

Table 1

| THESE COMMENTS ARE FROM PEOPLE WHO WOULD LIKE TO SEE PERMANENT CHANGES TO THE STREET LAYOUT |
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| 3 businesses have closed on the road so far. It is import to be taking their views into consideration. |
| A lot of people will complain about access and what I mean by that is using their cars to get to where they need! However being someone who lives in the city it would be nicer not have to worry about the high volume of traffic when I walk around! Or have to listen to it on my day off as I am also a resident. If you proved near buy disable bays where people can access this new promenade I think it would be a winner! |
| A permanent pedestrian solution would be great. There would be much more space if there didn't need to be a car park. More trees would be wonderful for aesthetic and environmental reasons. |
| Air pollution on magdalen road is a serious issue which alone justifies action being taken to drastically reduce through traffic |
| All shoppers are pedestrians. This isn't a drive through where you can stay in your car you have to be able to walk around. It's a far better shopping environment without cars. |
| Allowing better cycle lanes, water drainage and some covered areas or provisions to encourage the continuation of cycle, walking and scooting throughout the winter months would greatly benefit the environment, economy, prevention of COVID-19 as well as providing greater mental and physical wellbeing. |
| Although I've said yes to these changes I am concerned with the effect it will have on other roads - increasing the volume of traffic, the traffics already very slow in and around Exeter! |
| Any changes must take into account the neighbouring roads. Traffic plans must be coherent and work for the city as a whole. This temporary change hasn't been thought through properly. It makes things worse. |
| Any changes need to be seen in the context of other traffic restrictions in the area. For me the Magdalen Road changes in themselves are fine, but in combination with the limitations on Wonford Road and Dryden Road they make for a significant diversion, with greater congestion, mileage and emissions as a result. |
| Any changes to the pre-covid road-design are a marked improvement. |
| Any pedestrianisation should also take into account a safe, clearly marked out cycle lane with adequate cycle hoops so allow those further away to ride in unhindered |
| Anything that makes the road more of a community is better |
| Anything that reduces vehicle use has to be a priority. I strongly support making the area safer for cyclists and pedestrians permanently. |
| As a blind person I have experienced much greater challenges getting around because of Covid 19. Additional signs (which I can't read), Perspex screens, obstacles and even masks make life much more difficult. However, the reduced traffic on Magdalen Rd has gone some way to alleviate my additional difficulties. I don't believe that drivers of private vehicles should have a right to drive on or park on the section of the street in question - there's a perfectly good car park at the end of the street and it is never close to full. |
| As a car driver I have seen a few problems with the current road closures (Magdalen road, Vaughan road and Summerway), it is just pushing traffic elsewhere in the city. Maybe rather than closing the road, it could be made a one way? This would lessen traffic using the road but not pushing all the traffic elsewhere into the city? In order for me to stop driving as much as I do, and use public transport, the bus service needs to be much more reliable, cheaper and more convenient- I feel this is the same for quite a few drivers |
| As a cyclist, skater, pedestrian and car user the changes in place currently have made a really positive difference. Aesthetically they are wanting, I imagine that is because they are semi permanent. |
| As a new post-lockdown cyclist, I use this route twice a day and feel far safer there than I do on any other stretch of road that I use. It has also encouraged me to stop and use the services of the shops there. |
| As a parent with a young family, the extra footpath space makes it much easier to distance. A very welcome change, I hope it stays |
| As a user of the shops the traffic changes have not impacted me and it's nice to have less traffic. As a st Leonards resident it is frustrating having to rethink how to drive from A-B for commuting etc and has put extra traffic pressures on surrounding roads. I'm not sure if this has had a positive impact on the numbers Of people cycling. I am concerned for the shop keepers on magdalen Rd who report loosing a huge amount of passing trade due to the changes. Which is why I support returning them to previous set up. There's no point having a more pleasant shopping environment if there are no shops left. |
| As someone who walks and cycles a lot, my only problem with the scheme has been having space to lock my bike up - there are definitely fewer spaces since the scheme has been in place. Also, if it was to be made more permanent, the pavement should actually be widened, at present, pedestrians seem reluctant to walk in the "road" extension to the pavement. |
| At present (and pre-covid) the parking arrangements are such that any car pulling in must stop the traffic. This creates congestion and pollution as slow moving traffic builds up. As traffic pulls in and out of spaces it makes passing the road by bike difficult and dangerous. There is no outdoor space in which it is possible to enjoy a coffee or a pasty!! |
| Be bold in traffic rethinking, improving streets and don't be worn down by the selfish car lobbyists! 😊 |
| Be bold! Learn from Orford Rd in London. Thank you for trying new things. |
| Best solution would be to close the road to traffic at the Mount Radford pub corner (may be allowing a cycle lane only) so that there is no through traffic. Access for delivery vehicles and local cars would still be possible from the Denmark Rd end. |
| Better cycle routes into the city also |
| Brilliant plan need more of it across exeter |
| Change is always challenging there hasn't been enough time yet to make a considered decision. |
| Closing the street to cars would encourage me to use the shops and cafes there more often . |

