

South West Exeter Housing Infrastructure Fund Project update and Alphington enhancements scheme

Report of the Director of Climate Change, Environment and Transport

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

1) Recommendation

That the Cabinet be asked to:

- (a) note progress on the South West Exeter Housing Infrastructure Fund (HIF) projects;
- (b) approve the HIF package of Alphington village enhancements, Exeter, as shown in Appendix 3, for construction at an estimated cost of £486,000;
- (c) approve the advertisement of any necessary Traffic Regulation Orders, and approve the making and sealing of the order if no objections are received;
- (d) give delegated authority to the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Highway Management and Local Member, to make minor amendments to the scheme, as required.

2) Background / Introduction

As set out in previous Cabinet reports on this project, South West Exeter is a strategic allocation of 2,500 dwellings and 21.5 hectares of employment land within the administrative areas of Teignbridge District Council and Exeter City Council. It is a complex site, with various constraints including a key arterial road (the A379) which bisects the development area, it is close to the Exe Estuary Special Protection Area, has difficult topography and has multiple land ownerships. The development requires a significant amount of infrastructure to enable it to come forward, much of which is needed early, and involves coordination to minimise disruption.

Devon County Council (DCC) was successful in its bid of £55.14 million to the Housing Infrastructure Fund (HIF) which enables the early delivery of the infrastructure to support the planned housing development at South West Exeter. The infrastructure to be delivered includes:

- Four signal junctions on the A379
- Realignment of Chudleigh Road
- Devon Hotel roundabout upgrade
- Alphington enhancements
- School access road
- Pedestrian / cycle bridge

- Suitable Alternative Natural Green Space (SANGS)
- New electricity substation
- Community building to include a GP surgery
- Southern spine road.

3) Progress with South West Exeter Infrastructure

The southern spine road to link the different development sites to the south of the A379 and additional parcels of SANGS are now proposed to be delivered by the developers without HIF funding. Funding for the SANGS and part of the spine road will remain within the funding available for the project, with a decision awaited from Homes England on retaining the funding for the additional section of spine road.

A plan identifying the development location and infrastructure to be delivered is included in Appendix 1.

Good progress has been made with the delivery of the infrastructure. To date, two new signal junctions have been delivered as well as the new pedestrian / cycle bridge and opening of the first phases of the SANGS, which is being delivered by Teignbridge District Council. Works also started on site in September 2023 for the third signal junction as well as improvements to the Devon Hotel roundabout. In addition, planning permission has been granted for the new community building and GP surgery which is currently within the tender process.

The impact of this infrastructure investment has seen over 250 dwellings completed, including over 60 affordable homes, and over 400 further dwellings currently under construction.

4) Alphington Village Enhancements

An initial consultation was carried out on proposals for enhancements in Alphington from December 2021 to January 2022 to address concerns about impacts of additional development traffic travelling through the village. This sought feedback on different options for three areas of Alphington. A consultation report was produced summarising the views received and recommendations to take forward. The report can be viewed on the South West Exeter webpage – <https://www.devon.gov.uk/swexeter/documents-and-plans/highway-works/>.

The initial consultation identified support for a zebra crossing at the Alphin Brook roundabout, which has since been delivered. The scheme included widening of nearby pavements to improve facilities for pedestrians, which also supports narrowing of the road to assist in reducing traffic speeds.

Design work undertaken to progress the other elements of the scheme raised further opportunities which DCC sought feedback on through an additional consultation held in July 2023. A consultation report has been produced to summarise the views received from this consultation and can be viewed in Appendix 2. On this feedback the report recommends progressing the following enhancements shown in Appendix 3:

- Proposal 1 – Pavement widening on both sides of Church Road to improve facilities for pedestrians and aid a reduction in vehicle speeds.
- Proposal 2c – Formalise an area of existing parking in the former bus layby by providing parallel spaces and amending the double yellow lines to provide spaces on the other side of the road. Currently vehicles park partly on the pavement and reverse out in the road.
- Proposal 4 – Increase the size of the island to the north of the double mini roundabout to reduce the crossing width. This will also narrow the road, helping to reduce traffic speeds.
- Proposal 5 – Increase the height of the roundabout markings on the double mini roundabout to encourage vehicles to correctly respond to the roundabout and aid a reduction in vehicle speeds.
- Proposal 6 – Changes to Dawlish signage to direct vehicles through Marsh Barton instead of Alphington village.

In addition to the responses received to the consultation, consideration has been given to the benefit of the schemes. Proposals 1 (56% strongly disagree/disagree), 2c (43% strongly disagree/disagree) and 5 (56% strongly disagree/disagree) had a lower proportion of response agreeing/strongly agreeing. These schemes are still supported on balance for fulfilling the objectives and delivering benefits including enhanced pedestrian facilities and improved local accessibility and road safety, with traffic calming measures aimed at reducing traffic speeds. As such, the report recommends these are progressed towards delivery at an estimated cost of £486,000.

As discussed in the consultation report, other opportunities were presented within the consultation which are not recommended to be taken forward due to the overwhelming lack of local support and more limited wider benefits. This included and are shown in Appendix 2:

- Proposals 2a, 2b and 2d – Additional on street parking on the western side of Church Road and Chudleigh Road as well as parking restrictions on an area of existing parking near the church.
- Proposal 3 – Build out and give way on Chudleigh Road, near Cludens Close.
- Proposal 7 – Removal of centre lines.

5) Options / Alternatives

The alternative to delivering the infrastructure as set out in Section 4 is for DCC to progress all of the enhancements proposed. This option would have costs above those set out in Section 8.

Another alternative would be to not progress the delivery of any of the enhancements through the HIF funding. This would revert the delivery of the infrastructure to S106 funding, and the timescales set out within the agreements. This would result in the enhancements being delivered at a later stage of the development. The S106 agreements, signed to date, refer to these monies being paid to the County Council. Therefore, the design and delivery of these enhancements will remain the responsibility of DCC. If delivery is delayed, the cost would be expected to increase due to inflation and a consequence of this is that the scope of the scheme may need to be reduced to be accommodated within the S106 funding available.

6) Consultations / Representations / Technical Data

As mentioned above, since last reported to Cabinet, an additional public consultation was held in July to seek the views on new opportunities. A survey was hosted online through Devon County Council's 'Have Your Say' page with paper copies available on request. A link was also distributed directly to stakeholders. The consultation was also advertised through DCC's news page - <https://www.devon.gov.uk/news/have-your-say-on-proposals-to-reduce-traffic-speeds-improve-walking-facilities-and-increase-parking-in-alphington/>

A total of 205 responses were received to the consultation. The consultation report, summarising the responses received and recommendations to take forward the items discussed in Section 4, can be viewed in Appendix 2.

7) Strategic Plan

The South West Exeter scheme is well aligned to a range of the Strategic Plan priorities by prioritising sustainable travel to encourage more sustainable lifestyles and giving people opportunity to increase their physical activity.

The table below summarises how the proposals would impact achievement of relevant Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative impact and +3 represents a large positive impact.

Strategic Plan Priority	Strategic Plan Action	Alignment
Responding to the climate emergency	Prioritise sustainable travel and transport.	+2 (Moderate positive)
	Encourage sustainable lifestyles.	+1 (Minor positive)
Support sustainable economic recovery	Secure investment in transport infrastructure.	+2 (Moderate positive)
	Maintain and, where necessary, improve our highway network and improve sustainable transport options.	+2 (Moderate positive)
Improving health and wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity.	+2 (Moderate positive)
Helping communities to be safe, connected and resilient	Enable a range of transport options, including public transport.	+1 (Minor positive)

8) Financial Considerations

The HIF funding is a capital grant to the Local Authority, with DCC able to draw down the funding in arrears on a monthly basis. As of 1st November, claims have been made for approximately £16.3m.

In relation to the Alphington enhancements, £406,113 was included within the initial bid for the HIF funding. A risk allowance for the HIF project as a whole was also included. At present, approximately £240,000 has been spent. This includes delivery of the first area of works as well as design and survey costs to date. The funding approval for the proposed scheme is £486,000, which is within the remaining funding available and includes contingency.

Recovery of the funding for the Alphington enhancements is already set out within signed Section 106 agreements with various developers.

9) Legal Considerations

Proposal 1, to widen the footway in Church Road, will require the existing zebra crossing between the War Memorial and New Inn to be adjusted. A public notice of this alteration will be issued in accordance with Section 23 of the Road Traffic Regulation Act 1984.

Proposal 2c, if progressed, will require a Traffic Regulation Order to amend the double yellow lines on the western side of the road to provide parallel parking spaces.

When making a Traffic Regulation Order it is the County Councils responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

There are no other specific additional legal considerations to those which were set out in the previous Cabinet report for this scheme, as the proposal involves following the course of action set out in the original funding bid.

In awarding the works contract for these enhancements, DCC will comply with the Public Contracts Regulations 2015.

10) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

The enhancements set out within Section 4 look to improve accessibility, road safety and have wider traffic calming benefits. Therefore, the scheme is expected to encourage people to choose active travel for journeys within and beyond Alphington, leading to a reduction in vehicle journeys and subsequently, carbon emissions.

The planning applications for both housing and employment at South West Exeter have considered the environmental impacts of the development. These planning applications span the administrative areas of Exeter City Council and Teignbridge District Council. This includes increased traffic through Alphington due to the development. The proposed mitigation for this is that of the Alphington enhancements contributions as required through S106 agreements for the development within Exeter City Council's boundary.

11) Equality Considerations

Where relevant, in coming to a decision the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this particular scheme, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at <https://www.devon.gov.uk/impact/south-west-exeter-housing-infrastructure-fund-hif/>

Members will need to consider the Impact Assessment for the purposes of this item.

Delivery of the Alphington enhancements takes into consideration the need to improve facilities for all, ensuring accessibility for disabled people. This includes pavement widening and improvements as well as formalising existing parking where cars currently obstruct the pavement.

12) Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position. A risk register is in place for the project which is reviewed and updated monthly in line with Project Board meetings.

The funding contract has inherent risks which will be minimised so far as is possible through appropriate project management to ensure that the conditions of the funding are met. A close working relationship has been developed with Homes England allowing any risks to be raised early and responses progressed as appropriate. As with the delivery of any scheme, there is a risk regarding delivery, with a maximum amount of funding available through the HIF. The bid included an appropriate level of contingency and a contingency sum will be applied to schemes as they progress to minimise the impact of risks.

13) Summary / Conclusions / Reasons for Recommendations

Approval of the recommendation in this report will enable construction of a scheme that will improve facilities for pedestrians, aid a reduction in vehicle speeds and increase road

safety. Approval would allow progress with the project to continue. This is necessary to ensure that the funding is spent within the identified timeframe.

Delivery of these enhancements will build upon DCC's progress to enable more active travel and a reduced reliance on the private car to more sustainable modes, aligning with the County Council's Strategic Plan and Climate Emergency declaration.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Alphington & Cowick; Exminster & Haldon, All in Exeter

Cabinet Member for Climate Change, Environment and Transport: Councillor Andrea Davis and Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of background papers

South West Exeter Housing Infrastructure Fund (HIF) – Impact Assessment
November 2019

The Impact Assessment is published on the Council's Website at [Published Impact Assessments - Impact Assessment \(devon.gov.uk\) https://www.devon.gov.uk/impact/south-west-exeter-housing-infrastructure-fund-hif/](https://www.devon.gov.uk/impact/south-west-exeter-housing-infrastructure-fund-hif/)

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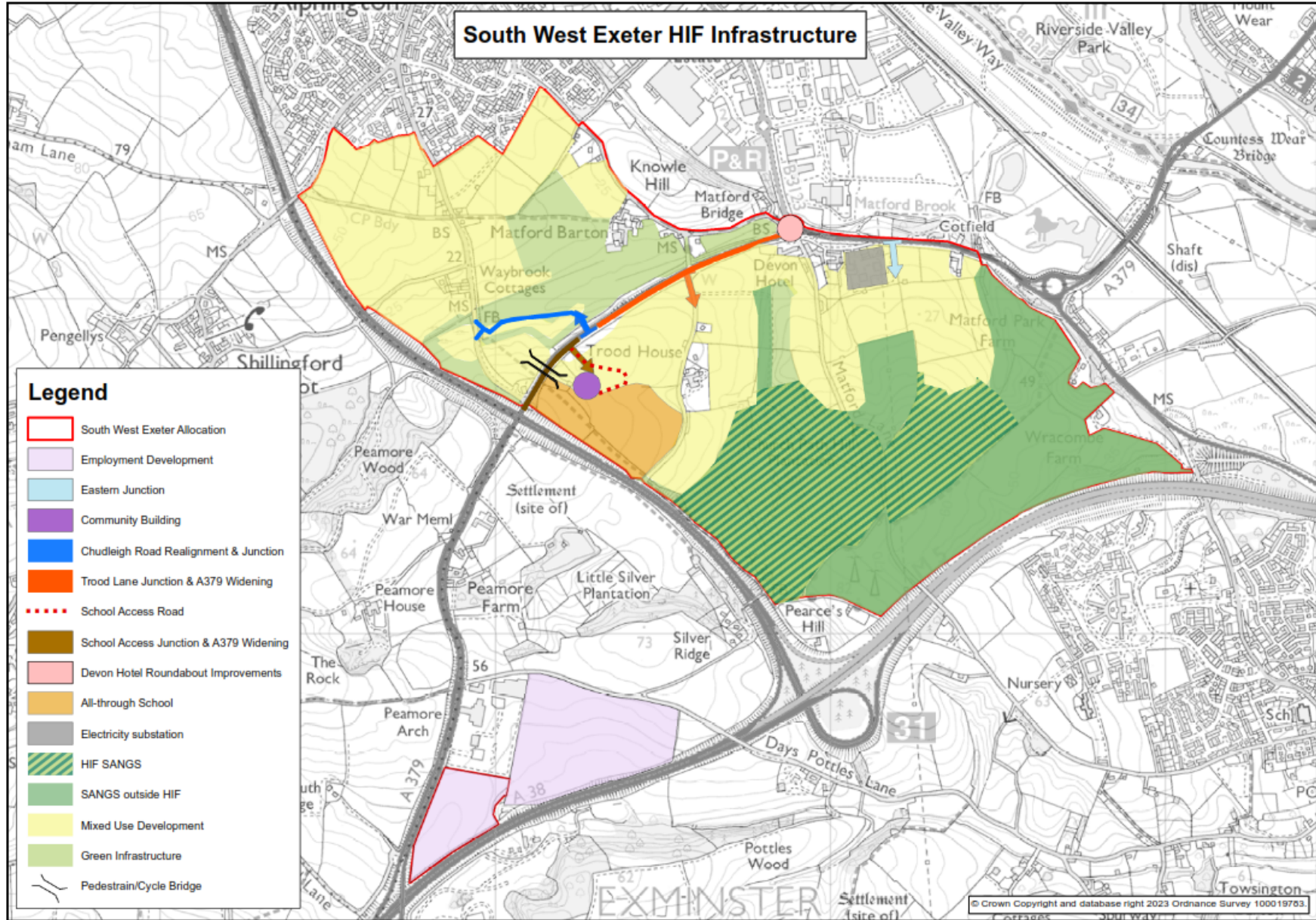
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South West Exeter Housing Infrastructure Fund Project update and Alphington enhancements scheme - Final

