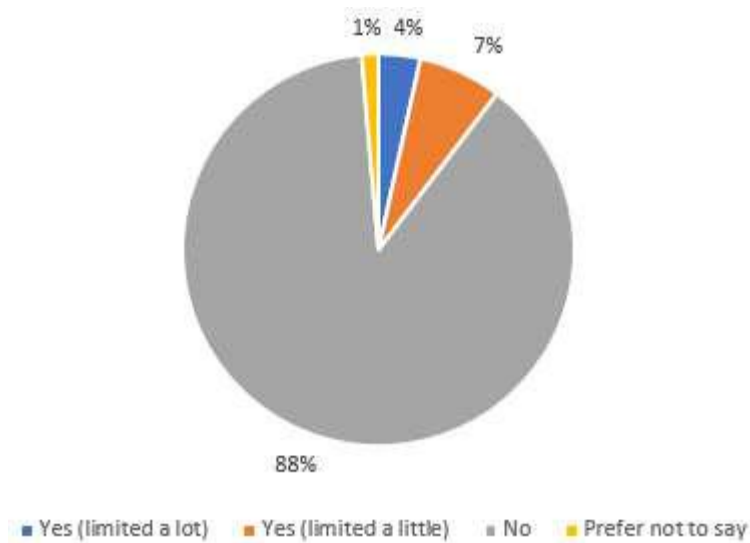


Figure 4: Disability status of respondents

4.3. Responses

Alphin Brook Roundabout

Participants were asked to rank the proposal options for Alphin Brook Roundabout, as set out in section 2.2 above in order of their preference. Figure 5 below displays the results of the question. Installation of a zebra crossing was included in the first choice of 60% of the respondents with 40% choosing option 3 with the narrowing of Brookfield Gardens and 20% choosing option 2 without the narrowing. In contrast, 41% of the respondents preferred for the existing provision to remain with no changes⁶.

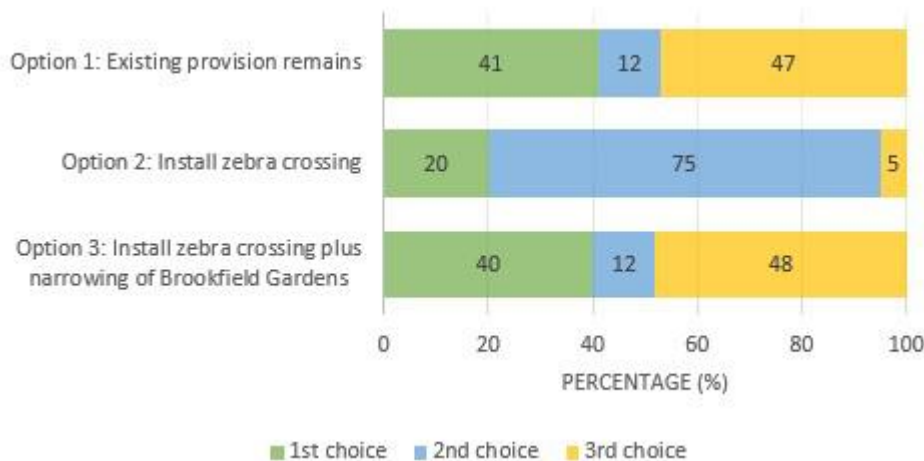


Figure 5: Alphin Brook Roundabout options

The area around St Michaels and All Angels Church triangle:

Participants were also asked to rank the proposal options for the area around St Michaels and All Angels Church triangle, as set out in section 2.3 above in order of their preference. Figure 6 below displays the results of the question. In total, 59% of

⁶ Not all percentages add up to 100 due to rounding and some written responses not ranking all options provided.

the respondents chose removing the left turn arm of the triangle and widening zebra crossings as their least preferred option. In addition, 46% of the respondents preferred for the existing provision to remain with no changes.

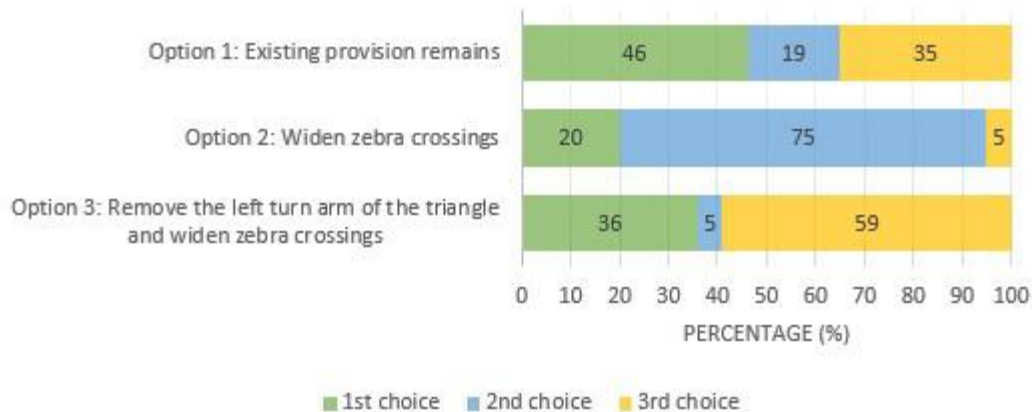


Figure 6: The area around St Michaels and All Angels Church triangle

Chudleigh Road, church triangle to double mini roundabout:

Participants were also asked to rank the proposal options for Chudleigh Road, between the church triangle and the double mini roundabout, as set out in section 2.4 above in order of their preference. Figure 7 below displays the results of the question. Keeping the existing provision with no changes was the most popular first choice (47%). It is also noted that 62% of the respondents chose carriageway narrowing as their second choice.

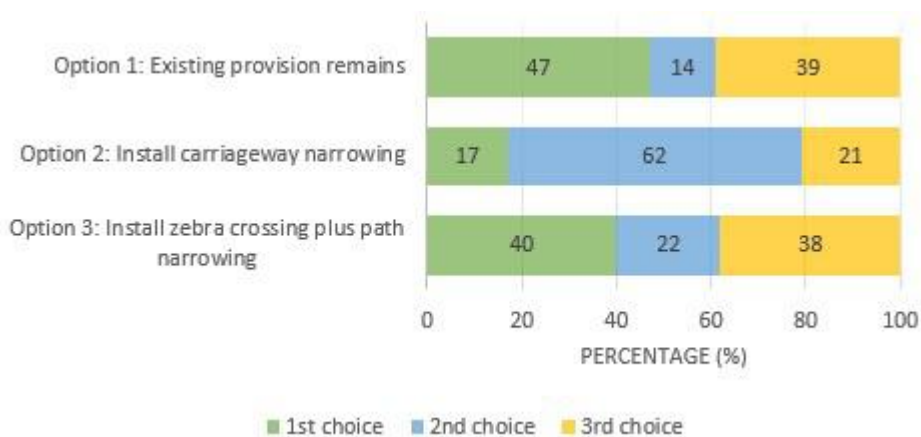


Figure 7: Chudleigh Road options

Preference of the three above areas:

Participants were also asked to rank the three areas where options have been identified in order of importance. Figure 8 below displays the results of the question. This shows that 53% identified Alphin Brook roundabout as the most important area to undertake works. In addition, 55% chose Chudleigh Road, church triangle and double mini roundabout as the last option to undertake works.

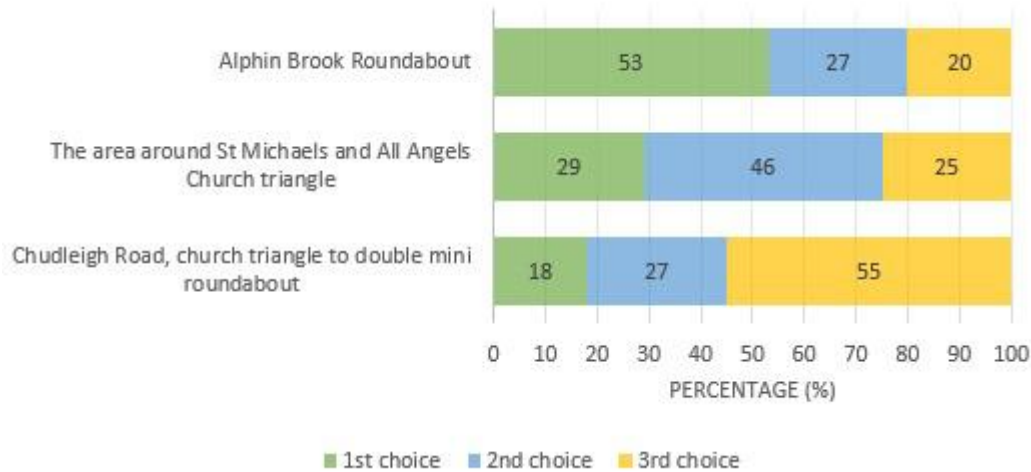


Figure 8: Preference of the three key areas

Recognising that the proposals identified above benefit the Alphington area, a review was undertaken to examine the responses made to the above questions by those who lived in Alphington, based on the postcode provided, compared to the total number of responses. This review showed a negligible difference between the results.

