

# Alphington Village Public Realm Enhancements

A response from the Exeter Cycling Campaign

January 2022



<https://exetercyclingcampaign.org.uk/>  
Non-statutory planning consultees in Exeter

# Introduction

The Exeter Cycling Campaign thank you for the opportunity to comment on the [proposals for enhancing the public realm of Alphington Village](#).

We welcome that the Council is consulting on plans to enhance the public realm in Alphington and share the aims of wanting to:

- reduce vehicle speeds,
- improve crossing provisions so that walking and cycling is safer
- make the village more attractive to more people.

The Campaign ran an online workshop in December 2021 to review the council's proposals and offer the following as a summary of our conclusions. Please consider these comments as our contribution to improving Alphington Village as the SW of Exeter undergoes significant change.

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# The big picture

We offer the following general overall comments before commenting on each option in detail.

We welcome proposals to add zebra and cycle crossings and support widening footpaths as a way of enhancing the public realm. The proposed build out on Chudleigh Road is a change that will assist in reducing vehicle speeds.

Overall however we are disappointed that the current proposals lack ambition and will do little to actually deliver the aims of reducing vehicle speeds, making cycling safer and making the village more attractive.

The SW Masterplan made the following commitment, which we feel has yet to be fully honoured.

## GREEN MOVEMENT NETWORK

**There is a network of public right of way routes and some suitable cycle routes already within and adjacent the study area. This network is incomplete and a key part of the masterplan will be to promote these routes and add to them to establish a well connected and dedicated network of pedestrian and cycle ways which will form an important part of the green infrastructure.**

## Commit to completing the E12 Cycle Route:

We ask that the Alphington proposals make explicit that there is a plan in the emerging LCWIP (see excerpt from figure 4-9 of the draft LCWIP) to complete the E12 cycle route through Alphington.

This E12 route should form part of the proposals being considered in these Alphington plans. Measures should be taken to make this E12 route safe, particularly as the route moves from Ide Lane over to Clapper Brook Lane. (Removal of parking in front of the church so that a safe cycle path can be inserted will assist this).

As part of these proposals the gate/barrier at the east end of Clapperbrook Lane should be removed so that cyclists *using all*

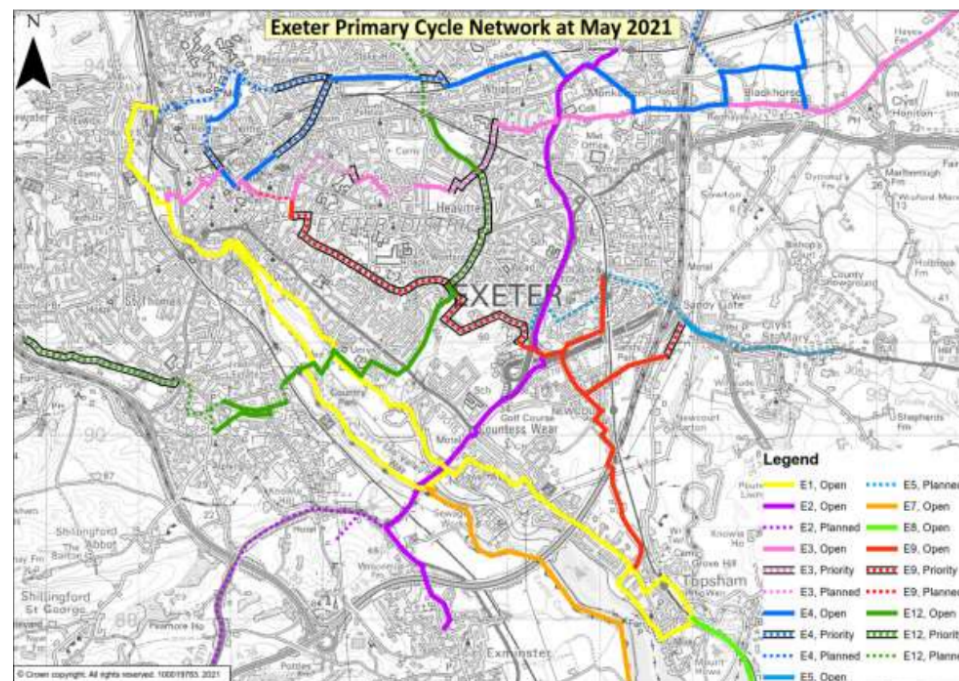
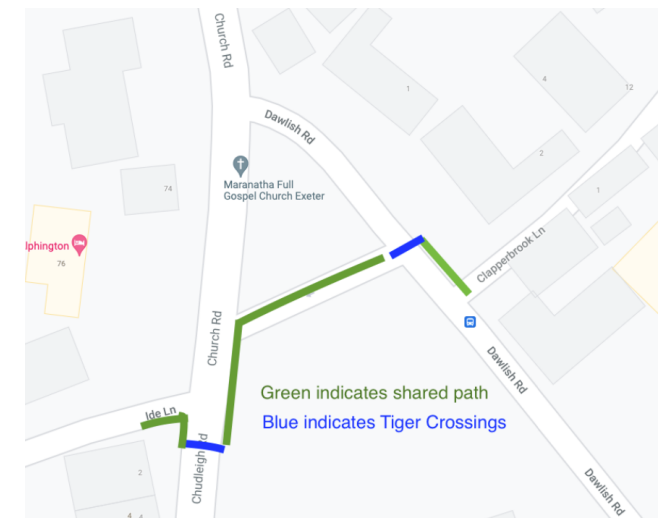