Appendix 1 to CET/24/2 - South West Exeter development location and infrastructure to be delivered



South West Exeter
Alphington Public Realm Enhancements
– Part 2

Public Consultation Report
November 2023

Authorisation Sheet

Product Title:	Public Consultation Report: South West Exeter Alphington Public Realm Enhancements
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Version Control		
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Final sign off by individual named under 'Accountable and signed off by'

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- **Introduction**

- **Background**

South West Exeter is a new development on the edge of Exeter, expected to deliver 2,500 new homes allocated within the Teignbridge Local Plan and Exeter Core Strategy. The planned development in the area is likely to increase travel demand through Alphington. Therefore, Devon County Council (DCC) is proposing a set of improvements in Alphington, along Church Road and Chudleigh Road, to mitigate this. Funding for these enhancements is available through the Housing Infrastructure Fund (HIF).

- **Previous Consultation**

An initial consultation was undertaken on proposals for public realm improvements in Alphington from 1st December 2021 to 31st January 2022. This consultation sought feedback on different options for three areas of Alphington and was informed by work which had been undertaken previously. A consultation report was produced summarising the views received and conclusions from the consultation. This can be viewed on the South West Exeter webpage -

<https://www.devon.gov.uk/swexeter/documents-and-plans/highway-works/>

The consultation identified support for a zebra crossing at the Alphin Brook roundabout, close to an existing crossing point. Some respondents raised concerns about a zebra crossing at this location, close to the roundabout. The design went through a safety audit process and is acceptable from a safety perspective. It is also in an appropriate location where people want to cross and have been doing so. One option provided in the previous consultation was to have raised zebra crossings. This has not been progressed due to the additional cost, the potential additional noise and need to review drainage. The benefits of the crossing point remain.

Given support for this part of the scheme, design was progressed and the zebra crossing has been delivered. The scheme also included widening of nearby pavements, including at the Brookfield Gardens junction to improve facilities for pedestrians.

Design work undertaken to progress the scheme, following the initial consultation, raised further opportunities which we have sought feedback on through an additional consultation.

The aims and focus of the scheme remain the same, to reduce vehicle speeds, improve the public realm and improve facilities for sustainable travel including for those with a disability. The area covered by the scheme is the Church Road/Chudleigh Road corridor, between the Alphin Brook roundabout and the double mini roundabout.

The scheme is proposed to be delivered by funding to be received from the new development in the area. Funding is currently available to forward fund and deliver the scheme in advance of the money being received from the development.

- **Scope of the Report**

Following the initial consultation and further design work, DCC carried out an additional public consultation, between 5th July 2023 and 26th July 2023, with the

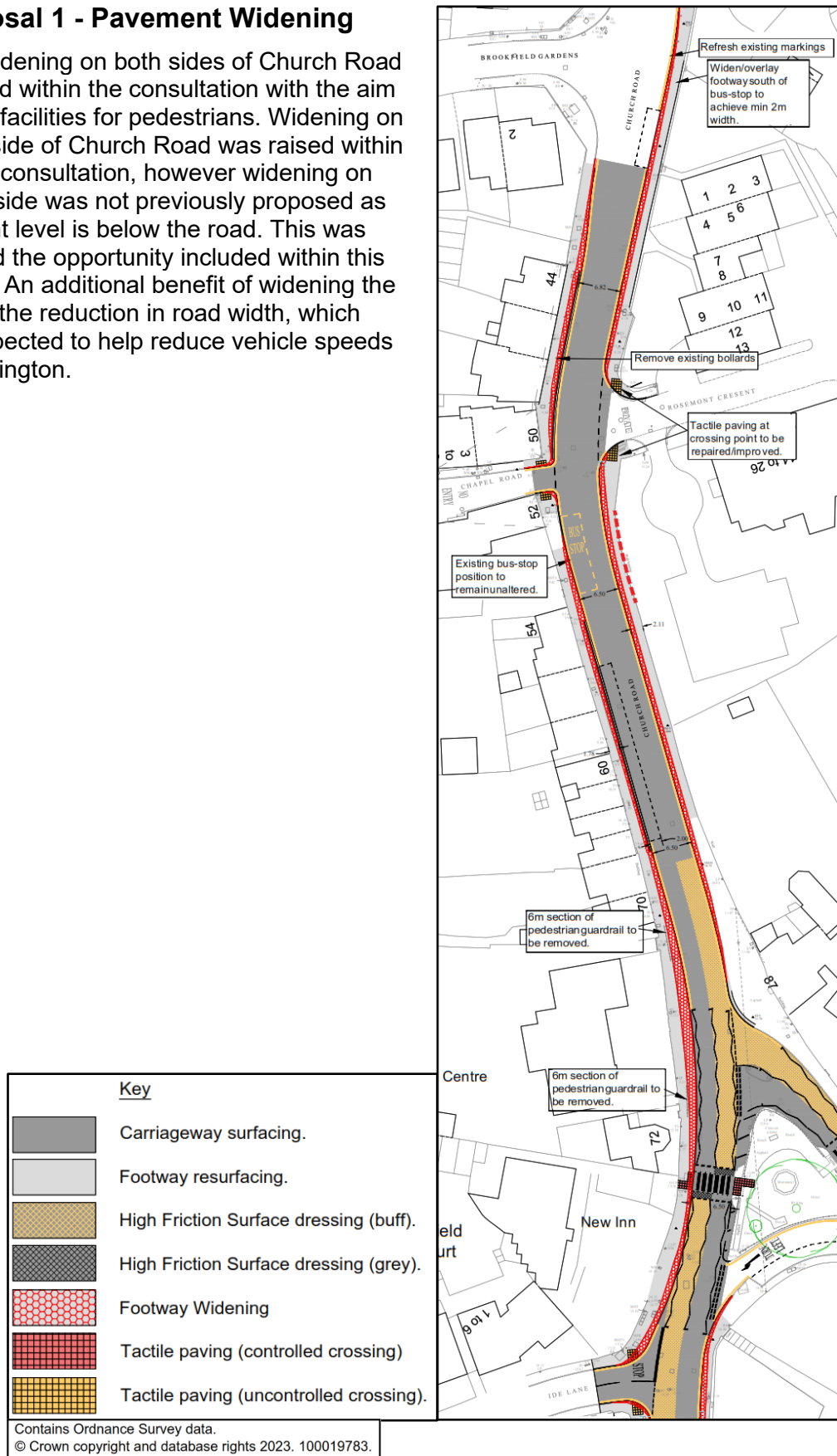
aim of establishing an understanding of local and other key stakeholder opinions in order to inform a decision on the preferred proposals to progress towards delivery.

This report describes the proposals presented at public consultation and the consultation arrangements. It also presents an analysis of the responses received including from residents and community groups. The report makes recommendations on the proposals that will be progressed towards delivery.

- **Proposals Presented for Consultation**

- **Proposal 1 - Pavement Widening**

Pavement widening on both sides of Church Road was proposed within the consultation with the aim of improving facilities for pedestrians. Widening on the eastern side of Church Road was raised within the previous consultation, however widening on the western side was not previously proposed as the pavement level is below the road. This was reviewed and the opportunity included within this consultation. An additional benefit of widening the pavement is the reduction in road width, which would be expected to help reduce vehicle speeds through Alphington.

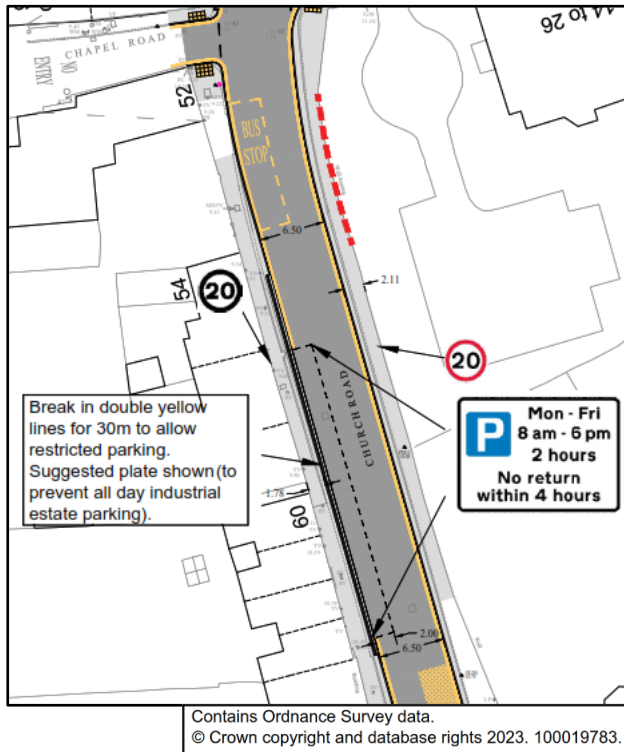


○ **Proposal 2 - Parking**

The design that was undertaken identified the potential to increase parking provision, by amending existing double yellow lines. It is expected that parked cars would help to reduce vehicle speeds. Additional parking and speed reduction measures were raised in the previous consultation. In addition to this, opportunities for amendments to two existing parking locations were raised following the design.

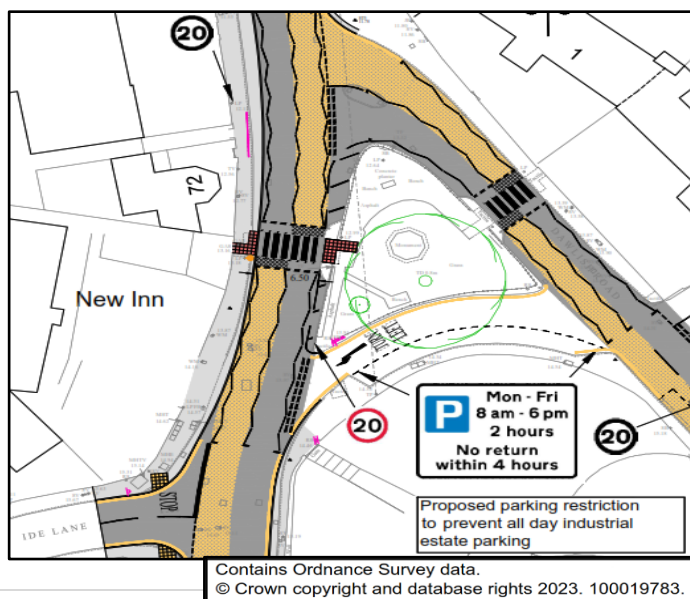
Proposal 2a – Parking on the western side of Church Road

This parking area is created by amending the existing double yellow lines. A parking time limit was proposed, given the proximity to Marsh Barton.



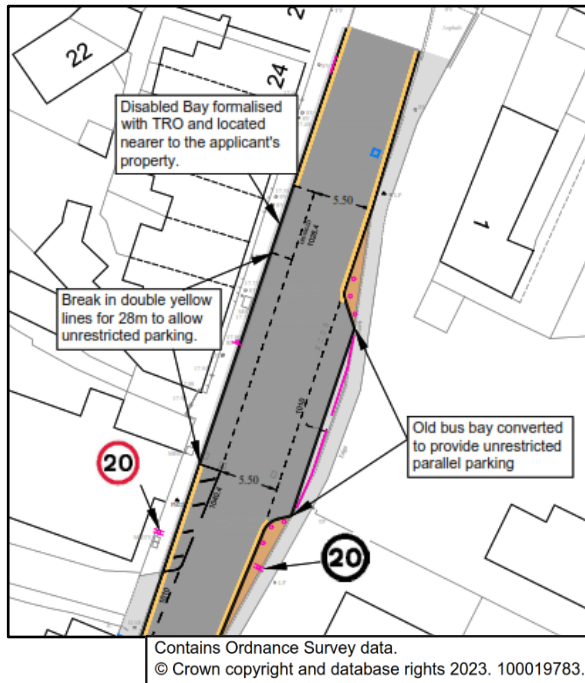
Proposal 2b) Existing parking area by the church

Views were sought on whether to introduce parking time restrictions for the four existing parking spaces at this location.