Other enhancement options:

The survey also asked respondents if there were any other options for enhancements that they would consider and to describe them. Five key categories were identified from these responses. Active travel received 47 comments and was therefore considered one of the key categories raising the need to provide more provision and consideration for bicycles and pedestrians including through cycle lanes. With 45 comments, vehicle speeds was also considered a key category including issues of speeding and measures to reduce this. Another key category was crossings with 20 comments including seven comments identifying the need for zebra crossings on Alphin Brook roundabout and further comments suggesting crossing locations elsewhere within Alphington. In addition 12 comments were made on pavements such as locations where narrow pavements cause a safety issue. Parking was also raised in nine comments including the need for additional parking. The comments in each of these categories are broken down in the table below.

Active travel	47
More provision and consideration for bicycles & pedestrians	15
Install cycle lanes	11
Other	6
Modal filter on Dawlish Road or one way system with speed restrictions	5
No benefit from zebra crossings being widened to include provision for bikes	5
Make church triangle road a surfaced cycle/pedestrian path rather than close it	3
Chicanes to be designed to provide cyclist access	2
Vehicle speeds	45
Speeding (including enforcement of speed limit, speed humps)	26
Other speed reducing measures	15
Signage	4
Crossings	20
Provide zebra crossings on Alphin Brook roundabout	7
Additional crossing locations	6
Retain crossing island near church lychgate for safety	4
Change existing zebra crossings to signalised crossing	3
Pavements	12
Narrow pavements are a safety issue	8
Additional pavement locations	2
Other concerns raised	2
Parking	9
Need for additional parking	6
Parking issues	3
Other	25
Changes and concerns relating to routing of vehicles or signage	9
Changes to existing junctions	6
Changes to strategic policy	3
Improve the flow of traffic	2
Incorporate street trees, planting & other green infrastructure when widening pavements	1
Incorporate Sustainable Urban Drainage Systems/swales	1
Wait until full impact of the new development is known and then review the situation	1
Improve street lighting	1
Congestion cannot be improved, regardless of measures implemented	1

Further comments:

The survey allowed for respondents to provide any further comments they wish to make. As with the above section, five key categories were identified. This included vehicle speeds which received 62 comments mostly in relation to speeding and measures to reduce this. Crossings were also identified as a key category with 50 comments including suggested locations for additional crossings and comments regarding the crossing proposals. Another category was sustainable travel with 48 comments including regarding cycle lanes, modal filters and more provision for cyclists and pedestrians. Pavements, with 46 comments, was also identified as a key category where comments included areas that required improvements. Parking received 36 comments including 19 comments in relation to retaining the parking at the church triangle and 12 comments suggesting the need for additional parking. The comments in each of these categories are broken down in the table below. The table

below also includes comments provided through email and postal responses. Comments are included where they directly relate to the consultation.

Vehicle Speeds	62
Speeding (including enforcement of speed limit e.g. speed cameras, speed humps)	43
Other speed reducing measures	16
Congestion	3
Crossings	50
Additional crossing locations	24
Other suggestions/concerns regarding crossing proposals	20
Retain crossing island near lychgate	6
Sustainable Travel	48
Cycle lanes and modal filter	12
More provision for cyclists and pedestrians	11
No benefit from zebra crossing being widened	8
Changes to bus services or bus stops	7
Road narrowing would be an obstruction to cyclists, impacting safety	6
Chicanes to be designed to provide cyclist access	2
Neighbourhood wide approach to traffic management and enhancing active travel	1
Existing physical barriers should be removed	1
Pavements	46
Areas which require improvement identified	32
Impact on vehicles of widening pavements	8
Additional pavement required on east side of Chudleigh Road	3
Concerns regarding narrowing of pavements	3
Parking	36
Retain parking at church triangle	19
Need for additional parking	12
Parking Issues	5
Other	85
Congestion concerns with carriageway narrowing	20
Reduce vehicular traffic in Alphington by discouraging through traffic	17
Changes to existing junctions	11
Signage changes	10
Support for proposal at church triangle	7
Proposals need to be bolder and more imaginative	7
Changes to other roads	5
Maintenance suggestions	4
Improved enforcement	2
Works will impact Conservation Area	1
Motorway bridge over A30 should have higher fencing for safety	1

4.4. Responses to Additional Questions

The following questions went further than the works planned as part of the South West Exeter Project and will be used to inform potential future projects within Alphington. These questions were optional.

Reducing vehicles traffic in Ide Lane

Respondents were asked whether they would support measures to reduce vehicle traffic in Ide Lane and in the vicinity of Alphington Primary School. Figure 9 displays the responses to this question. Of the 144 responses to this question, over half (56%) supported these measures.

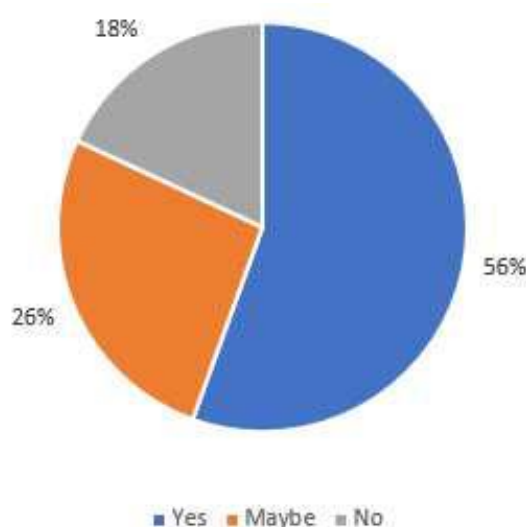


Figure 9: Whether respondents would support measures to reduce vehicle traffic in Ide Lane

Pavement concerns

Respondents were asked whether there were any pavements that are not easy to use (e.g. by wheelchair and scooter users). The list below highlights the areas raised by the respondents in order of the number of times they were raised.

Church Road (e.g. church to Alphin Brook roundabout – camber and uneven, roundabout to Blenheim Road, end of Legion Way, sports club – cars parking on pavement)	20
Chudleigh Road (e.g. by church, between Lucerne Road and Ide Lane, mini roundabout to new development)	17
Dawlish Road (e.g. between Clapperbrook Lane and St Michaels Close)	13
Ide Lane (e.g. chamber at junction, between Spar and school)	9
All pathways need reviewing	7
Shillingford Road	2
Narrow section along Alphington Road	1
Aldens Road (overgrown hedges)	1
Lack of pavements in general	1
Cowick Lane at the A377 junction	1

Electric bike docking station & location ideas

Participants were asked whether they would use an electric bike docking station in Alphington. Figure 10 displays the responses to this question of the 146 responses received.

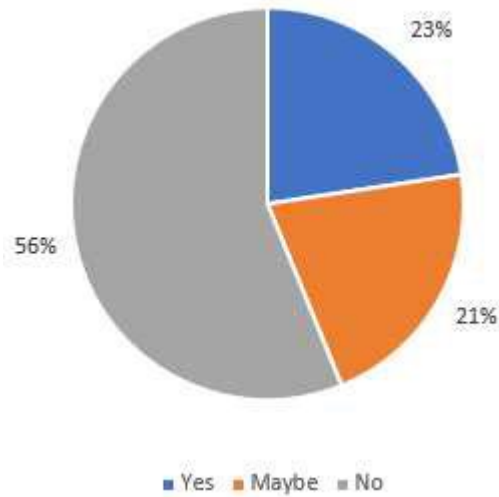


Figure 10: Whether respondents would use an electric bike docking station in Alphington
Of those who answered 'yes' or 'maybe', the below map highlights the locations they would like to see a bike docking station and the number of times they were raised.



Figure 11: Suggested locations for electric bike docking stations. Number refers to the number of respondents who suggested the location.

Locations that could not be presented on the above map:

- Near any bus stop: 1

Resident cycle storage

Participants were asked whether their property has space to store cycles (e.g. a garage or shed). Figure 11 displays the responses to this question. Of the 65 people who responded to the question, 88% have space to store cycles.

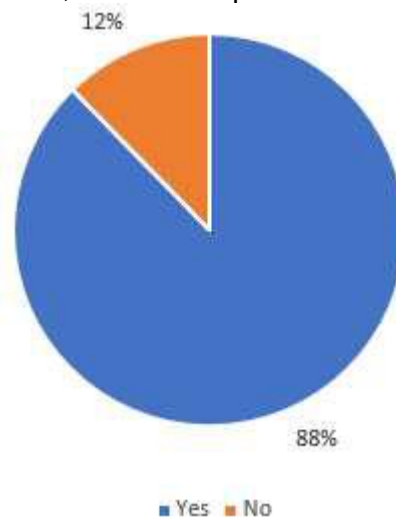


Figure 12: Whether respondents have space to store cycles at their properties

Cycle parking locations

Participants were asked if there were any locations they would like cycle parking in Alphington (e.g. secure cycle shelter). The below map provides the locations suggested and the number of times they were raised.