Figure 4-9: Existing and planned cycle route network

*forms of bike* can move through this junction. The other cycle barriers which hinder access to the Alphinbrook should also be removed. The natural continuation of this route, linking Alphington to the river routes and wider city from the cycle route must be made accessible for all ages and abilities, notably fixing the junction of the Alphin Brook path and Grace Road South at Google maps: 50.703537810771884, -3.522483682869822.



The LCWIP E12 route shows the cycle route running from Ide Lane to Clapperbrook Lane. This cycle lane needs to be explicitly designed (to LTN 1/20 standards) so there are safe junctions and a path that supports the desire line from Ide Lane to Clapperbrook Lane. This could be done by moving the zebra crossings to better align with the desire line.





## Make Dawlish Road a proper Green Lane which is safe to cycle:

The SW Exeter masterplan designated Dawlish Road as a Green Lane. Measures should be taken to make this a meaningful route for people walking and cycling. This means filtering out motorised traffic so that there is a safe route which gives people an alternative to the car for journeys into Alphington. This could be done using a modal filter half way along Dawlish road or with 'Dead End' signage on the north end of the south-bound entrance.

Making this route safe for people cycling is one of the most important ways of providing an active travel route from the new SW Exeter development into Exeter. Without safe (probably car-free) routes into the city people will continue to choose their car for these journeys.



## Make explicit how SW Exeter residents will travel to Exeter

We invite DCC to be more explicit about how they expect residents of the new SW Exeter development to travel into Exeter when driving: whether this is through Alphington or is by using Bad Homburg Way or the A379?

## Build junctions to discourage rat-running through Alphington

The new SW Exeter development will materially increase the volume of journeys and it risks significantly increasing car traffic through Alphington unless meaningful measures are taken. More boldness is needed to reduce Alphington through-traffic and enable safe cycling through the village. For example, restricting the which way vehicles can turn on the A379/Chudleigh Road junction could discourage Alphington



being used as a rat-run into the city (For example: the red arrows in this map show turnings that could be disabled, the green arrows show turnings that could be enabled).

### Side Road priority

It is now generally accepted that building side-road priority for people walking (and cycling) is one of the most effective ways of building a safer and more pleasant environment. We suggest therefore that the side roads of Brookfield Gardens, Chapel Road and Ide Lane are designed to give pedestrians priority.



### Raised Zebras

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



## Church Road

We would request that whilst Alphington travel is being looked at that the following are considered:

- The junction where Mill Lane enters Church Lane is made safe for people walking and cycling by giving this side-road priority.
- For much of the length of Church Road and Chudleigh Road the highway width (road and pavement) is between 11.9m and 8.7m. There is therefore room for a cycle way (possibly lightly segregated, depending on traffic volumes) along this road. We would ask DCC to consider this.



Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

\*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

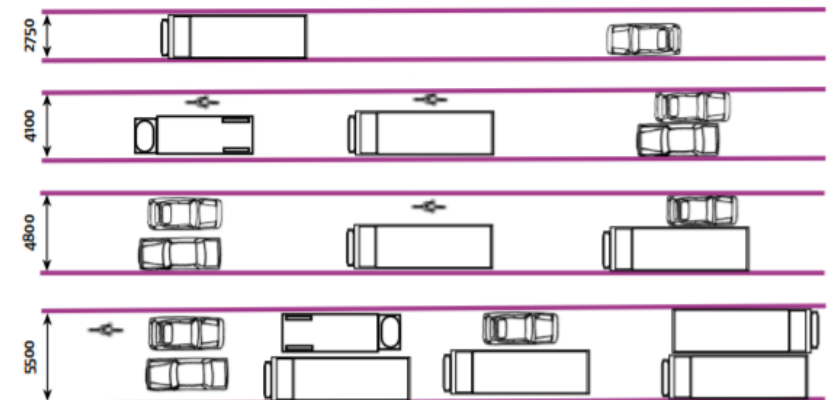


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are **not** necessarily recommendations.



# Specific comments on each proposal

## Alphin Brook Roundabout

### Option 1

Offers no improvements and will not meet the objectives of reducing vehicle speeds, improving crossings to make walking and cycling safer or make the village more attractive to more people.

### Option 2

The zebra crossing needs to be designed in the same way as the Queen Street crossing - with a high raised table and a sharp approach gradient so that traffic is slowed.

The junction narrowing on Brookfield Gardens is welcomed. In addition this junction should have side-road priority for pedestrians.

Widening footpaths is welcomed.

None of the Option 2 proposals make cycling safer.

## Area around St Michaels and All Angels Church triangle

### Option 1

Offers no improvements and will not meet the objectives of reducing vehicle speeds, improving crossings to make walking and cycling safer or make the village more attractive to more people.

### Options 2 & 3

The increase in green public space is welcomed (option 3) and will meet the aim of making the village more attractive to people.

Enhancing the zebra crossings is welcomed. The zebra crossings need to be designed in the same way as the Queen Street crossing - with a high raised table and a sharp approach gradient so that traffic is slowed. The current location of the zebra crossings does not support cycling since they do not connect to a cycle path.

Consider signage (and modal filter) to prevent Dawlish Road becoming a heavily-trafficked route to/from the SW Exeter development. This road needs to become the safe cycling / walking route to/from Alphington.

The LCWIP E12 route shows the cycle route running from Ide Lane to Clapperbrook Lane. This cycle lane needs to be explicitly designed so there are safe junctions and a path that supports the desire line from Ide Lane to Clapperbrook Lane. This could be done by moving the zebra crossings to better align with the desire line.

Please consider a second build-out to slow south-travelling traffic.



## Chudleigh Road – church triangle to double mini roundabout

### Option 1

Offers no improvements and will not meet the objectives of reducing vehicle speeds, improving crossings to make walking and cycling safer or make the village more attractive to more people.

## Option 2

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

We suggest a second build out somewhere along Church Road/Chudleigh Road to slow south bound traffic.

## Option 3

Introducing the zebra crossings is welcomed. This zebra crossing needs to be designed in the same way as the Queen Street crossing - with a high raised table and a sharp approach gradient so that traffic is slowed.

Widening the pavements is welcomed.



## Conclusions

The Exeter Cycling Campaign shares the council's desire to make Alphington Village less car-dominated, safer for people walking / cycling and more pleasant. However, the current proposals need to be bolder to achieve these aims.

The new housing development in SW Exeter is not the only driver of change in Alphington. The climate crisis demands that we decarbonise transport (and not just by electrifying cars), our air is still not healthy and we remain an inactive nation. We urge Devon County Council to be bolder in the changes to Alphington Village so that it does indeed become a safer and more pleasant place.