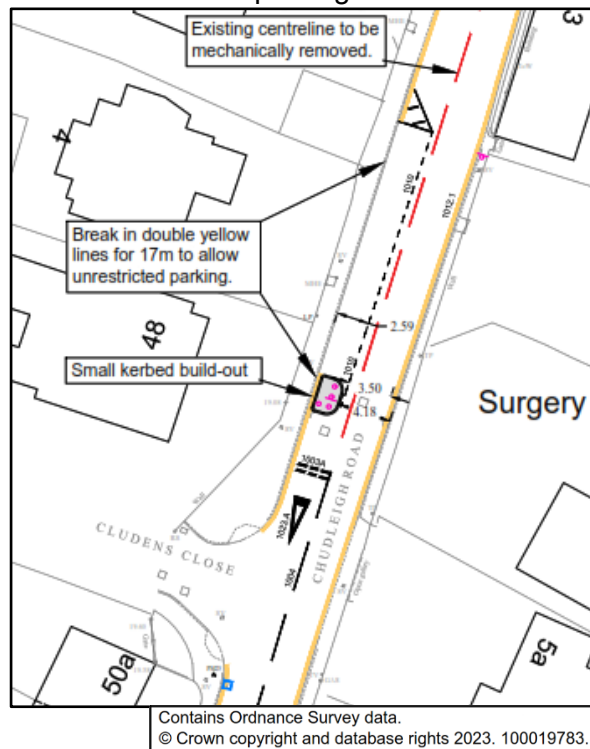
Proposal 2c) Parking in former bus layby

This proposal sought to formalise parking in the former bus layby area, by providing parallel spaces within the former bus layby and amending the double yellow lines to provide spaces on the western side of the road. The existing disabled parking space was proposed to be retained but located on the opposite side of the road. The aim of this was to improve safety by stopping vehicles parking partly on the pavement and removing the need for vehicles to reverse out into the road.



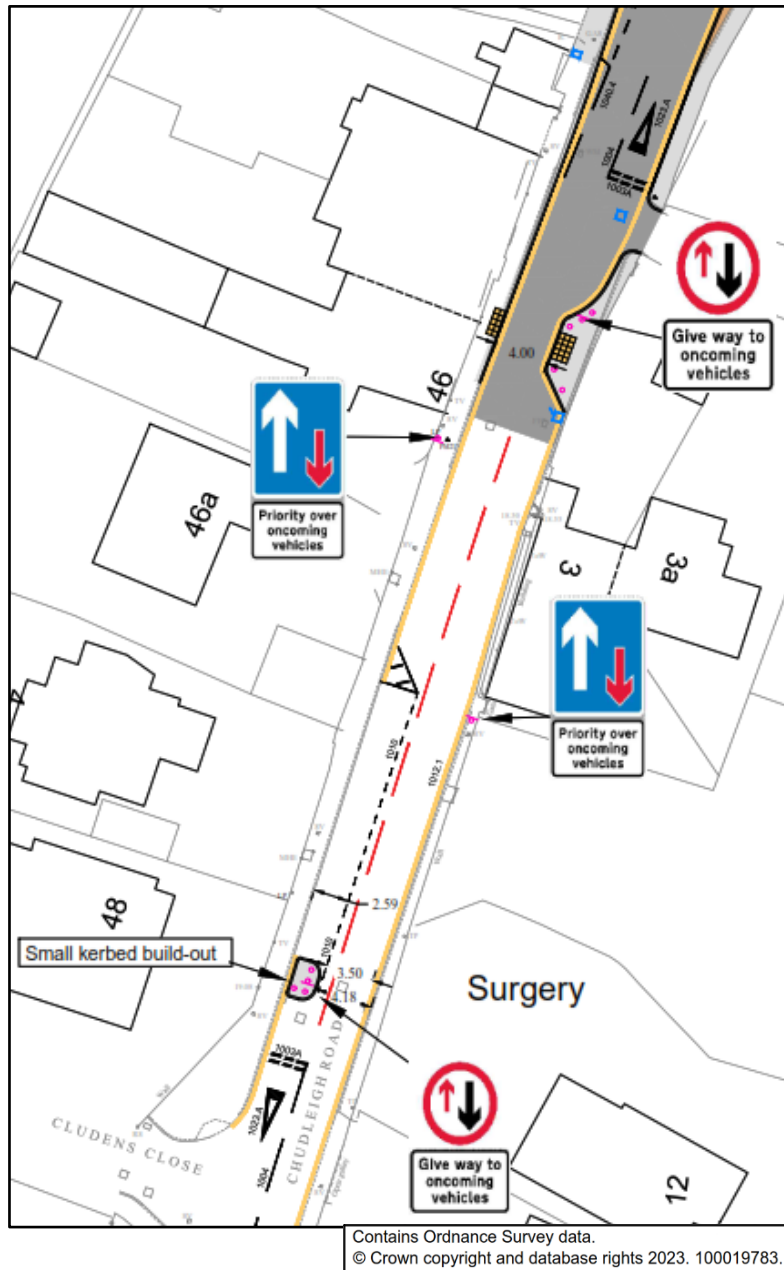
Proposal 2d) Parking on the western side of Chudleigh Road

The removal of a section of the double yellow lines on Chudleigh Road, to the north of Cludens close, was proposed within the consultation, with the aim to provide an additional area for parking.



- **Proposal 3 - Build out and give way**

Two build outs and give ways were proposed within the consultation, with the aim of reducing vehicle speeds. A similar proposal was included in the previous consultation; however, the original location has been moved to the opposite side of Chudleigh Road. In addition to this, a build out and give way was proposed to the north of Cludens Close.

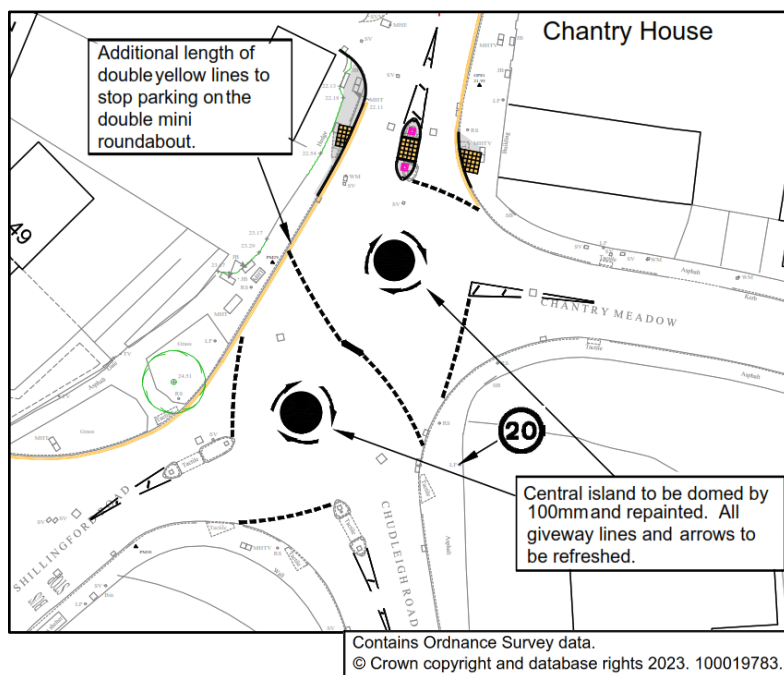


- **Proposal 4 – Crossing point at double mini roundabout.**

Increasing the size of the island at the double mini roundabout was proposed within the consultation, with the aim to narrow the road width and thus reduce the distance for pedestrians to cross. It is expected that this would also help to reduce vehicle speeds.

- **Proposal 5 – Increased height of roundabout markings**

Raising the height of the markings on the double mini roundabout was proposed within the consultation. It is expected that this would encourage vehicles to drive around the markings and therefore reduce vehicle speeds.



- **Proposal 6 – Changes to signage**

Amendments to signage to direct vehicles through Marsh Barton towards Dawlish, instead of through Alphington were proposed. This was raised by respondents in the original consultation and was reviewed and included within this consultation.

- **Proposal 7 – Centre line removal**

The removal of the centre line in the road was proposed within the consultation, with the aim of reducing vehicle speeds.

- **Consultation Arrangements**

- **General**

The consultation was held between 5th and 26th July 2023. A consultation leaflet was produced (see Appendix A), including the background of the project and a summary of the proposals for the scheme accompanied with maps/plans. The consultation was held online, with hard copies of the information provided where requested.

Respondents were asked to rate each proposal on a five-point scale from strongly agree to strongly disagree. There was also opportunity within the consultation for respondents to provide any other comments. Responses were collected via an online form, postal responses, and email responses.

- **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 page¹.

¹ <https://www.devon.gov.uk/news/have-your-say-on-proposals-to-reduce-traffic-speeds-improve-walking-facilities-and-increase-parking-in-alphington/>

- **Response to Consultation**

- **Introduction**

A total of 205 responses were received to the consultation through the online form, email, and post. The responses to the consultation include three from local groups/organisations including: Alphington Village Forum, Exeter Civic Society and Exeter Cycling Campaign. The remaining responses were from members of the public. The responses are summarised below. Note that respondents did not have to answer all questions.

- **Respondent Information**

Information on postcode, age and disability was collected through the online form. Of the 201 responses made via the online form, 88% lived in Alphington, 10% within the wider area of Exeter and 2% within the wider area of Devon (Figure 1).

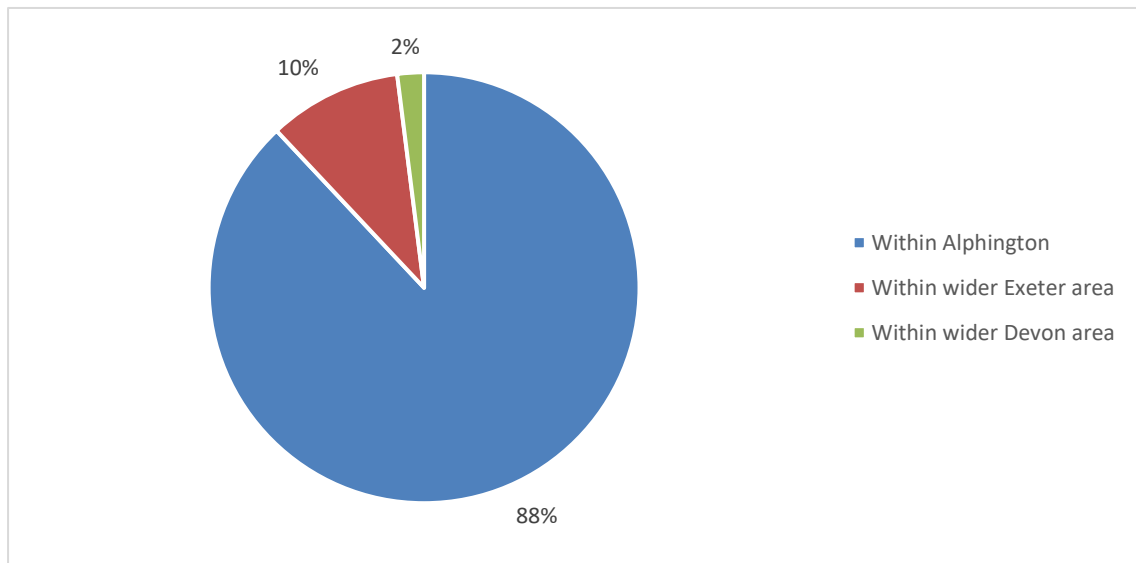


Figure 1: Locations of the respondents based on postcode data.

Figure 2 provides the age structure of the 201 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.

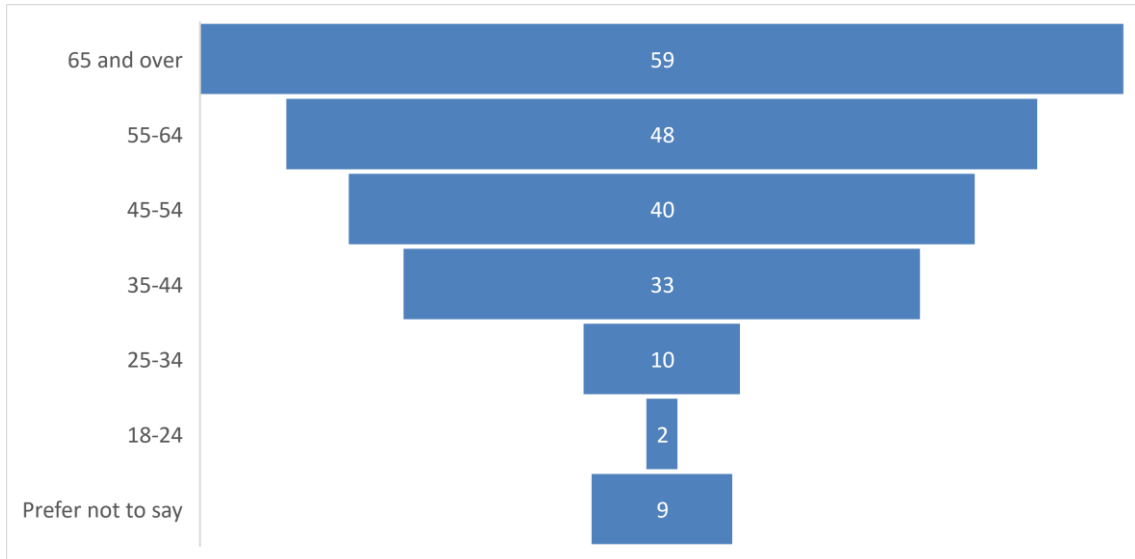


Figure 2: Age structure of respondents

Figure 3 provides the disability status of respondents, with 90% of respondents identifying they do not have a disability. Of the 6% with a disability, 4% state they are limited a little and 2% state limited a lot.