Figure 13: Suggested locations for cycle parking. Number refers to the number of respondents who suggested the location.

Locations that could not be presented on the above map:

- Communal spaces/all amenities: 2
- Near all housing that does not have easy access to private bike storage: 1
- Safe and well-lit locations: 1

Community speedwatch scheme

Participants were asked if they would be prepared to join a community speedwatch scheme. In total 42 (25%) of the respondents answered 'yes' and provided contact details. Details provided will be shared with the organisers of the scheme.

Summary of additional questions

The additional questions have provided useful information and may be used to inform potential future projects within Alphington. Key feedback from these questions include:

- Support from the majority of participants towards reducing vehicle traffic in Ide Lane.
- Identification of locations where pavements were considered not easy to use.

- Support for electric bikes with 44% of respondents identifying that they would or might use an electric bike and a number of locations for electric bikes identified.
- Support and volunteers for a community speedwatch scheme.

5. Conclusions

The responses received in the consultation identify the preferred locations for improvements within Alphington. Whilst respondents were asked to prioritise proposed options, a number of further proposals were identified through the ability to provide additional comments. The comments also helped in understanding particular areas of concern.

The main aim of the consultation was to identify a deliverable scheme using funding secured from development in the area. Therefore, in addition to taking into account the views received in the consultation, it must be ensured that the scheme also meets the requirements of the funding and is suitably focused on improving the public realm within Alphington. The scheme to be delivered must also be achievable within the funding available. It should also be noted that the impacts from development in the area are considered separately as part of the planning application process.

Of the three areas focussed on in the consultation, there was greatest support for the proposals at Alphin Brook Roundabout where the majority of the responses support the installation of a zebra crossing with associated pavement widening. This proposal will be taken forward. Zebra crossings were proposed rather than signal crossings as they provide priority to pedestrians and pedestrians should have minimal delay when using them. They are also considered to be relatively straightforward to install. Whilst the consultation identified the potential to deliver wider zebra crossings to also cater for cyclists, there was limited support for this, which is combined with a difficulty in providing cycle connections to the crossings due to lack of space. As such, wider zebra crossings will not be progressed. The measures to be introduced are expected to limit vehicle speeds, helping to encourage cycling.

The second preference in terms of location was the area around St Michaels and All Angels Church Triangle. The desire for parking within Alphington meant that the removal of existing parking spaces and the one-way section of road in front of the church was not supported and will not be progressed. There are existing zebra crossings in place and it is not proposed that these will be widened to accommodate cyclists due to a difficulty in providing cycle connections to these. Concerns were raised about the removal of an island on Chudleigh Road, close to the junction with Ide Lane, although a crossing point is intended to remain. The island has been identified as being removed to accommodate the pavement widening at the Ide Lane junction, which there was some support for. Further investigation of options in this location will be undertaken to consider whether there is a solution which provides an alternative crossing provision whilst improving the junction of Ide Lane, noting the support for both the island and the pavement widening.

Whilst the least preferred area was Chudleigh Road, the measures proposed did have some support. The widening of the pavement close to the double mini roundabout will be progressed, with the delivery of the build out and zebra crossing, to replace the existing crossing facility, subject to funding availability.

As part of the design to be progressed, consideration will be given to raised zebra crossings, both in new and existing locations. This will take into account the benefits in terms of a speed reduction measure as well as any potential negative impacts

such as noise. It is considered that zebra crossings which are not raised will still have some benefit for speed reduction as it encourages vehicles to slow down and be alert to pedestrians, giving way to them when required.

In addition to the presented options, the additional comments received have been considered to inform the proposals. Some of the additional comments identified suggestions which were beyond the scope of the project so are unable to be progressed as part of this scheme. For example, DCC is unable to use the funding available for a scheme in Alphington to improve bus services. These comments will be provided to the relevant departments to consider, for example when developing future schemes. In addition, a number of comments were received in relation to car parking. The proposed scheme is expected to have a neutral impact on car parking. The option which included the removal of car parking adjacent to the church is not being progressed, but the ability to deliver additional car parking is beyond the scope of the scheme, which is focussing on the public realm within Alphington.

The consultation also confirmed that the safety of pedestrians and cyclists was a priority and identified a number of areas for pavement improvements which would be expected to improve pedestrian safety. DCC must have due regard to its duties under the Equality Act 2010. Widening the pavements, improving crossing provision and reducing traffic speeds to increase the safety of cyclists and pedestrians, including wheelchair users, scooters and prams for example, is a priority which helps to meet these obligations. DCC's Strategic Plan also includes an aspiration to provide greater opportunities for walking and cycling to increase physical activity and therefore help to meet the priority of improving health and wellbeing for all residents regardless of age or disability. Where areas of pavement widening are proposed, it will be ensured that a carriageway of a sufficient width will be maintained for traffic. In some locations there is insufficient width available to be able to widen the pavement, or the pavement is at a lower level than the road (such as the western side of Church Road) which makes widening very difficult. In such locations it will not be possible to progress pavement widening. Participants were also able to support the safety of pedestrians and cyclists through providing details to join a community speedwatch scheme.

6. Recommendations and Next Steps

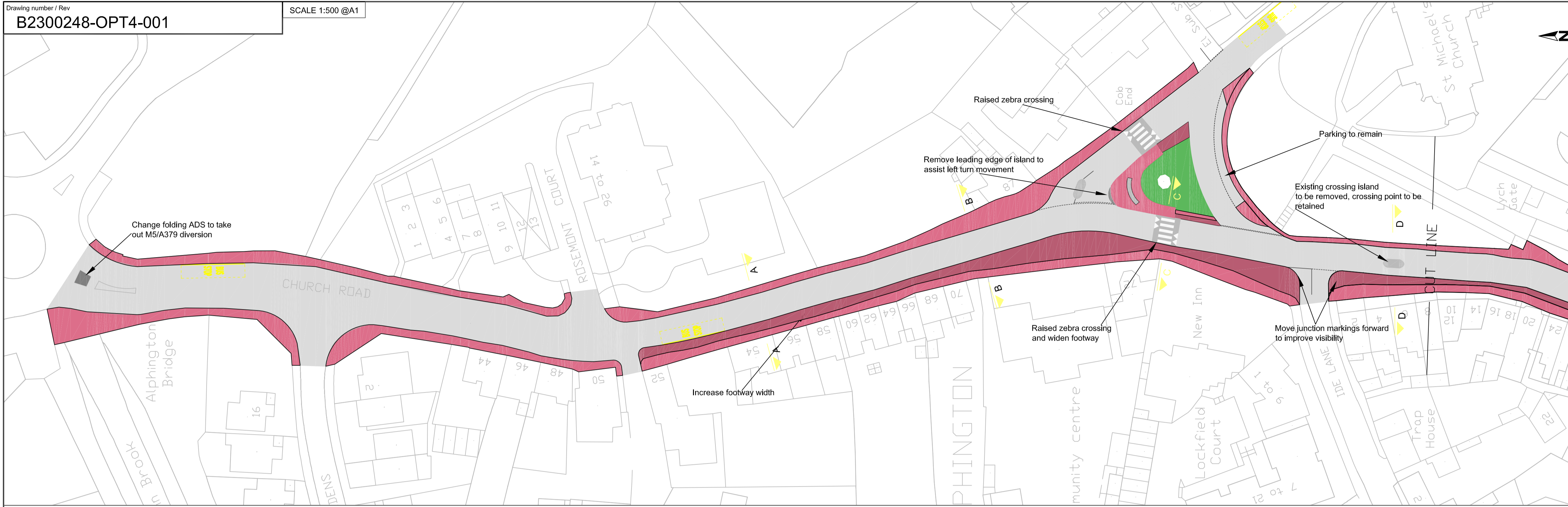
Following this consultation, the recommendations are summarised as follows:

- To retain the existing parking at the church triangle.
- Progress design of improvements at Alphin Brook roundabout including a zebra crossing on Church Road and widening of the pavement at Brookfield Gardens.
- Progress design of pavement widening at the church triangle and double mini roundabout where achievable.
- Progress design of pavement widening at Ide Lane junction and investigate potential options for the existing crossing point.
- Investigate the potential to raise the existing and any proposed zebra crossings.
- Subject to funding availability, consider progression of zebra crossing at double mini roundabout and build out on Chudleigh Road.
- Share feedback from the consultation with other teams to enable it to be considered where relevant to other projects.

