

Exeter Cycling Campaign comments on the Alphington Village Ph2 Changes

Jul 2023

Context



The Exeter Cycling Campaign is grateful for the opportunity to comment on the [Phase 2 proposals for Alphington Village](#).

With the major development in SW Exeter there will be great pressure from people commuting through Alphington into the city centre. Every measure should be considered to reduce the over-dominance of additional cars through the village of Alphington.

We therefore welcome and support the aims of these proposals “*to reduce speeds, improve the public realm and improve facilities for sustainable travel*”.

We note that “*The cost of the scheme is critical, and the scheme must be deliverable within the funding available*”. This makes it critical that this limited funding is prioritised for active travel and public realm solutions rather than car and car-parking solutions.

We are mindful of the [draft Exeter LCWIP](#) and expect these Alphington changes to support the changes outlined in the LCWIP.

Summary

We welcome some of the measures proposed in this Ph2 scheme: pavement widening, removing the centre line and build outs.

We’re surprised to see proposals for additional car parking. Cars do not deliver the scheme’s aims of improving the public realm nor improving facilities for sustainable travel.

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This is an opportunity for planting trees / bushes and building SUDS. These are low cost and effective ways of improving the public realm and providing small climate change mitigation measures for the village. We would urge the Council to consider such measures. .

These proposals should be seeking to deliver some of the draft LCWIP plans. We're surprised that they don't do this.

Specific comments

Additional space for pedestrians:

We welcome and support the additional space for pedestrians by widening the pavements.

Removal of centre line:

We welcome the proposal to remove the centre line as one means of slowing traffic.

Additional Parking 2a

Additional car parking runs counter to the aims of this scheme to 'improve the public realm' and 'improve facilities for sustainable travel'. We were surprised to see this proposal to add car parking. It suggests that we are still prioritising car drivers at the expense of active travellers and the planet.

Alphington is already car dominated and the proposal to add car parking reinforces this lifestyle. The planning conditions for the Tilia site on Shillingford Road (22/1454/RES) included bike parking at all the new 182 properties. If we are to enable these 400 new residents to adopt low carbon travel modes then we need to be prioritising walking and cycling and not baking in car dependency.

Proposal 2c) Parking in former bus layby

Car dooring is a significant risk when cycling next to cars. The proposed car parking along both sides of the road in Proposal 2c creates what will be perceived as a dangerous place to cycle.

Vehicle Speeds

Existing vehicle speeds along Chudleigh Road and Church Road are above 20mph. This discourages cycling along these roads. The addition of more parked vehicles will reduce visibility, creates a 'car-door-danger zone' and results in more challenges for sharing the road space. Cycling will become more challenging and dangerous as a result.

Proposal 3) Build out and give way

We welcome the proposal for build-outs. At the proposed build out, people cycling will need to have priority in the same direction as vehicles for it to be safe.

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The build out to slow northbound traffic is welcomed. This build out should be designed to allow unhindered cycle traffic.

Consider a build-out just north of the double-roundabouts. Traffic heading into the city travels at high speeds and this speed is often not reduced until well into Church Road. A build out just north of the roundabouts will assist in slowing speeds.



Public realm improvement

These proposals currently miss the opportunity to improve the public realm. Instead of additional car parking we would like to see proposals for trees, planting and attractive Sustainable Drainage Systems (SUDS).

Raised Zebras

The raised zebras on Queen Street are demonstrating the effect they can have at reducing traffic speeds. Because of their height they actually slow traffic. We suggest that the zebra crossings in the Alphington proposals are all designed in the same way.



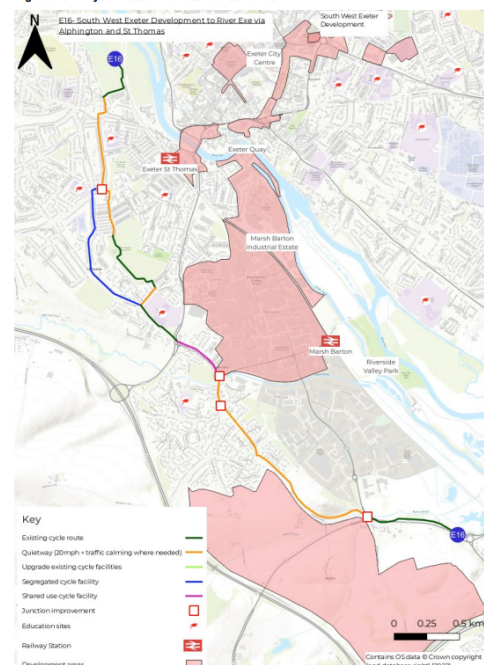
Supporting the long term cycling plan

The recently-issued draft [long term cycling and walking plan \(LCWIP\)](#) for Exeter outlines plans for the 'E16' route (formerly E12) through Alphington. The changes outlined in this Alphington consultation do not seem to support the LCWIP plans for this E16 route. For example, the LCWIP route E16 proposed:

- junction improvement at Church Rd/Alphin Brook Rd junction
- junction improvement at Church Rd/Dawlish Road junction
- traffic calming between Church Rd/Alphin Brook Rd junction and Dawlish Road junction

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Figure 5-34 - Cycle Route E16 Potential Schemes



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One of the most dangerous locations for people cycling in Alphington is the junction of Church Road and Dawlish Road. It is very vulnerable when heading north on Church Road, waiting in the centre of the road to turn right, slightly uphill, onto Dawlish Road. This junction provides onward connection to Clapperbrook Lane and thence to the well used cycle paths at the canal. This junction needs improvement for active travel and should really form part of this Ph2 scheme. This is a critical crossing point for school children to get to Ide Lane and school.

We expected to see the Alphington Village Ph 2 scheme supporting (and delivering) some of these LCWIP E16 plans.