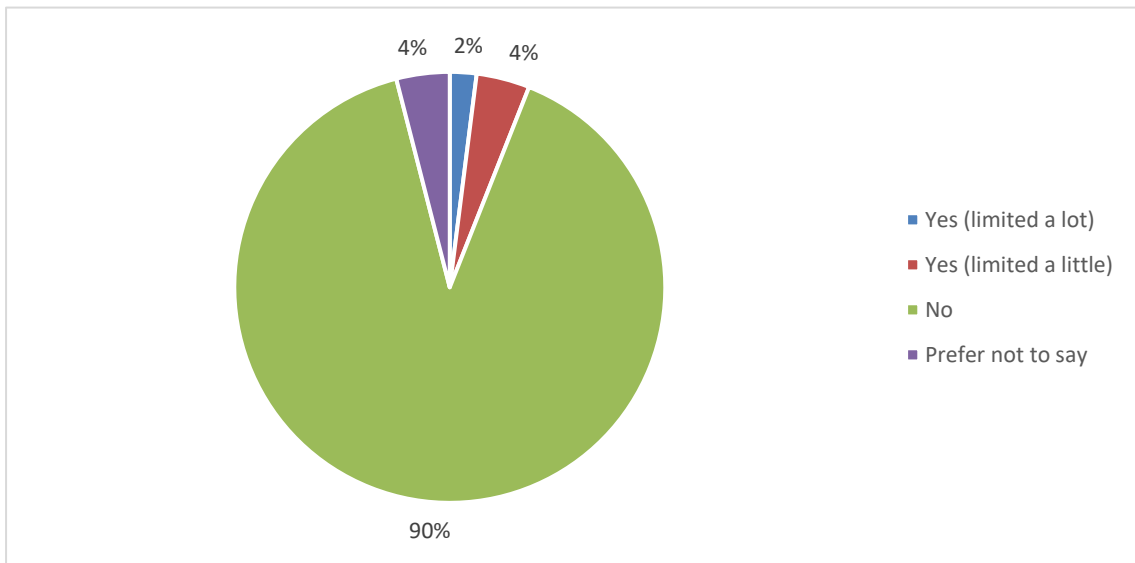


Figure 3: Disability status of respondents

○ **Responses**

Proposal 1 - Pavement widening

Participants were asked to provide a rating on the proposal for pavement widening on Church Road between Brookfield Gardens and the church, as set out in section 2.1 above. Figure 4 shows that 56% of respondents either strongly disagreed or disagreed with the proposal, and 33% either strongly agreed or agreed.

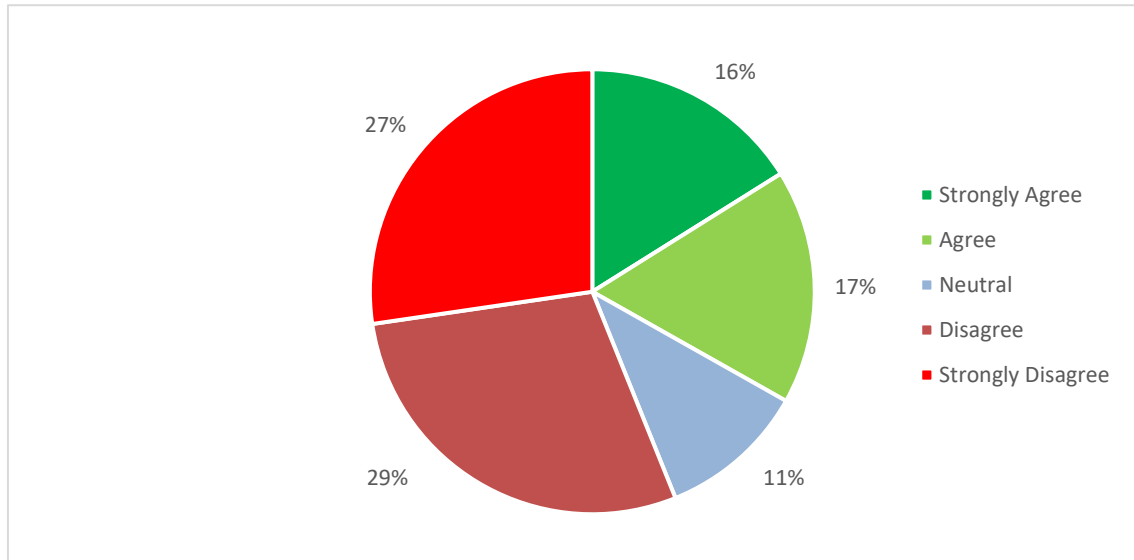


Figure 4: Pavement Widening

Proposals 2a-2d - Parking

Participants were also asked to provide a rating on the proposal options for parking. This proposal was separated into four specific areas, as set out in section 2.2 above.

Proposal 2a - Parking on the western side of Church Road

Figure 5 displays that 79% of participants either strongly disagreed or disagreed with the proposal for additional parking on the western side of Church Road. The figure shows that 14% of participants strongly agreed or agreed.

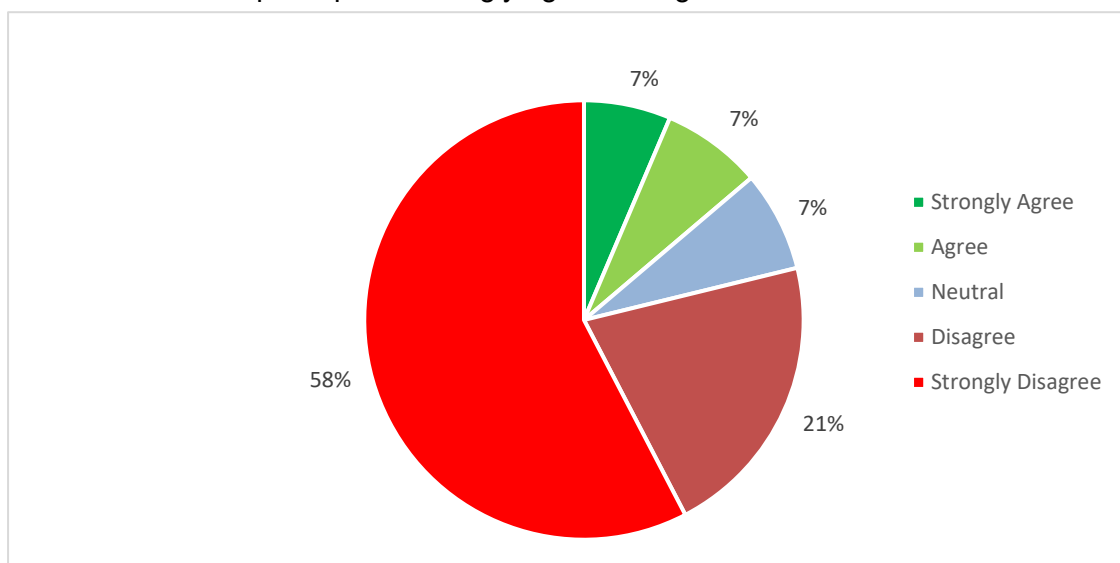


Figure 5: Parking on the western side of Church Road

Proposal 2b - Existing parking area by the church

Figure 6 displays the response to the proposal to introduce parking restrictions to the existing parking area by the church. This shows that 70% of participants either strongly disagreed or disagreed with the proposal, and 19% either strongly agreed or agreed.

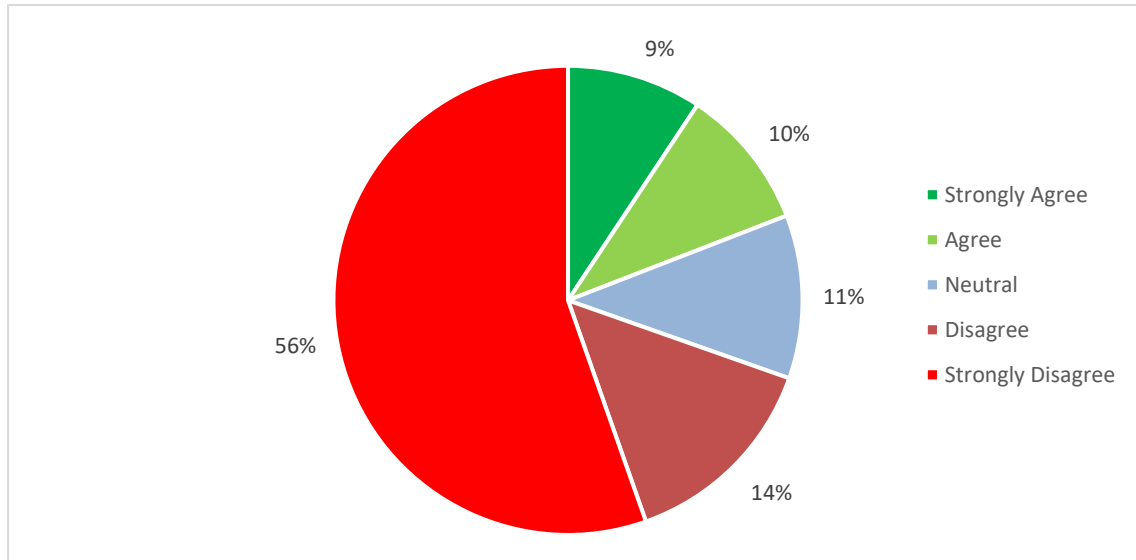


Figure 6: Existing parking area by the Church

Proposal 2c - Parking in former bus layby

Figure 7 displays the respondents rating for proposed changes to the informal parking area at the former bus layby. The results show that 43% of respondents either strongly disagreed or disagreed with the proposal, and 33% either strongly agreed or agreed. In addition, 24% provided a neutral response to the question.

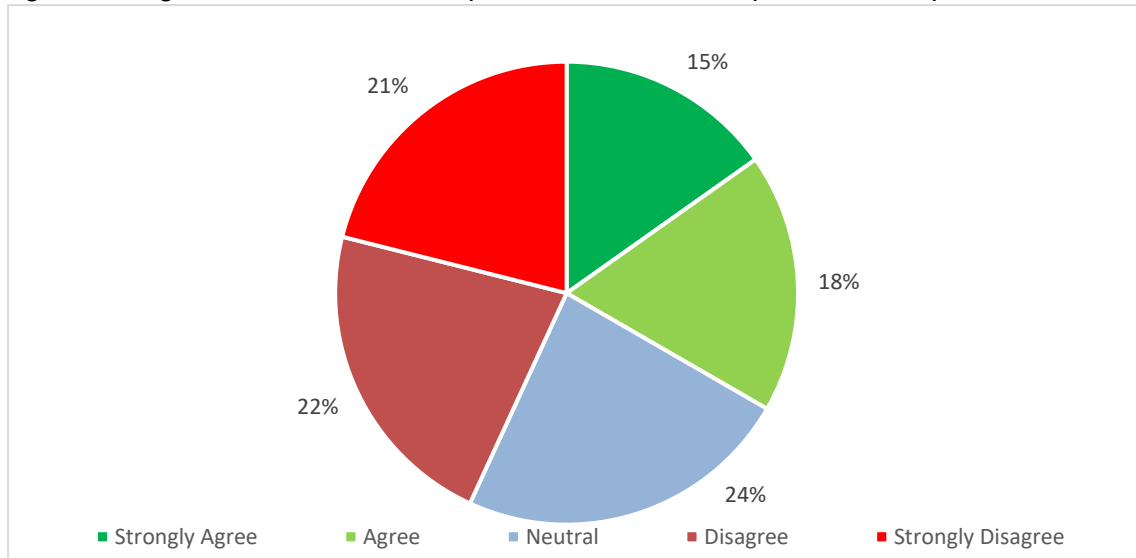


Figure 7: Parking in former bus layby

Proposal 2d - Parking on the western side of Chudleigh Road

Figure 8 displays the response to the proposal for parking on the western side of Chudleigh Road, with 72% of participants either strongly disagreeing or disagreeing, and 18% either strongly agreeing or agreeing with the proposal.

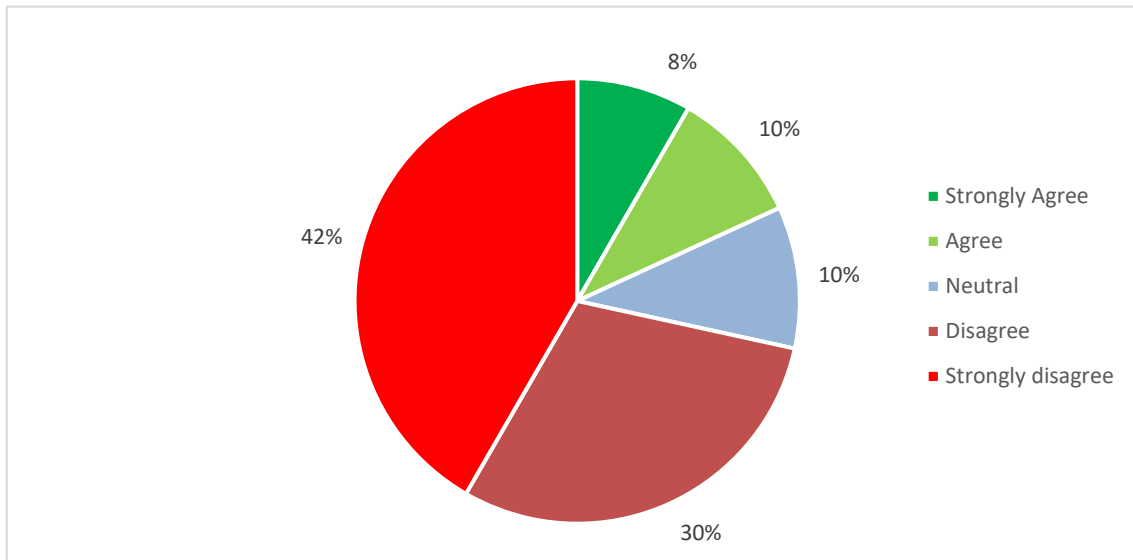


Figure 8: Parking on the western side of Chudleigh Road

Proposal 3 - Build out and give way:

Figure 9 displays respondents' ratings of the proposal for two build outs and give ways on Chudleigh Road as set out in Section 2.3. The graphs show that 68% of participants either strongly disagreed or disagreed with the proposal, and 25% strongly agreed or agreed.