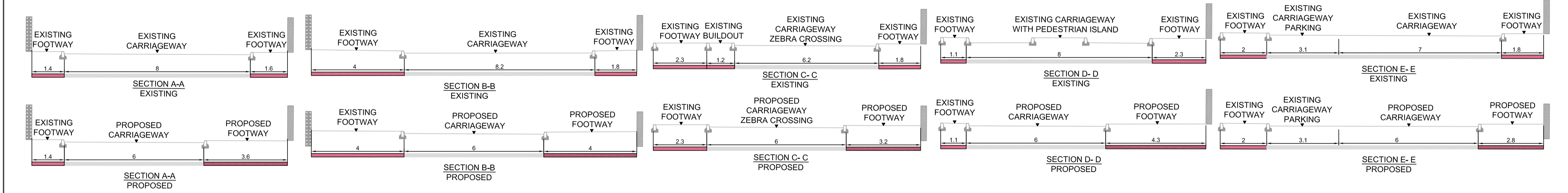
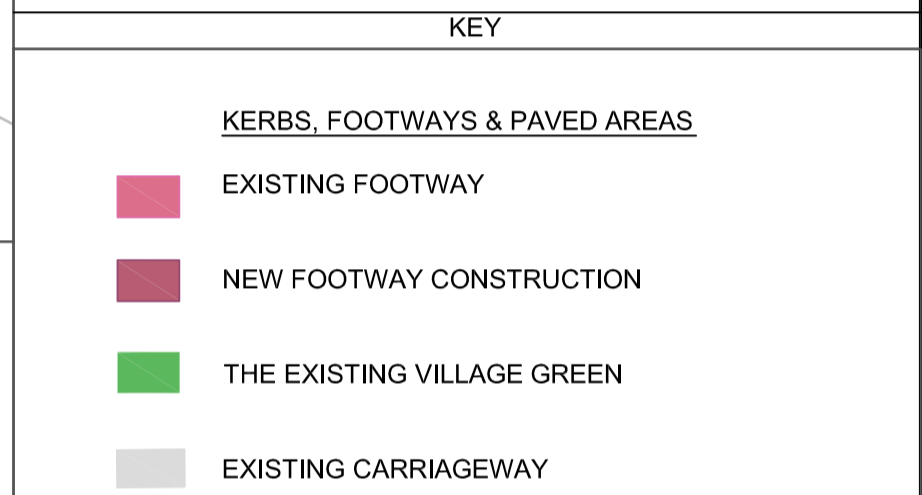
The next steps will be to progress detailed design based on the recommendations above. Following this the scheme will be progressed and delivered. Further updates

will be provided on the project website – www.devon.gov.uk/swexeter. The funding availability requires the scheme to be delivered by March 2024.

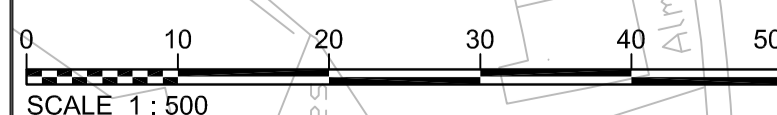
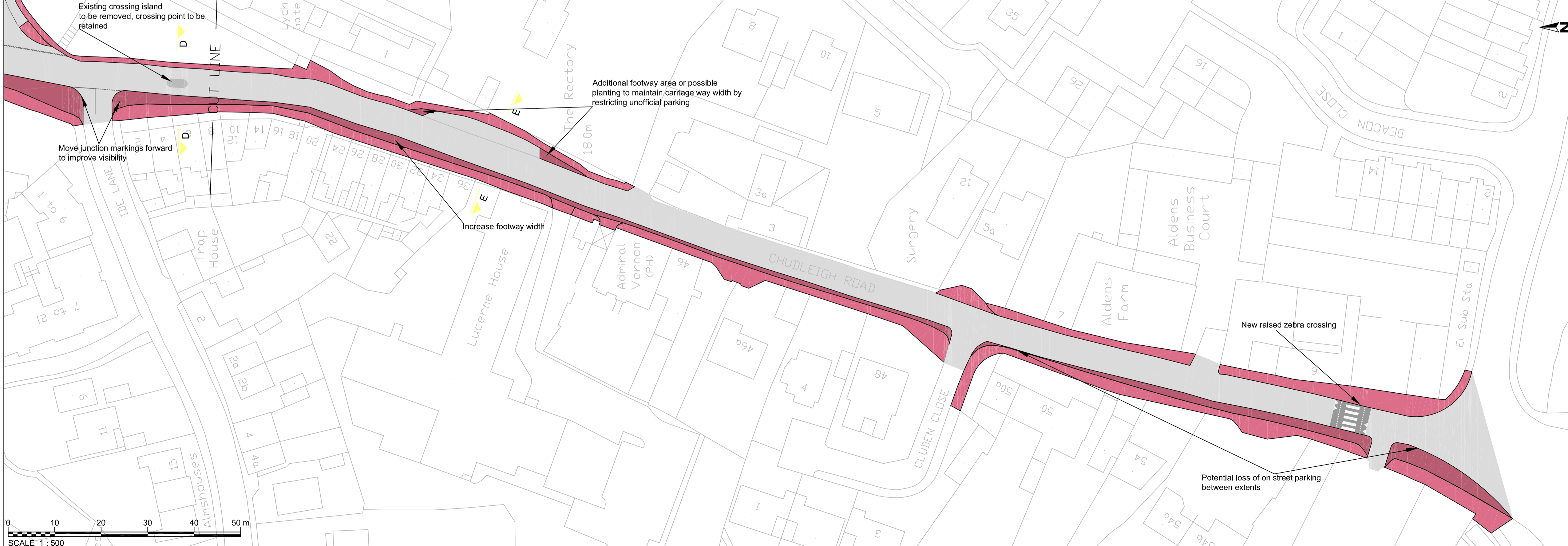
Appendix A – Initial design (2014)



- NOTES**
1. DO NOT SCALE FROM THIS DRAWING
 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE
- SCHEME PROGRESSION NOTES**
3. HGV route signing needs to be investigated
 4. Centre line to be removed
 5. Reducing carriageway width may require road closure during construction and future maintenance
 6. Drainage and levels to be investigated during detailed design (especially outside numbers 44-48 Church Rd)



CROSS SECTIONS - SCALE 1:100 @A1



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
1	27.05.14	Change widening and raised junction	PK	TB	JF	ED
0	09.05.14	Original	PK	TB	JF	ED

Client	
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Project
Alphington Village Public Realm

Drawing title
**OPTION 4
 Wide footways on single side**

Drawing status
FEASIBILITY

Scale	VARIOUS @ A1	DO NOT SCALE
Jacobs No.	B2300248	
Drawing number	B2300248-OPT4-001	Rev
		1

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

Appendix B – Consultation leaflet

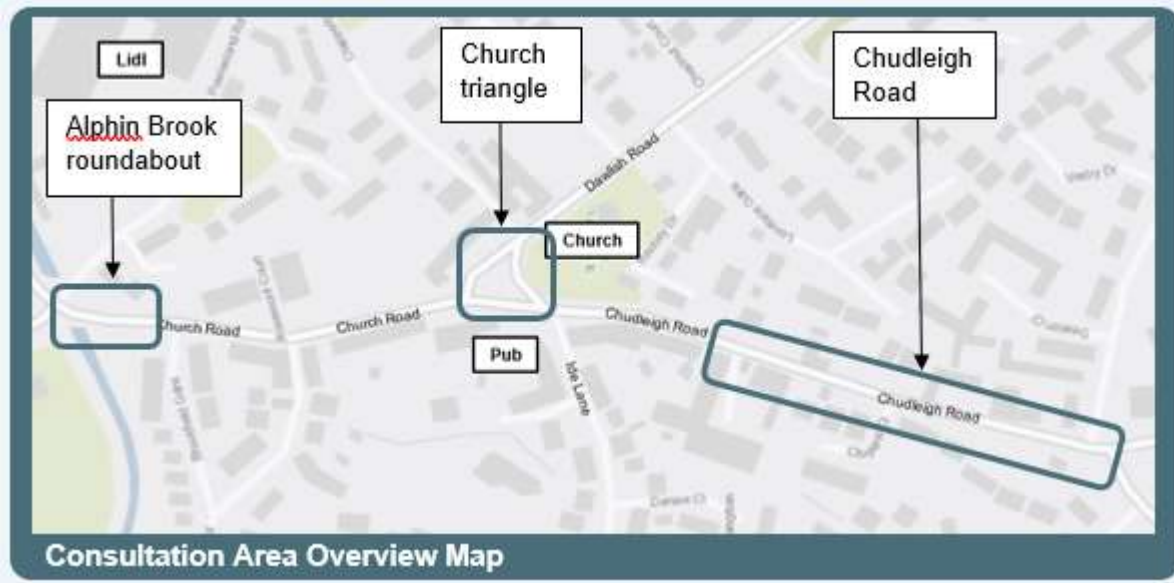
What are we consulting on?

A public consultation is being held on potential public realm enhancements along Church Road and Chudleigh Road in Alphington.

With planned development in South West Exeter likely to increase travel demand through Alphington, a set of improvements to reduce vehicle speeds, improve the public realm and provide better facilities for pedestrians and cyclists is being considered.