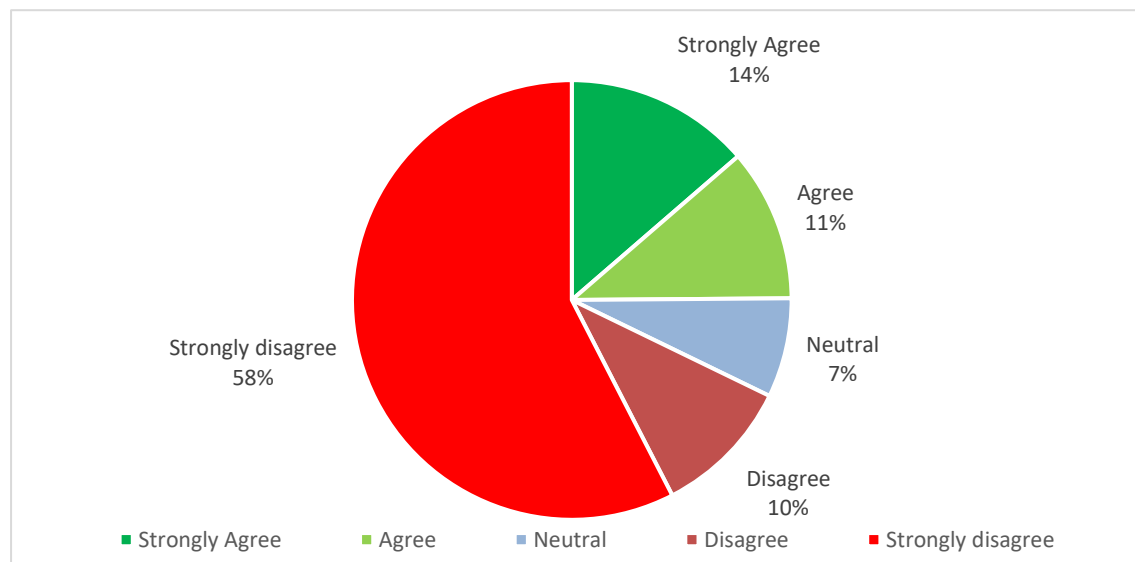


Figure 9: Build out and give way

Proposal 4 - Crossing point at double mini roundabout:

Figure 10 displays that 34% of participants either strongly agreed or agreed with the proposal to increase the size of the island at the double mini roundabout, whilst 28% either strongly disagreed or disagreed.

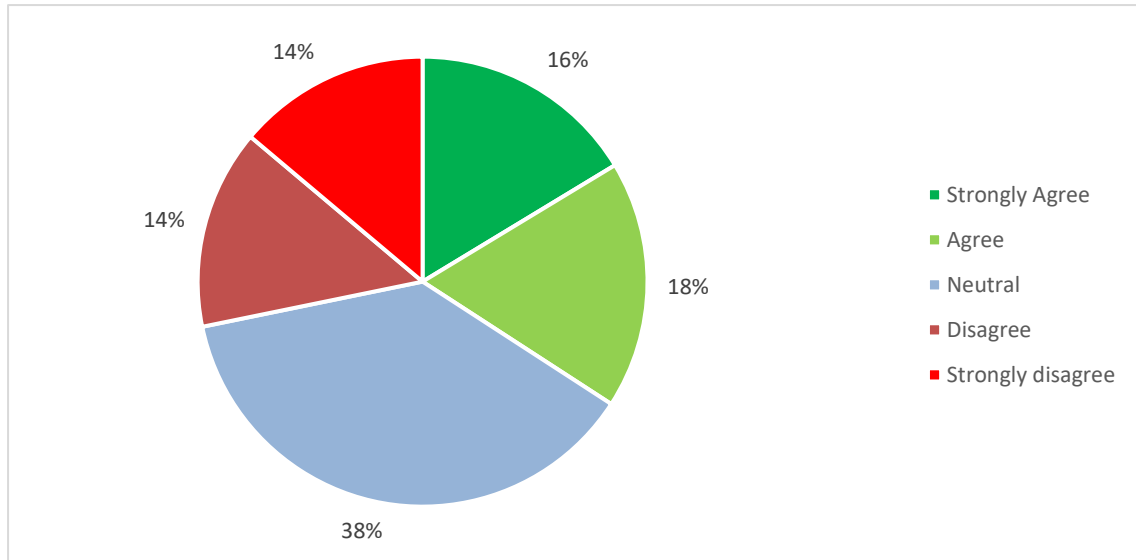


Figure 10: Crossing points at the double mini roundabout.

Proposal 5 - Increased height of roundabout markings:

Figure 11 displays that 56% of participants either strongly disagreed or disagreed with the proposal to increase the height of the markings on the double mini roundabout, and 28% either strongly agreed or agreed.

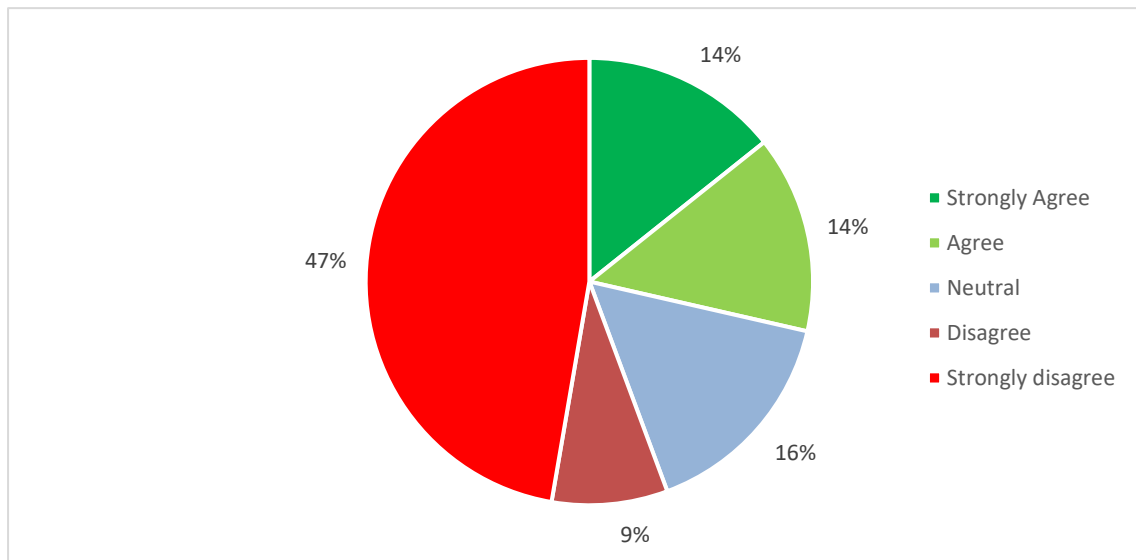


Figure 11: Increased height of roundabout marking

Proposal 6 - Changes to signage:

Figure 12 displays that 61% of participants were in strong agreement or agreement with this proposal for amendments to signage to direct vehicles through Marsh Barton towards Dawlish, and 10% were in strong disagreement or disagreement.

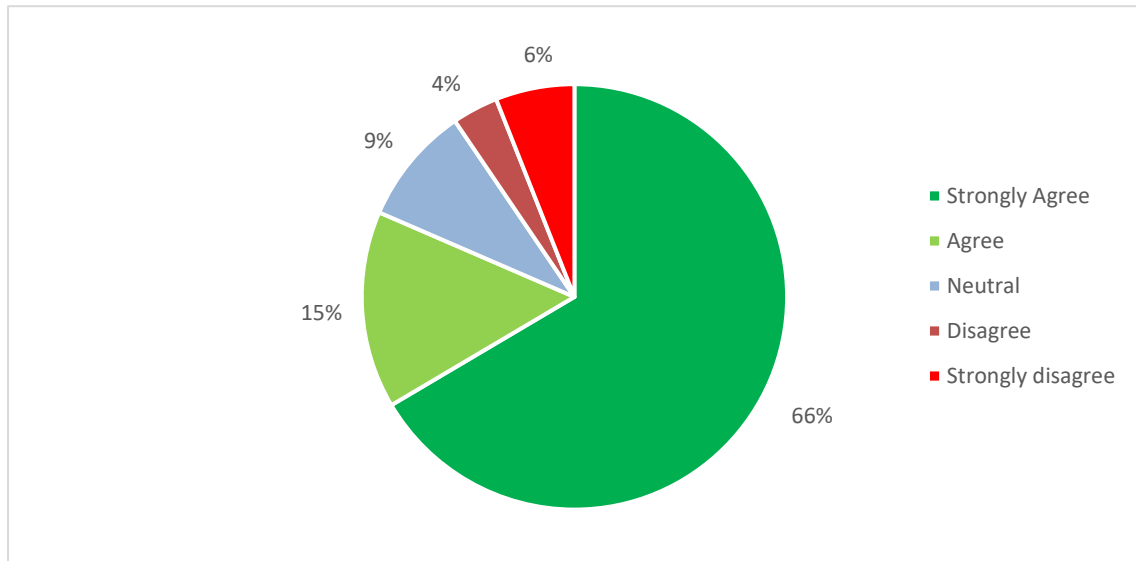


Figure 12: Changes to signage

Proposal 7 - Centre line removal:

Figure 13 displays that 51% of participants were in strong disagreement or disagreement with the proposal for the removal of the centre line in the road, and 14% were in strong agreement or agreement.

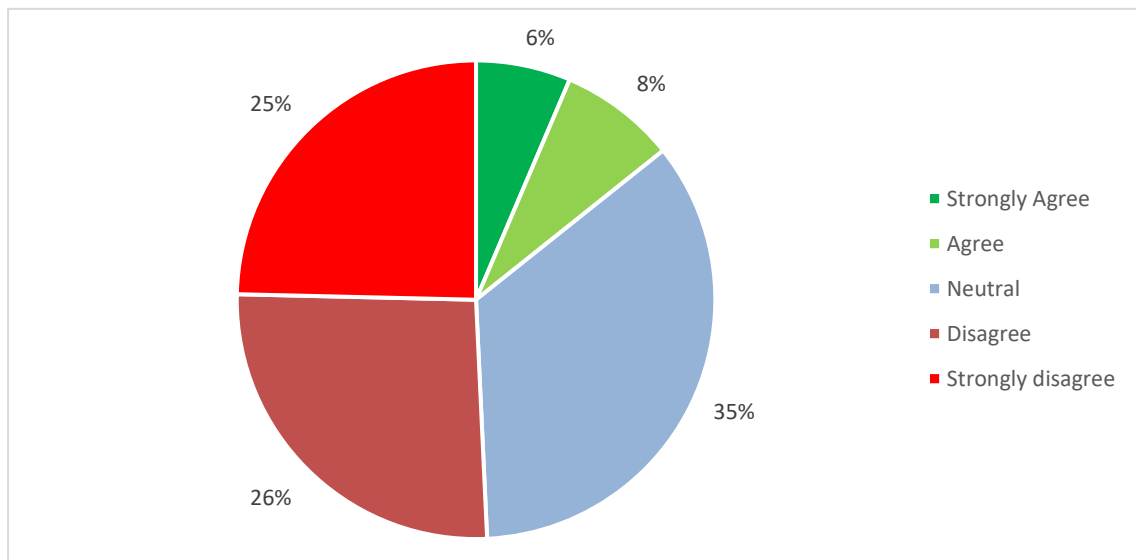


Figure 13: Centre Line Removal

Other comments:

The survey also asked respondents if they had any other comments on the proposals, listed in sections 2.1 to 2.7 of the report. Eight key categories were identified from these responses, which are discussed below.

Volume of traffic and traffic speeds received 152 comments and therefore was considered one of the key categories. Comments in this category included the inclusion of Dawlish Road in the measures as well as enforcing the speed limit. With 99 comments, parking was also considered a key category including concerns that the proposed parking would reduce safety for cyclists and pedestrians as well as increasing congestion and pollution.

Another key category was in relation to pavements (41 comments) including the need to widen Chudleigh Road up to the A379 and consideration of access for buses and larger vehicles. In addition, build outs were raised in 28 of the additional comments including concerns about congestion and pollution, as well as the usability by buses and emergency vehicles.

Pedestrian crossings were raised in 27 of the additional comments, including the need for raised crossings and repainting existing crossings. A further 24 comments were also raised in relation to cycling, including the need for a protected cycle lane, and active travel encouragement.

Roundabouts were considered a further category with 13 comments received regarding this. The potential for one large roundabout, and the danger of raising the double mini roundabout was raised. Comments regarding signage was also raised in 7 responses. This included suggestions to prohibit access to Dawlish via Alphington and provide directional lines on the road.

In addition to this, a further 55 other comments were received which covered a range of points including that some of the proposals may cause issues for larger vehicles, and the need for an improvement in public transport options in the area.

The comments in each of these categories are broken down in the table within Appendix B.

• Conclusion and Recommendations

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

The main aim of this second consultation was to receive feedback on the further opportunities that were raised as a result of the progression in design work following the original consultation. The aim of this was to identify a deliverable scheme using funding 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 proposals in this consultation, there was greatest support for proposal 6 to amend Dawlish signage and therefore discourage drivers from going through Alphington towards Dawlish. Signage will instead direct vehicles through Marsh Barton. The need for this was raised by respondents in the previous consultation. Given the level of support towards this proposal through the consultation, it is recommended that this proposal is taken forward to delivery.

Proposal 4, to enhance the existing crossing point at the double mini roundabout by increasing the size of the island, received the second highest level of support within the consultation. The aim of this proposal is to reduce the distance pedestrians have to cross whilst also narrowing the width of the road to reduce vehicle speed. Given the level of support for this proposal as well as the benefit of improving safety for pedestrians, it is recommended that this proposal is taken forward to delivery.

Responses received for proposal 2c, parking in the former bus layby, displays a more varied level of response, with slightly fewer participants agreeing with the proposal than disagreeing. It is considered that a formalised parking arrangement with parallel parking spaces will benefit the local community by improving road safety and pedestrian accessibility in this location. The current arrangement poses safety concerns, as cars park on the pavement and reverse out into the road. This also causes concerns regarding the accessibility of the pavements for pedestrians, including wheelchair users. Therefore, given the safety and accessibility benefits of this proposal, it is recommended that it is taken forward to delivery.

Another proposal that is recommended to be taken forward to delivery is the pavement widening on Church Road (Proposal 1). Although a lower percentage of participants were in agreement with this proposal, it is considered that this will provide wider public benefits for the community, including improvements to facilities for pedestrians including those using wheelchairs or with pushchairs. Concerns were raised through the consultation that widening the pavement would reduce space for buses and larger vehicles. This has been considered in the design and a two-way road will be maintained, albeit slightly narrower to contribute to the traffic calming benefits for the area.