We would like to hear your views on these proposals. Please read the information below and then submit your views through the online survey: https://forms.office.com/Pages/ResponsePage.aspx?id=gzehjWjLPOS7S5I_d_1b-zXKPg6Kg9RGmJ0AF2QHg1hUOVRZUjFEQzFPMEIMSEg2TEhZS1kxTFIzWC4u

Alternative methods for providing feedback are detailed below.



Background

Initial design work, for enhancements in Alphington, was carried out in 2014 (see Appendix A). The aims of this were to improve the public realm in Alphington, supporting walking and cycling and discouraging through traffic.

Funding to deliver a scheme has now been secured and as time has passed since the initial plan, the designs are being revisited to ensure that the scheme remains suitable for the needs of the Alphington community.

The aims of the scheme remain the same. Due to the available funding and road space, the proposals aim to reduce vehicle speeds and improve crossing provisions so that walking and cycling is safer and more attractive to more people.

Based on an initial review of the previous design, three key areas of interest have been proposed in which work could be focused. These are:

- Alphin Brook roundabout,
- the area around St Michaels and All Angels Church triangle,
- Chudleigh Road – church triangle to double mini roundabout.

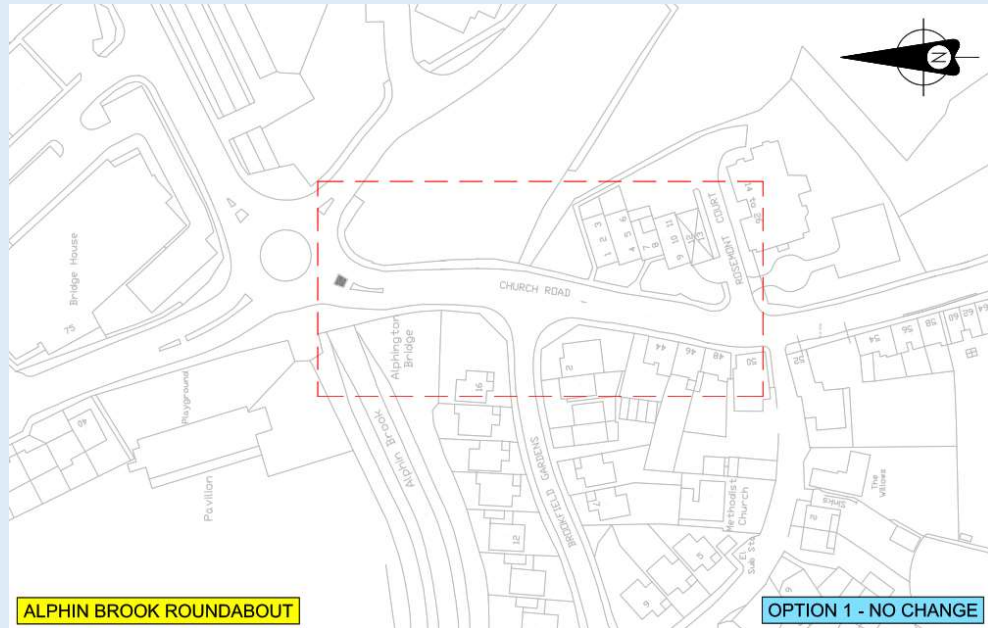
As funding may not cover all the works identified, we are looking to gauge preference for the different elements and what is most important to the local community. This could include aspects of the initial design being removed or swapped to allow for other proposals to come forward. We want to know your views on the proposals and invite your feedback to help inform the design to be implemented.

The proposal options for each key area of interest are set out below.

Alphin Brook roundabout

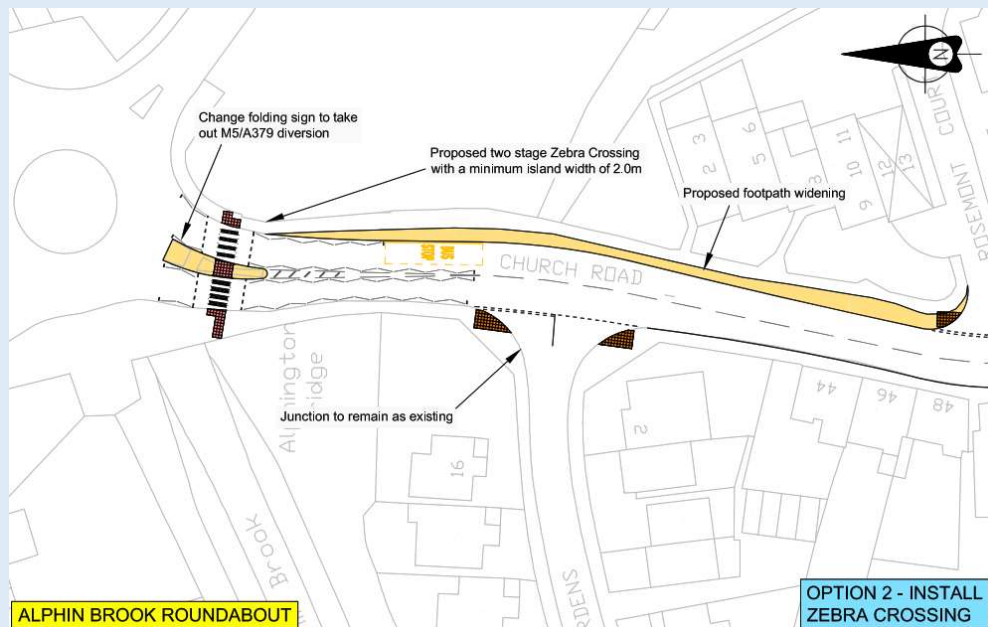
Option 1 – Existing provision remains

No changes to the current provision would be made. Existing informal crossing points are located on each of the four arms of the roundabout.



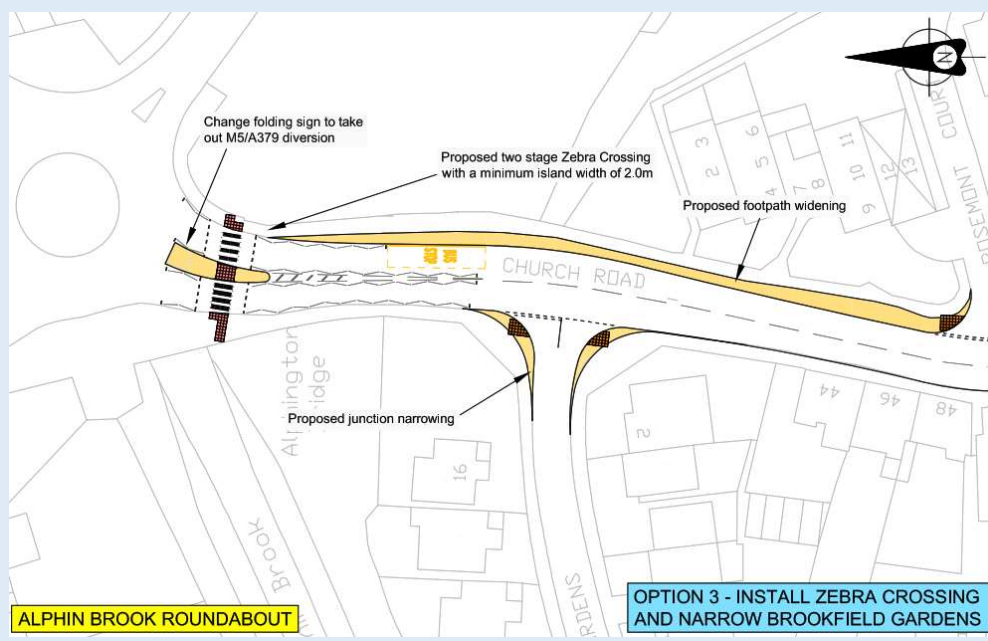
Option 2 – Install zebra crossing

A two-stage zebra crossing would be provided south of the roundabout on Church Road. It would provide a safe crossing whilst also acting as a traffic calming measure for vehicles entering Alphington from Marsh Barton. The crossing could be widened to provide a parallel crossing which also allows cyclists to cross.