Finally, the proposal to increase the height of the roundabout markings is recommended to be taken forward (Proposal 5). It is considered that this will encourage drivers to correctly respond to the roundabout. Whilst less participants agreed with this proposal, it is considered that the proposal will provide benefits to the community through encouraging reduced traffic speed through Alphington.

Due to the lack of support, through the consultation, for proposals for parking on the western side of Church Road (Proposal 2a), parking restrictions in the existing parking area by the Church (proposal 2b), parking on the western side of Chudleigh Road (Proposal 2d), a build out and give way on Chudleigh Road (Proposal 3) and the centre line removal (Proposal 7), it is recommended that these proposal are not taken forward to delivery.

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.

• **Next Steps**

Following this consultation, the recommendations are summarised as follows:

- To deliver the changes to the Dawlish signage to direct vehicles through Marsh Barton instead of Alphington.
- To increase the size of the island to the north of the double mini roundabouts.
- To formalise existing parking in the former bus layby by providing parallel spaces and amending the double yellow lines to provide spaces on the other side of the road.
- To progress delivery of pavement widening on both sides of Church Road.
- To increase the height of the roundabout markings on the double mini roundabout.

The next steps will be to progress the design based on the recommendations above and seek approval for the delivery of the scheme from Devon County Council's Cabinet. This will include a costing of the proposals to ensure that the scheme remains deliverable within the funding which is available. Should the proposals not be achievable within the budget available, the scope may need to be reviewed. Following this the scheme will be progressed and delivered. The funding availability requires the scheme to be delivered by March 2025. Further updates will be provided on the project website – www.devon.gov.uk/swexeter.

Appendix A – Consultation leaflet

Alphington Public Realm Enhancements – Part 2 Public Consultation – 5th to 26th July 2023



Background

A consultation was undertaken on proposals for public realm improvements in Alphington from 1st December 2021 to 31st January 2022. This consultation sought feedback on different options for three areas of Alphington and was informed by work which had been undertaken previously. A consultation report was produced summarising the views received and conclusions from the consultation. This can be viewed on the South West Exeter webpage - <https://www.devon.gov.uk/swexeter/documents-and-plans/highway-works/>

Following the consultation, design work has been undertaken, informed by the views received in the consultation.

The consultation identified support for a zebra crossing at the Alphin Brook roundabout, close to an existing crossing point. Some respondents raised concerns about the zebra crossing at this location, close to the roundabout. The design went through a safety audit process and is acceptable from a safety perspective. It is also in an appropriate location where people want to cross and have been doing so. One option provided in the previous consultation was to have raised zebra crossings. This has not been progressed due to the additional cost, the potential additional noise and need to review drainage. The benefits of the crossing point remain.

Given support for this part of the scheme, it has been progressed. This scheme included widening of nearby pavements, including at the Brookfield Gardens junction to improve facilities for pedestrians (see Appendix A).

What are we consulting on?

Design work undertaken to progress the scheme, following the consultation, has raised further opportunities which we would like to get additional feedback on before progressing with delivery of the proposals.

The aims and focus of the scheme remain the same. The aims are to reduce vehicle speeds, improve the public realm and improve facilities for sustainable travel including for those with a disability. The area covered by the scheme is the Church Road/Chudleigh Road corridor, between the Alphin Brook roundabout and the double mini roundabout.

The scheme is proposed to be delivered by funding to be received from the new development in the area. Funding is currently available to forward fund and deliver the scheme in advance of the money being received from the development. Subject to the consultation, it is expected that the scheme will be delivered this financial year. The cost of the scheme is critical, and the scheme must be deliverable within the funding available.

The different elements are described below. We invite your feedback on these. Drawings showing an overview of the scheme are included in Appendix B.



Proposal 1) Pavement widening

Pavement widening is proposed on both sides of Church Road. The aim of this is to improve facilities for pedestrians. Widening on the western side of Church Road was not previously proposed as the pavement level is below the road. This is being reviewed and is proposed to be delivered if achievable. An additional benefit of widening the pavement is the reduction in road width, which is expected to help reduce vehicle speeds through Alphington.

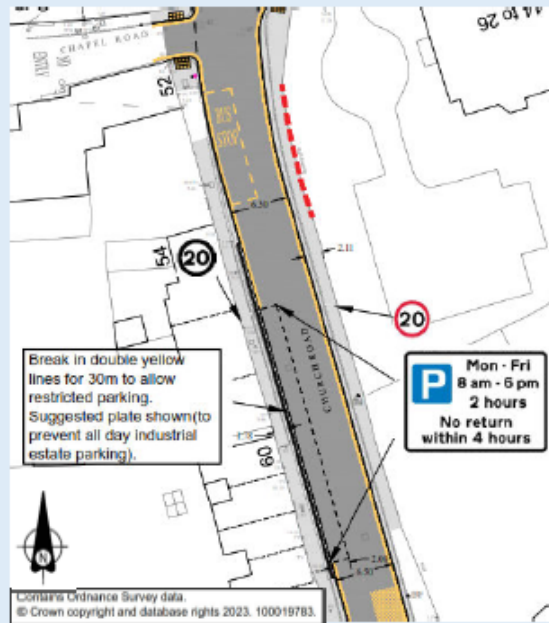


Parking

The design which has been undertaken has identified the potential to increase the parking provision by amending the existing double yellow lines. Any changes to double yellow lines will need to be formally advertised. In addition to providing additional parking opportunities, parked cars can help in reducing vehicle speeds. Both of these points were raised in the previous consultation. As well as two new locations for parking, there is an opportunity for amendments to two existing parking locations.

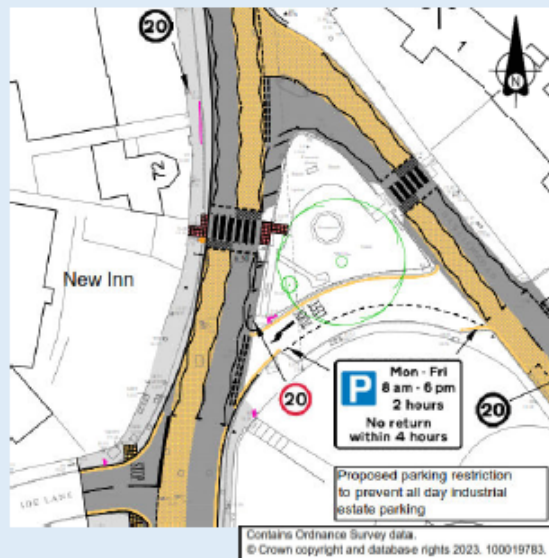
Proposal 2a) Parking on the western side of Church Road

This parking area is created by amending the existing double yellow lines. It is proposed to limit the length of time people can park in this location, given its proximity to Marsh Barton.



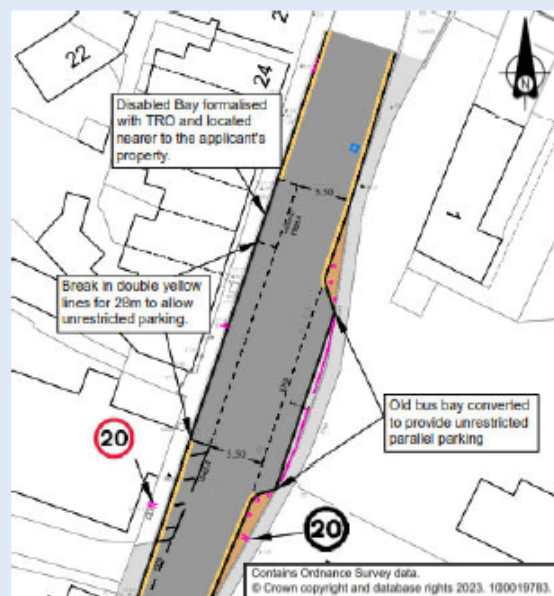
Proposal 2b) Existing parking area by the church

This parking area currently provides up to four spaces, which do not have a restriction on the length of time people can park for. Views are sought on whether to introduce a restriction for this parking area.



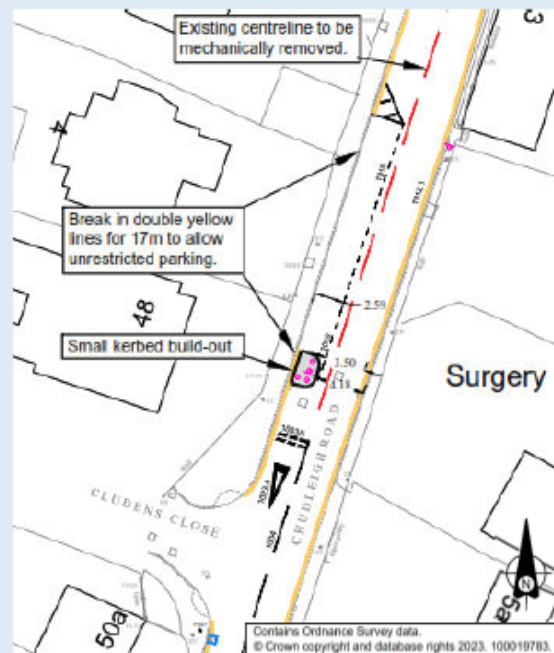
Proposal 2c) Parking in former bus layby

Vehicles currently park in a former bus layby on Chudleigh Road, but this involves vehicles parking partly on the pavement and requires vehicles to reverse onto the road. It is proposed to formalise parking in this area. This includes providing parallel spaces within the former bus layby and amending the double yellow lines to provide spaces on the other side of the road, which should stop vehicles parking partly on the pavement. An existing disabled parking space is proposed to be retained, although this is to be located on the opposite side of the road.



Proposal 2d) Parking on the western side of Chudleigh Road

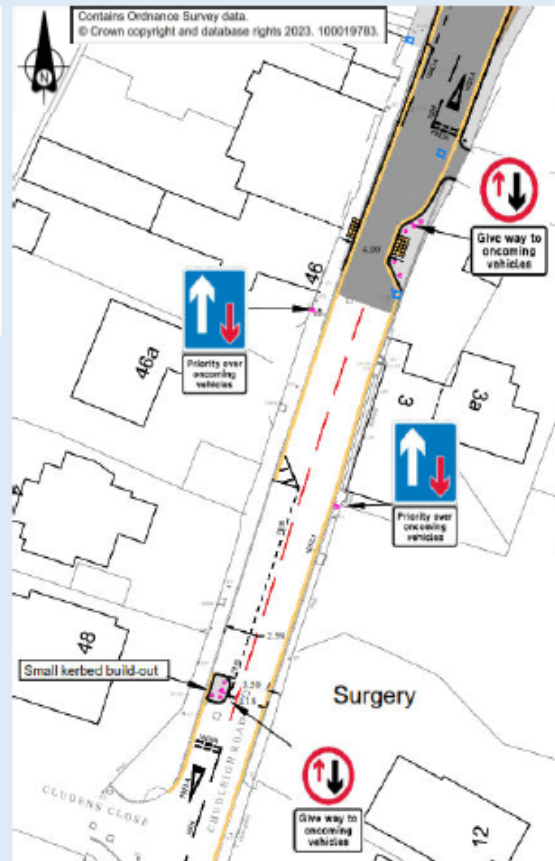
Vehicles can currently park on some parts of Chudleigh Road, with double yellow lines restricting parking on other sections. It is proposed to remove a section of double yellow lines on Chudleigh Road, to the north of Cludens Close, to provide an additional area which can be used for parking.



Proposal 3) Build out and give way

The principle of a build out on Chudleigh Road to require vehicles to slow down and give way was included in the previous consultation. The exact location was subject to detailed design.

This has been investigated further and two build outs and requirements for vehicles to give way are proposed. The original location has been moved to the opposite side of the road, further from properties directly fronting onto Chudleigh Road. An additional build out and give way is proposed to the north of Cludens Close.

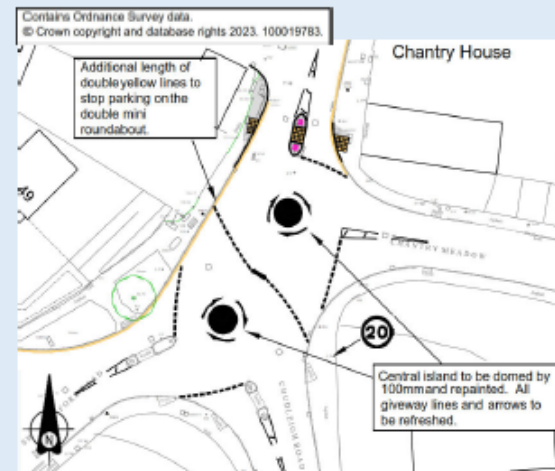


Proposal 4) Crossing point at double mini roundabout

An option for a zebra crossing on Chudleigh Road, to the north of the double mini roundabouts was included in the previous consultation. A review of proposals in this location has identified the potential to increase the size of the island at this location, instead of delivering a zebra crossing. This would narrow the width of the road, reducing the distance for pedestrians to cross and slowing vehicles.

Proposal 5) Increased height of roundabout markings

An additional proposal has been identified through the design, which is to raise the height of the markings on the double mini roundabout. Currently the markings can be driven over. Raising the height of the markings may help to reduce the speed of vehicles by encouraging them to drive around, rather than over, the markings.



Proposal 6) Changes to signage

Currently road signs direct vehicles through Alphington towards Dawlish. To discourage this, it is proposed to amend the signage so that vehicles are directed through Marsh Barton, which is considered to be a more suitable route. This may reduce the number of vehicles travelling through Alphington and was raised by respondents in the previous consultation.

Proposal 7) Centre line removal

It is proposed that the centre line in the road will be removed where possible. The aim of this is to slow vehicles speeds.