Option 3 – Install zebra crossing plus narrowing of Brookfield Gardens

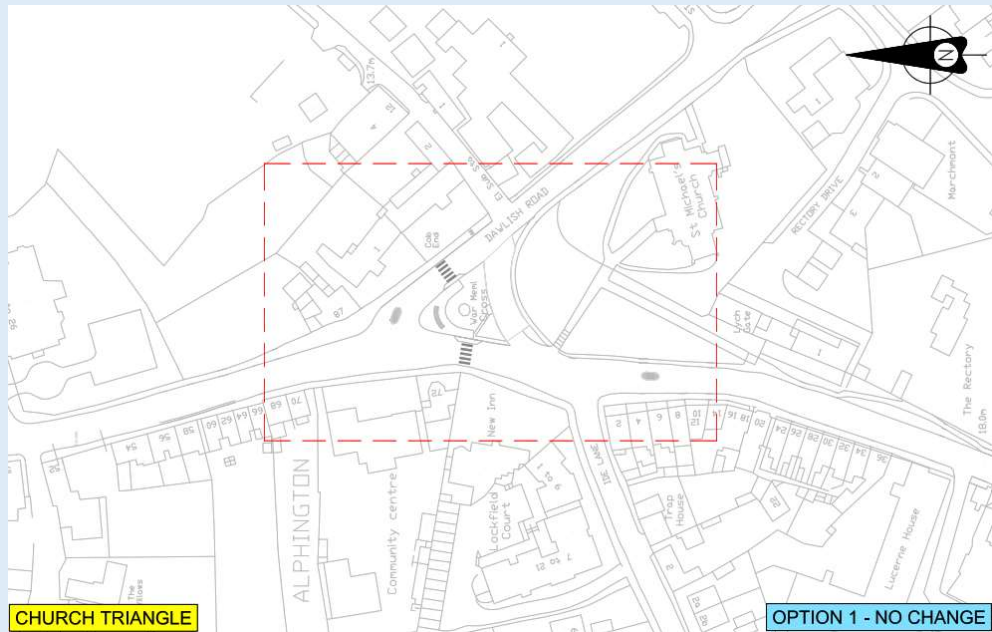
A two-stage zebra crossing would be provided south of the roundabout on Church Road. It would provide a safe crossing whilst also acting as a traffic calming measure for vehicles entering Alphington from Marsh Barton. The crossing could be widened to provide a parallel crossing which also allows cyclists to cross. In addition, the junction of Brookfield Gardens with Church Road would be narrowed. This would reduce the distance for pedestrians to cross Brookfield Gardens, improving safety and onward route towards Mill Lane, whilst still maintaining vehicle access.



Area around St Michaels and All Angels Church triangle

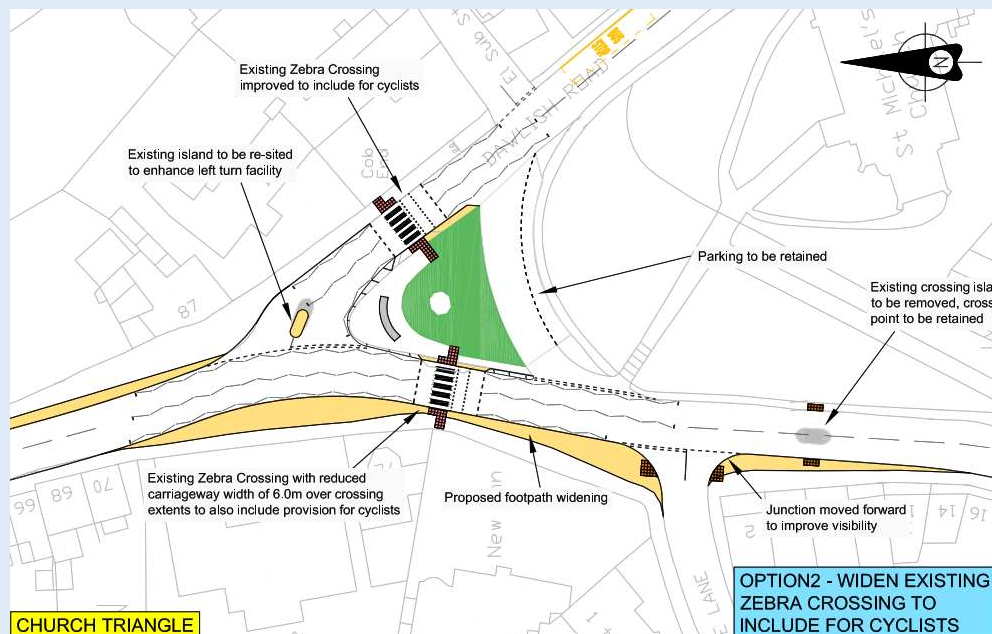
Option 1 – Existing provision remains

No changes to the current provision would be made. The existing zebra crossings would remain, providing a safe crossing for pedestrians. The existing parking provision in front of the church would also remain.



Option 2 – Widen zebra crossings

The existing zebra crossings would be widened, to allow cyclists to cross as well as continuing to provide a safe crossing for pedestrians and acting as a traffic calming measure by slowing traffic. Footpath widening is also proposed. The existing parking provision in front of the church would remain.



Option 3 – Remove the left turn arm of the triangle and widen zebra crossings

The existing green space would be extended into the one-way section, removing parking and vehicle access from this section, improving the public realm. The zebra crossings would be widened to allow cyclists to cross as well as continuing to provide a safe crossing for pedestrians and acting as a traffic calming measure. Footpath widening is also proposed. Vehicles will still be permitted to turn left at the main junction at Dawlish Road and Church Road.



Chudleigh Road – church triangle to double mini roundabout

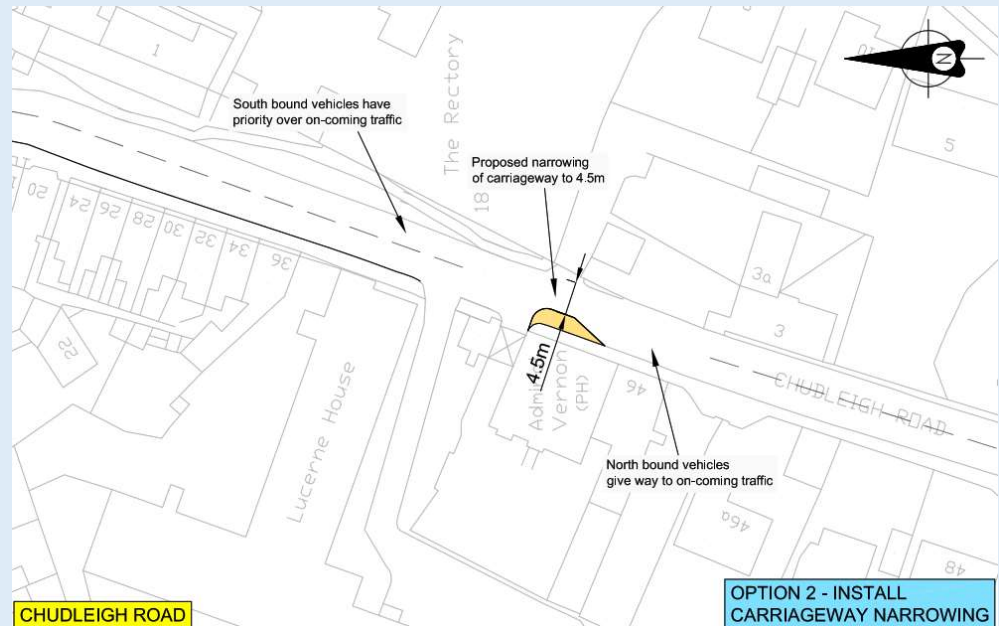
Option 1 – Existing provision remains

No changes to the current provision would be made. There is an existing crossing point next to the church which would remain.



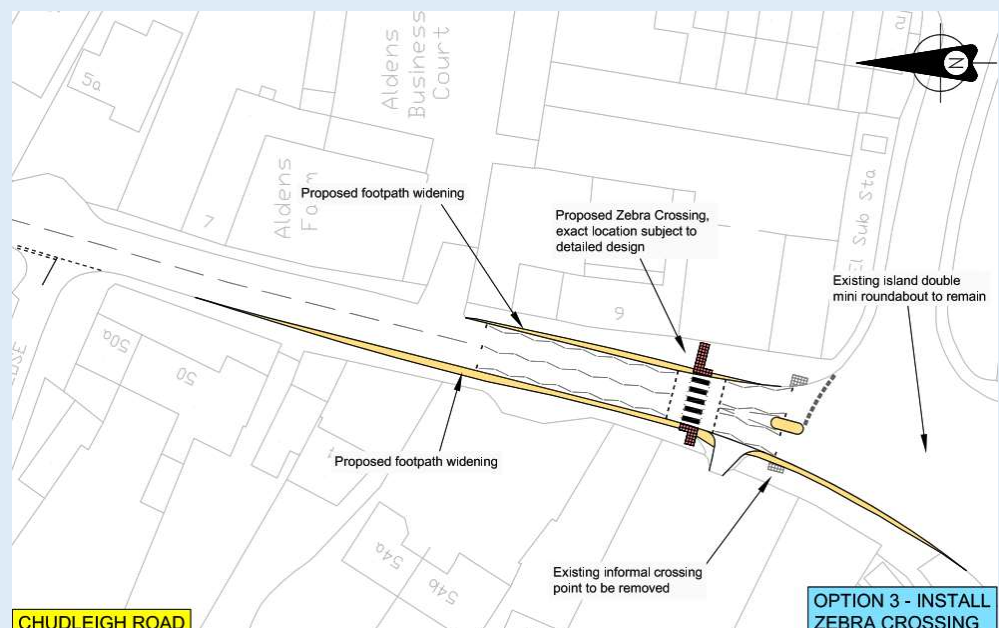
Option 2 – Install carriageway narrowing

The existing carriageway would be narrowed, close to the church. This would act as a traffic calming measure, requiring northbound vehicles to give way to on-coming traffic.