Share your views

Please let us know your comments by 26th July 2023 via our online survey:

<https://forms.office.com/e/fPSEXiAzYe>

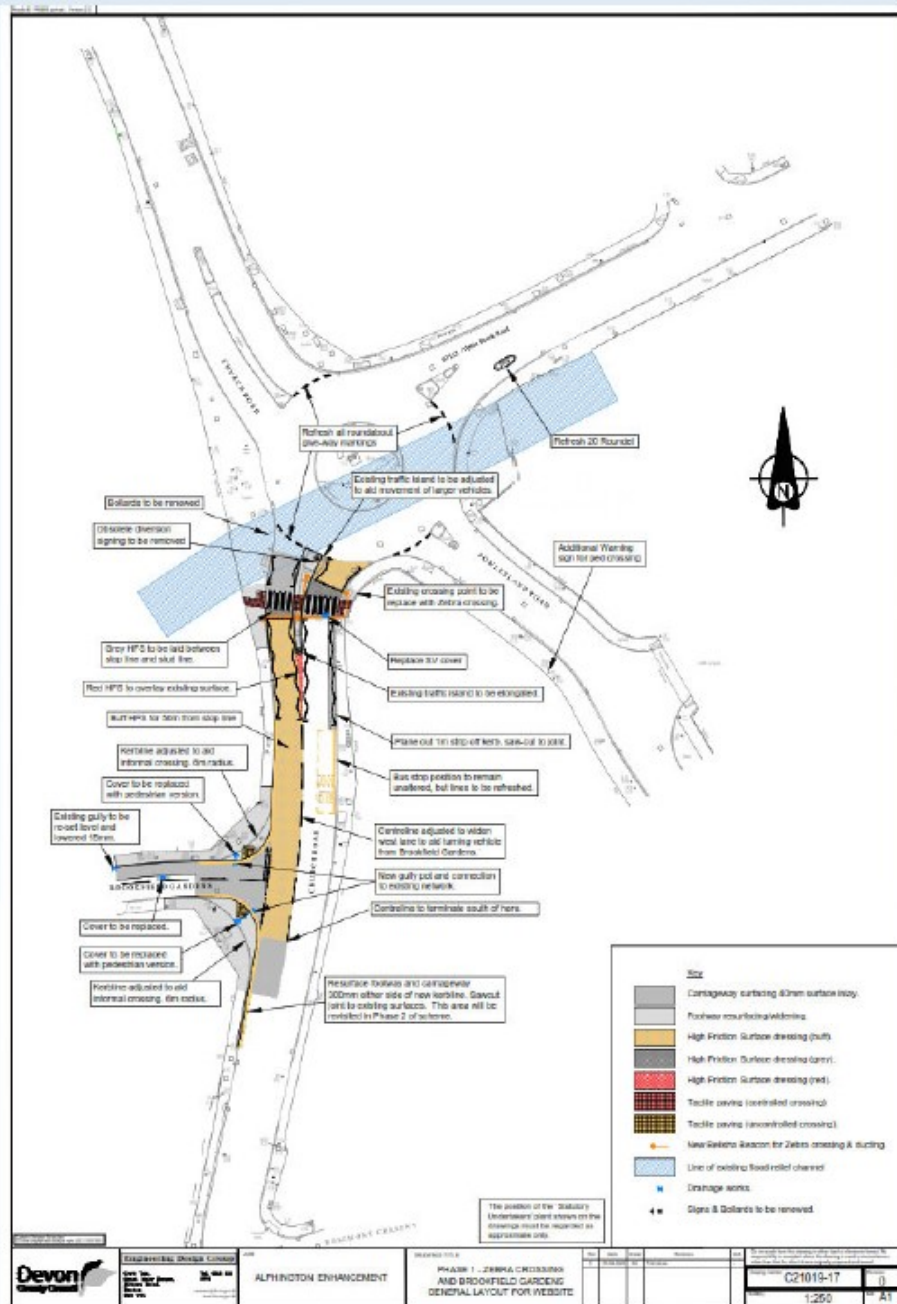
Alternatively, to request a paper copy of the consultation leaflet and/or the survey:

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

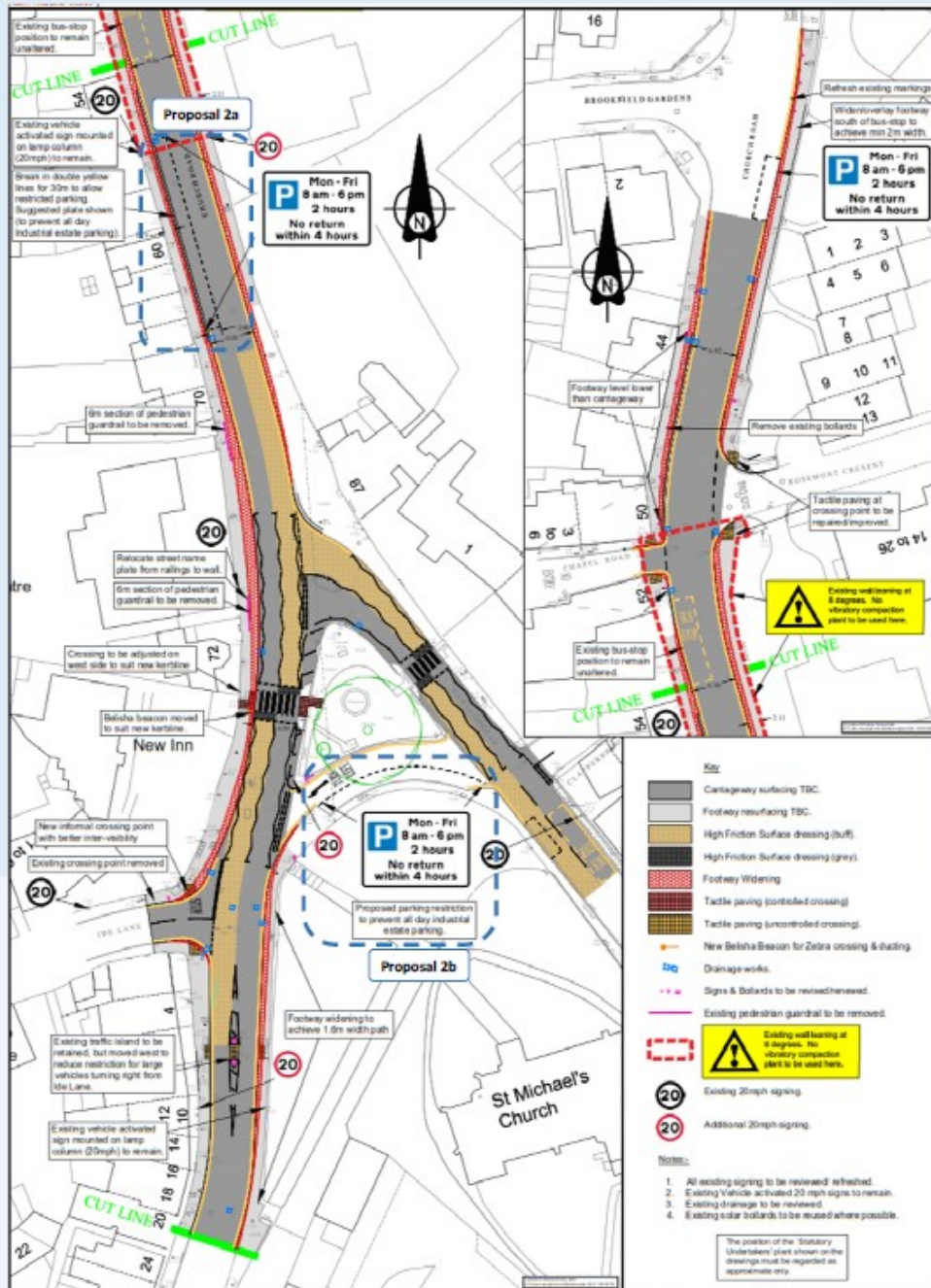
What will happen next?

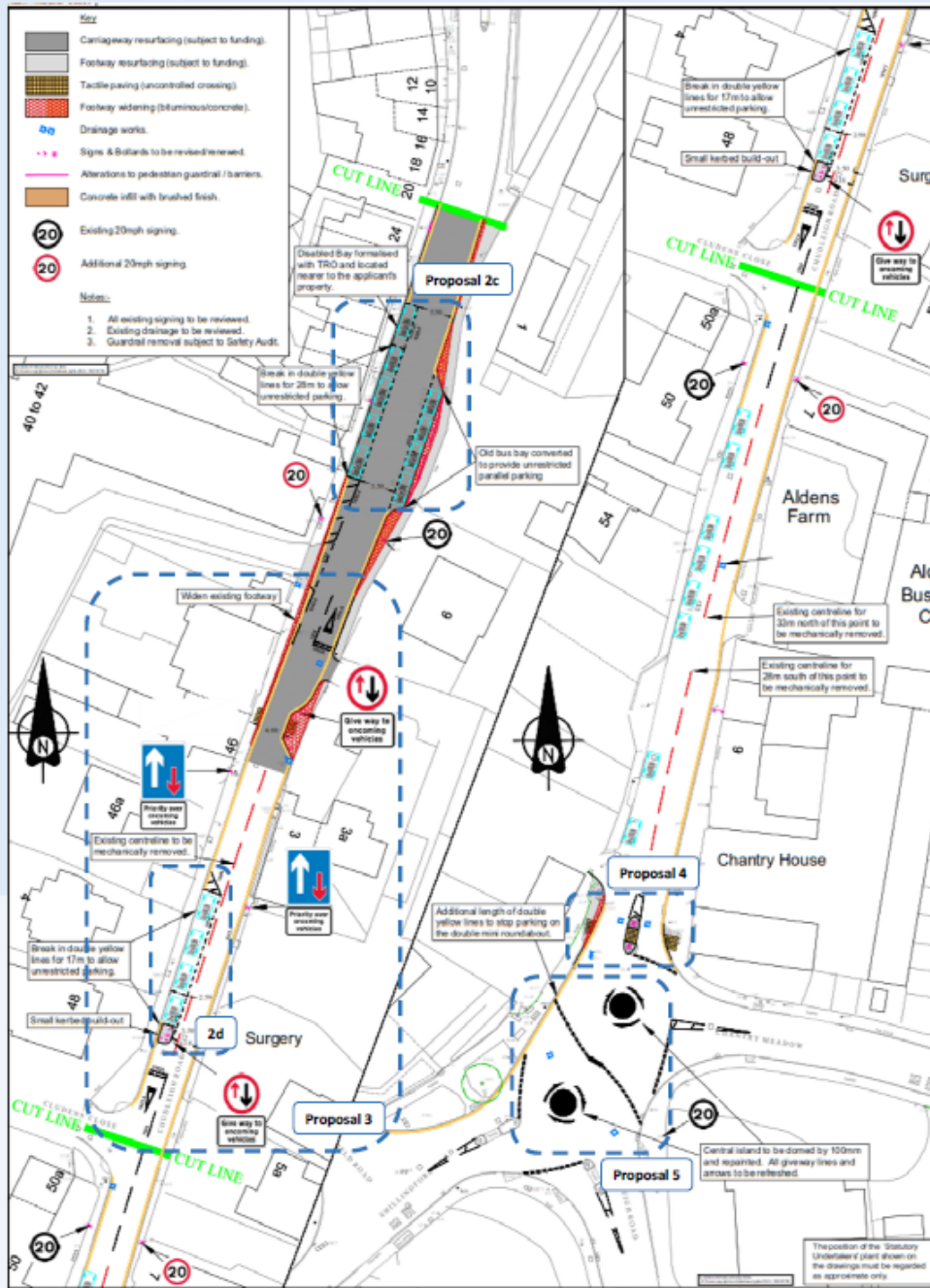
Once all of your comments have been reviewed, a consultation report will be prepared and published on our website: www.devon.gov.uk/swexeter. Based on your feedback we will finalise the proposal for public realm enhancements in Alphington before delivering the improvements. This will include a final costing of proposals to ensure that it is deliverable within the funding which is available.

Appendix A:



Appendix B:





Appendix B – Additional Comments

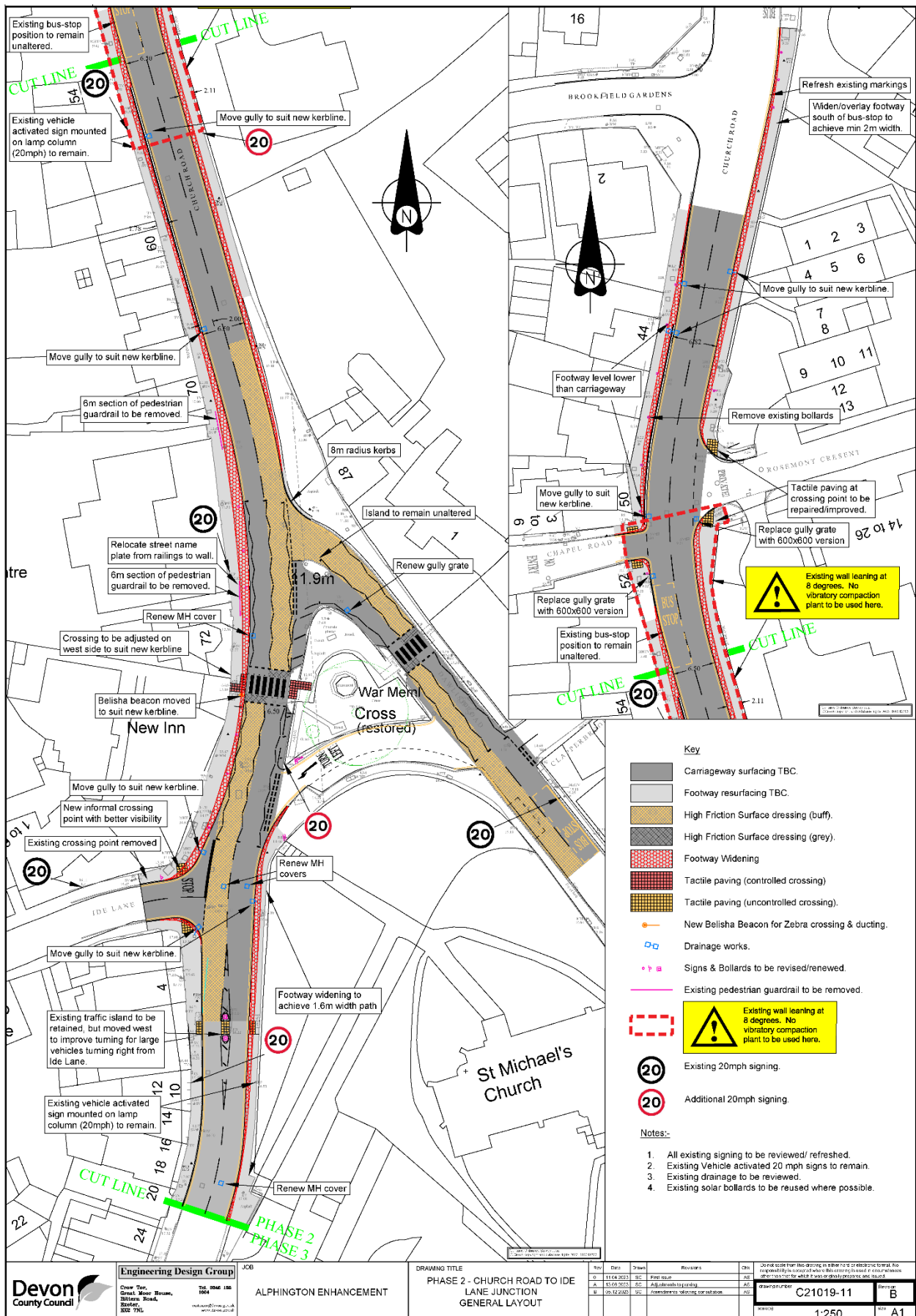
Traffic/speed	152
Dawlish Rd needs to be considered - traffic calming/slower speeds	79
Enforce speed limit (e.g. speed cameras)	18
Speed reduction needed (chicanes/bumps)	17
Concerns about volume of traffic/congestion in Alphington, need to reduce traffic and direct it away from Alphington	15
Proposals will increase congestion (and pollution, bad for health and green agenda)	13
Restrict large vehicles	6
Reduce to 20mph for all of Chudleigh Rd	2
Current traffic speeds make it unsafe for cyclists	1
Speed reduction not needed	1
Parking	99
Concerns that additional parking would reduce safety for cyclists, pedestrians and cause more accidents	25
Concerns that additional parking would increase congestion (and pollution)	15
2hr restriction too short for locals & business users. Concerns about enforcement and increasing pressure elsewhere	12
Concerns that parking outside homes will ruin aesthetics, loss of light and could obstruct access	9
Concerns about parking restricting visibility	7
Concerns that parking encourages car ownership and driving/not 'green'	7
Concerns that parking will reduce bus usability and cause delays as well as other large vehicles (e.g. lorries & tractors)	7
Additional resident parking/residence parking scheme needed	4
Should be improving the greenspace at church triangle rather than parking	3
Bus bay parking to remain as existing as parallel parking limits spaces and bus bay may be required in the future	3
Parking and pavement widening will conflict with each other; not necessary to have both	1
Remark disabled bay	1
Restrict parking and provide box junction on Cludens Close	1
May cause disruption e.g if maintenance works required, will need full road closure	1
Parking schemes will only be effective if spaces are occupied	1
Passengers will be confronted by traffic	1

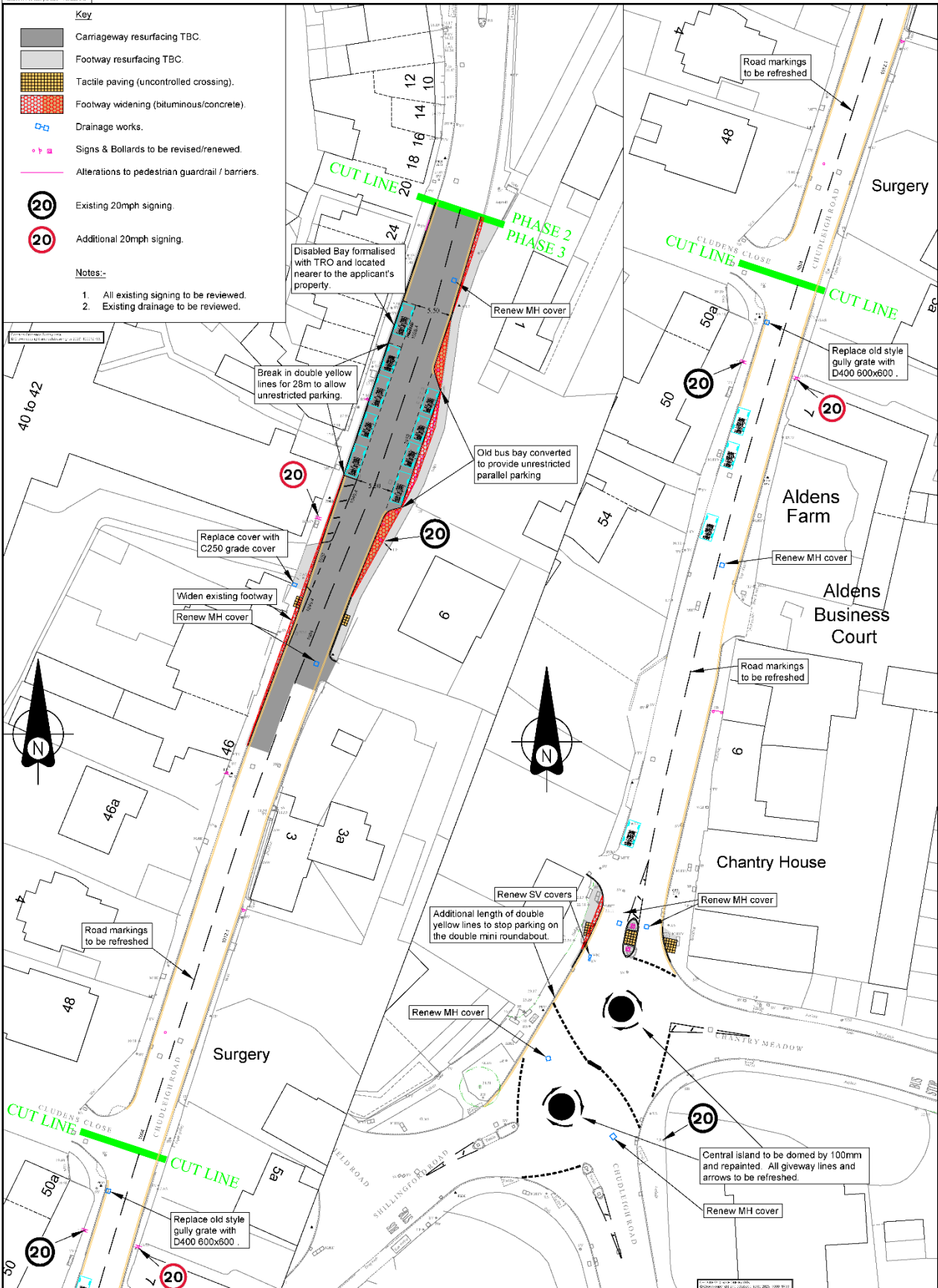
Signage to clearly indicate parallel parking at former bus layby	1
Pavements	41
Widen pavement for all of Chudleigh Road (up to the A379)	6
Concerns widening will cause access issues for buses and larger vehicles	5
Concerns about damp issues when raising the pavement level if widened (damp/ventilation bricks/ flooding concerns)	4
Concerns that widening will decrease space for cyclists and reduce safety; need to consider implications for cyclists	4
Pavement is lower on Church Rd; people have to drop down to pavement from road	3
Widen roads instead; widening pavements make it harder for cars	3
Only widen one side of Church Rd/widen west side more	3
Overgrown vegetation reduces pavement width	2
Pavement widening should include cyclists	2
Ensure roads remain two way	2
Consideration needs to be given to visual impairments and wheelchair users (e.g. Ide Lane junction)	2
Dropped kerbs needed in the appropriate locations	1
Footpaths not used enough to need widening	1
Pavement widening will alleviate flooding	1
Increase kerb heights to protect pedestrians	1
Drainage needs replacing if pavement is widened	1
Build outs	28
Increase pollution and congestion; deterioration of air quality	8
Reduce usability for buses/emergency vehicles	3
Include cut through for cyclists/cyclist priority	2
Use plants/trees to improve public realm	2
Reduce to one build out	2
Increases risks to cyclists	2
Move to former bus bay	2
Visual and noise concerns	2
Include yellow box to prevent vehicles blocking access; concerns about access to Lucerne House	2
Trial temporarily	1
Cause confusion	1

Consider moving to north of double mini roundabout	1
Pedestrian crossing	27
Raise crossings	8
Repaint existing crossings	4
All crossings to be lit by new LED amber lights/flood lights	4
Increase width of crossing point at church lichgate	2
New pedestrian crossing at Alphin Brook roundabout is a danger, causes congestion and poor air quality	2
Replace zebra crossing at New Inn with pelican crossing/controlled crossing	2
Increase width of crossing point at the bottom of Shillingford Rd	1
Safety concerns about moving the crossing point closer to the junction of Ide Lane	1
Additional crossing points between the double mini roundabout and church triangle	1
Reduce width of crossing point Fairfield Rd junction	1
Zebra crossing at double mini roundabout to give pedestrians and cyclists priority	1
Cycling	24
Protected cycle lane/dedicated infrastructure for sustainable modes of travel needed	10
More encouragement of active travel needed. Pedestrian/cyclist priority.	10
Provide bicycle parking	3
Access to Clapperbrook Lane is difficult for cyclists	1
Roundabouts	13
Double mini roundabout confusing/dangerous (potential for one large roundabout)	5
Raising centre of double mini roundabout dangerous/not necessary/minimal impact	3
Formal give way/stop signage should be added on approach to double mini roundabout	2
Raise double mini roundabout higher or add bollards to middle of roundabout domes	1
Roundabout markings need to be painted	1
Traffic light system needed to allow traffic to flow at double mini roundabout	1
Signage	7
Direct Dawlish traffic to turn left only at Alphin Brook roundabout; prohibit access to Dawlish via Alphington; directional lines on road	4
Dawlish signage to start at Cowick Lane roundabout	1
Signage on Church Rd to refer to Alphington Village	1
Routes south of Alphington should direct through Marsh Barton	1

Other	55
Proposals will cause issues for large vehicles/farm vehicles/buses (journey times) etc	9
Poor road conditions	5
Proposals will make it dangerous/difficult to drive in Alphington/cause conflicts	5
Improve public transport options (e.g. reliable & affordable bus service and extend to Haldon development)	4
Keep bollards on Church Road for safety	3
Improve public realm (e.g. planters on wider pavements)	3
Public exhibition needed to explain proposals/publicity of consultation minimal	3
Proposals will cause anger/frustration/misery in Alphington	2
Transport plan/travel plan needed for Alphington	2
Centre lines act to focus drivers; cause issues with people driving in the middle of the road	2
Proposals do little to improve sustainable travel facilities/should encourage shift away from cars	2
Consideration to green initiatives	1
Traffic calming needed from Sainsburys junction	1
Congestion caused when buses stop on Church Rd	1
Relay paths across the green	1
Bus stops in Ide Lane are too close together	1
One way system for Dawlish Rd/Chantry Rd and Chudleigh Rd	1
Proposals will cause traffic in Marsh Barton	1
Potential TPO tree with roots visible under existing pavement; wall needs structural survey	1
Retain islands on Chudleigh Rd	1
Enhancements needed for all of Chudleigh Rd	1
Improve safety and slow traffic in Shillingford Rd	1
Inclusion of SUDS	1
Improve junction at Church Road and Dawlish Road	1
Retain pedestrian guardrail	1
Resurfacing should not come out of enhancements funds	1

Appendix 3 to CET/24/2 – Scheme plan for Alphington village enhancements





- Key**
- Carriageway resurfacing TBC.
 - Footway resurfacing TBC.
 - Tactile paving (uncontrolled crossing).
 - Footway widening (bituminous/concrete).
 - Drainage works.
 - Signs & Bollards to be revised/renewed.
 - Alterations to pedestrian guardrail / barriers.
 - Existing 20mph signing.
 - Additional 20mph signing.

- Notes:-**
1. All existing signing to be reviewed.
 2. Existing drainage to be reviewed.

	Engineering Design Group One Torr, Great Water House, Millers Road, Exeter, EX2 7HL Tel: 0345 453 1004 Email: info@edg.co.uk www.edg.co.uk	JOB ALPHINGTON ENHANCEMENT	DRAWING TITLE PHASE 3 CHUDLEIGH ROAD GENERAL LAYOUT	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;">Rev</th> <th style="width: 10%;">Date</th> <th style="width: 40%;">Drawn</th> <th style="width: 10%;">Checked</th> <th style="width: 20%;">Notes</th> </tr> <tr> <td>C</td> <td>13.04.2021</td> <td>SC</td> <td>PLB/MS</td> <td>Final Issue</td> </tr> <tr> <td>A</td> <td>13.08.2021</td> <td>SC</td> <td>ALB/MS</td> <td>Adjustments to parking</td> </tr> <tr> <td>V</td> <td>05.12.2021</td> <td>SC</td> <td>ALB/MS</td> <td>Adjustments to bus stop and signage</td> </tr> </table>	Rev	Date	Drawn	Checked	Notes	C	13.04.2021	SC	PLB/MS	Final Issue	A	13.08.2021	SC	ALB/MS	Adjustments to parking	V	05.12.2021	SC	ALB/MS	Adjustments to bus stop and signage	<p>The title block for this drawing is a third party product and the user is responsible for ensuring that the drawing is used in accordance with the terms and conditions of the licence agreement.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;"> Drawing number C21019-12 </td> <td style="width: 50%; text-align: center;"> Revision B </td> </tr> <tr> <td colspan="2" style="text-align: center;"> Scale 1:250 </td> </tr> <tr> <td colspan="2" style="text-align: center;"> Sheet A1 </td> </tr> </table>	Drawing number C21019-12	Revision B	Scale 1:250		Sheet A1	
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