Option 3 – Install zebra crossing plus path widening

A zebra crossing would be provided to the north of the double mini roundabout, with some widening of the path on the western side. This would provide a safe crossing for pedestrians and act as a traffic calming measure by slowing traffic.



Share your views

Please let us have your comments by Monday 31st January 2022 via our online survey:

https://forms.office.com/Pages/ResponsePage.aspx?id=gzehjWjLP0S7S5I_d_1b-zXKPg6Kg9RGmJ0AF2QHg1hUOVRZUjFEQzFPMEIMSEg2TEhZS1kxTFizWC4u

Alternatively, to request a paper copy of the consultation leaflet and/or the survey:

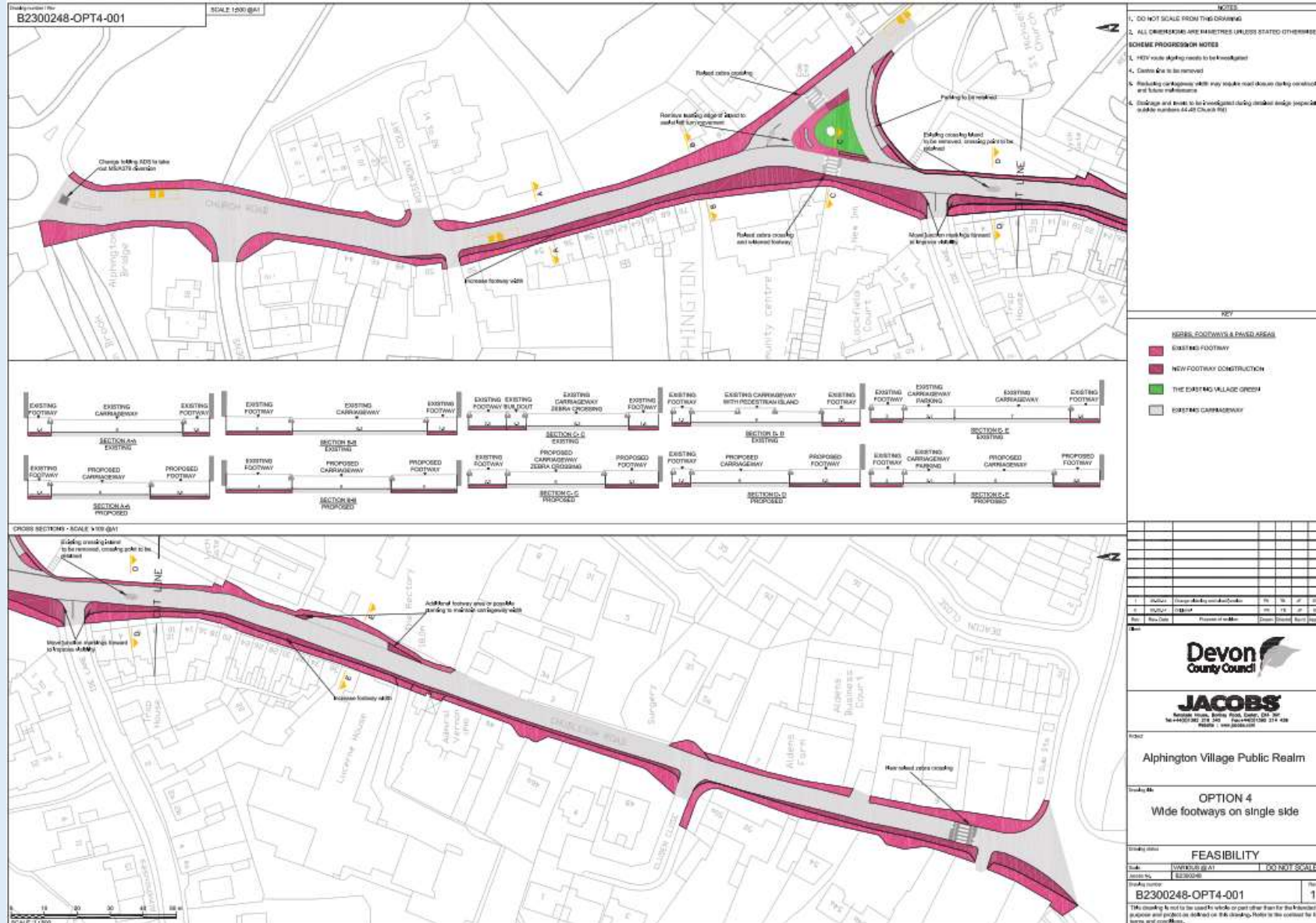
- email us at swexeter@devon.gov.uk
- write to us at SW Exeter, Room 120, County Hall, Topsham Road, Exeter, EX2 4QD

What will happen next?

Once all of your comments have been reviewed, a consultation report will be prepared and published on our website: www.devon.gov.uk/swexeter

Based on your feedback we will be able to develop the proposal for public realm enhancements in Alphington in more detail to ensure users get maximum benefit.

Appendix A:



Appendix C – Detailed Comments

Active travel:

<p>More provision and consideration for bicycles and pedestrians so that active travel is encouraged and safer</p> <p>Areas/options suggested:</p> <ul style="list-style-type: none"> - Church Road towards Alphington - Alphin Brook Road junction - Provide space less dominated by traffic through works to the church triangle - Improve cycle access to city centre - Cycle options to schools - Through path for cyclists at the end of Legion Way - Pavement on west side of Church Road too narrow for shared use path - Remove gates at the bottom of Clapperbrook Lane/on cycle path along Alphin Brook - Raise church triangle area to pavement level - Remove barriers under subway 	15
Install cycle lanes	11
<p>Other:</p> <ul style="list-style-type: none"> - E12 cycle lane design comments and need to complete the scheme - Need an Alphington specific plan for promoting walking, cycling and traffic management - Restrict vehicle access to Old Dawlish Road - Measures need to go further to strongly discourage motor vehicles 	6
Modal filter on Dawlish Road or one way system with speed restrictions	5
No benefit from zebra crossings being widened to include provision for bikes	5
Make church triangle road a surfaced cycle/pedestrian path rather than close it	3
Chicanes to be designed to provide cyclist access	2

Vehicles speeds

Speeding (including enforcement of speed limit e.g. speed cameras, speed humps)	26
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<p>Areas suggested:</p> <ul style="list-style-type: none"> - Between Alphin Brook Roundabout and church - Chudleigh Road - Chantry Meadow - Dawlish Road - Church Road - Shillingford Road 	
<p>Other speed reducing measures:</p> <ul style="list-style-type: none"> - Raised crossings - Pinch-points, build outs and road narrowing (e.g. near entrance to Lucerne House and more along whole length of Church Road and Chudleigh Road) - Alternative road surfaces - Speed monitoring traffic control system used in Springholm, Scotland (A75) - Traffic calming along Chudleigh Road (double mini roundabout to A379) 	15
<p>Signage:</p> <ul style="list-style-type: none"> - 20 mph limit throughout area (including between A379 and current 20mph zone) - Speeding sign to slow traffic from Alphington Road - Restrict vehicles access to Old Dawlish Road 	4

Crossings:

Provide zebra crossings on Alphin brook roundabout	7
<p>Additional crossing locations:</p> <ul style="list-style-type: none"> - Chudleigh Road (between A379 and current 20mph zone) - Church Road - Sainsbury's 	6
Retain crossing island near Lychgate for safety	4
Change existing zebra crossing to signalised crossings on church road and by the church	3

Pavements:

Narrow pavements are a safety issue. Areas identified as requiring widening include: <ul style="list-style-type: none"> - Dawlish Road (e.g. Clapperbrook Lane to St Michaels Close) - Pavement on east side of Chapel Road does not need widening, however the west side does - Narrow pavements on double mini roundabout - Chudleigh Road south of double mini roundabout 	8
Additional pavement locations: <ul style="list-style-type: none"> - East side of Chudleigh Road between church and double mini roundabout even if it involves reducing to single width carriageway 	2
Other concerns raised: <ul style="list-style-type: none"> - Pavements require maintenance - Ide Lane/Chudleigh Road junction is blind - road narrowing needs to take this into account 	2

Parking:

Need for additional parking: <ul style="list-style-type: none"> - More permit only parking - Need parking for businesses/school etc 	6
Parking issues: <ul style="list-style-type: none"> - Parking on road (e.g. from Church Road to Bridge motors and Dawlish Road outside the church) cause issues. Disallow these parking areas (double yellow lines along Church Road) - Narrowing Church Road will create more issues for parking. 	3

Other:

Divert of all cars resulting from new development, or any non-direct traffic, away from Alphington using signage	3
Replace junction at church triangle with a mini roundabout; relocate and increase number of zebra crossings	3
Improve the flow of traffic	2
Change double mini roundabout to a single roundabout due to concerns about existing layout accommodating increased traffic.	2
Incorporate street trees, planting and other green infrastructure when widening pavements	1
Incorporate SUDS/swales	1
Issue with traffic cutting corner when turning right into Ide Lane	1
Subsidise public transport	1

Provide jobs outside of city centre	1
Less emphasis on cyclists and pedestrians as cars and parking are more important	1
Concerns that traffic will increase along Chantry Meadow/Dawlish Road and onto church triangle	1
Widen the bridge prior to roundabout to allow a dedicated left turn at the roundabout	1
Wait until full impact of the new development is known and then review the situation	1
Amend sign at roundabout to 'Alphington Village' as opposed to 'Alphington'	1
Improve street lighting in Clapperbrook Lane and install lighting along Alphin Brook cycle path to Marsh Barton bridge	1
Congestion will not be improved whatever measures are taken	1
All except direct access lorries need to be banned from Church Road	1
Alternative route into Marsh Barton and Alphington Road needed. Improve Alphington Road.	1
One way system from Chantry Meadow to Devon Hotel	1

Further comments:

Vehicles Speeds:

<p>Speeding (including enforcement of speed limit e.g. speed cameras, speed humps)</p> <p>Areas suggested:</p> <ul style="list-style-type: none"> - Ide Lane - Dawlish Road - Crossing at Chantry Meadow/Dawlish Road junction - Chudleigh Road (including double mini roundabout to A379) - Church Road (e.g. when entering from Alphington Road) 	43
<p>Other speed reducing measures:</p> <ul style="list-style-type: none"> - Raise level of church triangle area - Raised crossings - Road furniture - More chicanes/build outs – south bound priority will cause more frequent congestion and air pollution - Coloured tarmac - Maintain bollard at Church triangle in current position 	16

Congestion, which will increase with new development, already acts as traffic calming so no need for more physical barriers	3
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Crossings:

<p>Additional crossing locations:</p> <ul style="list-style-type: none"> - Roundabout near Sainsburys - Chudleigh Road (e.g. between double mini roundabout and A379, Cludens Close as no footpath on one side) - Dawlish Road (e.g. near Willsdown Road, near play area) - Alphin Brook roundabout (Bridge motorcycles to Lidl's) - To south and east of roundabouts - Ide Lane (e.g. near Spar and Aldens Road) - Shillingford Road - Church Road (e.g. near post office, at short refuge) 	24
<p>Other suggestions/concerns regarding crossing proposals:</p> <ul style="list-style-type: none"> - Safety issues of having a crossing close to a roundabout exit – increase congestion and risk of accidents - Change double mini-roundabout crossing to a pelican crossing - Change Church Road zebra crossing to a pelican crossing - Proposed Alphin Brook Roundabout crossing should not be 2 stage - Additional crossings along Church Road would be excessive - Use Belisha beacons instead of traffic light controls - Zebra crossings are only a traffic management measure when in use (unless raised) - Current crossings need to be painted and maintained rather than widened - Realign crossing at church triangle with current position of the cut through road/desire line - Proposed zebra crossing on Chudleigh Road not required, island is good enough for safe crossing 	20
Retain crossing island near lychgate as it provides a safe crossing which is important for businesses opposite	6

Sustainable travel:

Cycle lanes and modal filter (green lane on Dawlish Road)	12
<p>More provision for cyclists and pedestrians needs to be incorporated</p> <ul style="list-style-type: none"> - Additional routes for residents - Given priority (e.g. recent changes to Highway Code) 	11

- Link footpaths by the triangle as desire for people to do that anyway, especially on east side	
- More infrastructure through Alphington and to and from the new development	
- Side-road priority for pedestrians/cyclists at Brookfield Gardens, Mill Lane junction, Chapel Road and Ide Lane	
No benefit from zebra crossing being widened to include provision for bikes	8
Changes to bus services or bus stops	7
Narrowing would be an obstruction to cyclists and increase danger/risk of road traffic accidents	6
Chicanes to be designed to provide cyclist access	2
Neighbourhood wide approach to traffic management and enhancing active travel	1
Gate/barrier at the east end of Clapperbrook Lane should be removed as well as cycle barrier which hinders access to Alphin Brook	1

Pavements:

<p>Areas which require improvement:</p> <ul style="list-style-type: none"> - Church Road – widen, raise and improve on west side rather than east (or both) - Dawlish Road – widen and re-surface - Chudleigh Road - widen between triangle and lychgate and on west side, narrow and overgrown between double mini roundabout and A379 - Widen by one-way road in front of church - Ide Lane – camber at junction, widen between Spar and school and at junction - Widen pavement in front of old school/community centre - Reduce pavement on left of Church Road at Dawlish Road junction to make it easier for buses to turn left - Widen western path at double mini roundabout and push kerb line out to east to slow traffic from Chudleigh & Shillingford Road 	32
Widening paths along Chudleigh Road, Church Road and Ide Lane junction will become even tighter for lorries and buses, they should be reduced rather than increased. Concerns that access for funerals would be affected by narrowing	8
Additional pavement required on east side of Chudleigh Road	3
<p>Carriageway narrowing concerns:</p> <ul style="list-style-type: none"> - Restrict ambulance, removal, skip and lorry access for residents - No point widening paths along Chudleigh Road unless they are wide enough for pedestrians and cyclists 	3

Parking:

Retain parking at church triangle as it is vital for residents & businesses and would lead to increased parking on Ide Lane and Dawlish Road	19
<p>Need for additional parking:</p> <ul style="list-style-type: none"> - Need more off road parking (e.g. a car park) - Near post office - By Rosemont Court - Parking can act as natural traffic calming - Resident parking permits along Church Road and Chudleigh Road - School drop off area 	12
<p>Parking Issues:</p> <ul style="list-style-type: none"> - School - Chapel Road - Narrowing will cause more problems for parking if traffic is to increase - Limit hours of parking during day to stop people driving into Alphington, parking there, and cycling into city centre 	5

Other:

Congestion concerns with carriageway narrowing (air pollution, noise and driver frustration concerns)	20
Reduce vehicular traffic in Alphington by discouraging all but residential and public service traffic and providing alternative routes	17
<p>Signage changes:</p> <ul style="list-style-type: none"> - Direct traffic to Dawlish A379 away from Church Road - Direct through traffic from the city centre to turn left at Sainsbury's traffic lights. - Re-direct traffic from Marsh Green Road West and Sainsbury's. - Provide school warning sign - Remove school patrol sign as no longer have this - Amend Alphington signs to 'Alphington Village' and include 'please drive slowly' - Remove signage from Alphin Brook roundabout which blocks drivers' visibility - Amend vineyard sign on Powlesland Road which obscures pedestrian visibility - All side road into residential areas need 'No Through Road' added to signs 	10
Support for proposal at church triangle as it would enhance the conservation area and war memorial, become a safer area and improve local biodiversity.	7
Proposals need to be bolder and more imaginative as the current proposals would not deliver aims and do not reflect the scale of change	7

Maintenance suggestions: <ul style="list-style-type: none"> - Regular litter clearance from pavements and verges - Adequate public service routes - Re-paint all road markings to be more visible (paint zebra crossings red) 	4
Remove double mini roundabouts as difficult to navigate as pedestrian or cyclist	2
Create mini roundabouts where Dawlish Road branches off towards Devon Hotel roundabout and at church triangle	2
Move bus stop or put double yellow lines opposite on Dawlish Road as buses block road when stopped at Clapperbrook Lane	2
Camera to capture and fine cyclists who ride dangerously	1
Make Chapel Road a one-way system	1
Use road markings to narrow Brookfield Gardens entrance instead of narrowing to save money for other uses	1
Make double minis to church triangle a one-way system following bus route with parking only permitted on left side	1
Pinch point issue by Sainsburys as all traffic from west side of Exeter uses this to access A30/M5. Additional junction on A30 needed	1
Works will impact the Conservation Area	1
Motorway bridge over A30 should have higher fencing for safety	1
Install traffic lights at the junction of Chudleigh Road and A379	1
Enforcement of double yellow lines around post office	1
Need to progress other projects in Alphington Development Brief/Supplementary Planning Document	1
Amendments to existing islands to improve access for buses	1
No clear view when turning right at Ide Lane junction	1
Close left arm turn by church with bollards	1
Widen and realign the exit road from Alphington onto the A30 link road	1
Open up Ide Lane to the A30 roundabout	1
Re-route bus service away from Smithfield Road and Ide Lane and coordinate bus and rail services with new Marsh Barton rail station	1
Fix junction of the Alphin Brook path and Grace Road South	1
Restrict turning movements at the A379/Chudleigh Road junction to discourage Alphington being used as a rat run.	1
Improve phasing of traffic lights at Sainsburys and Alphington Road	1