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Covid has provided an opportunity to review street layouts and transport options, I think trialling something new is a really positive step and the temporary nature of it (use of bollards that look a bit ugly) should not be used as an excuse to belittle this trial. I think something more visually pleasing along Magdalen Road, as well as clearer signage for vehicles, would help - as well as bringing residents in the area on board with the project. I live 10 minutes away and have used the shops on Magdalen Road more than ever since March 2020. Let's grasp this fantastic opportunity to encourage less traffic and more local businesses.

Create parking spaces nearby pay and display / 30 mins free parking so business don't lose out on traffic. Currently nearly all spaces are resident permit holders only.

Current arrangements have pushed much more traffic onto Denmark road and as a result queues of traffic can make it difficult to access or leave roads off Denmark rd, such as Barnfield and Athelstan rd. Spicer road, at junction with Heavitree, can also be difficult to cross as a pedestrian as far more cars have been pushed on to it. More consideration for surrounding residential roads needs to be taken into account when considering changes to shopping area

Current arrangements have reduced the volume and speed of traffic, pedestrian only would affect the footfall.

Current situation is untenable resulting in increased traffic in surrounding roads.

Cycling and walking this road to drop my son to nursery has felt safer and more enjoyable. I have even been able to stop off to pop into the shops more easily.

Cycling should still be permitted

Cycling to these shops has become a pleasure in recent months, my worry is that the cycle lane will be removed and we'll go back to being chased impatient cars

Despite attempts to soften the current arrangements are too harsh in appearance. I am in favour of improving safety and facilities for pedestrian and cyclist but much of the locality has roads and pavements that are too narrow to achieve this harmoniously.

Most crucially a large number of cyclists flout highway laws by ignoring traffic lights, signs and one way directions and often use the pavements. Resources should be deployed to remind these cyclists of the need for consideration for other users of the highway and pavements at all times.

Diverted traffic sends it onto other nearby residential roads. Great shame for residents!!

Don't remove cars and roadside parking altogether. Maybe look at reducing through traffic.

Don't reverse the one way system it will turn Wonford Road back into a rat run

DONOT do away with the road, outdoor eating could be done with tables and chairs on the grass area next to parking bays, Picnics can be taken at Bury meadows, If Spicer road and Magdalen road allowed traffic in opposite direction instead of BOTH going from East to West there would be less pollution, less danger to children at Maynards school and less distance for people to drive to homes in the local area ,ie Raleigh Rod, St Leonards .and College road. More direct route for ambulances and police cars going to RDEHospital and Wonford and Heavitree..

ECC have done a stirring job of making Magdalen Street one way, I fully support this being made permanent. I have Arthritis, walking can be extremely painful during flare ups (especially in cold winter weather). Having the option to drive to Magdalen Street is important to me. I would support full pedestrianisation but only if provision to park nearby is made. ECC should be bold and press ahead with greening Exeter to benefit Wildlife and people's physical & mental health. Please ensure changes made take medical conditions into account. Strict city wide resident parking permit zones have had a massive negative impact to me, since I can no longer part drive and then part walk in most of the City.

Encourage and facilitate cycling access

Encouraging walkers and cyclists and making spaces more accessible is defiantly a positive move

Evidence repeatedly shows that not only does removal of traffic improve air quality and promote better health it actually increases footfall and therefore the economic prosperity of retail within such areas.

Exeter is growing in terms of places to live but the community is lacking destinations. A total pedestrian road would support businesses as it would become a destination for people to visit. The mockup photo in this survey shows how you could really make it a unique part of the city centre and attract even more indie businesses. We know that students and young professionals in general have money to spare and like to spend it in places that present themselves as something different. Before it felt cramped and right now, this is a really the beginning of alluring more footfall long term and safely.

Exeter should be moving to the 15 minute city principle. Existing pavements are too narrow. I am a car owner and live very close to Magdalen. Despite being personally inconvenienced by the temporary one way arrangement I very much support it -but it could be better!

Extension of cycle priory lane to Wonford Ed , college road and rest of Magdalen road

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Full pedestrianisation with bicycle access would be great!

Fully pedestrianised would be the best solution.

Fully pedestrianising the road would bring more footfall, not less. Cafes could expand tables outside and air pollution reduction would make this area safer and much more pleasant. Embrace this.

Getting from there to Gladstone Rd by bike could be improved. Currently need to become a pedestrian at traffic lights opposite former police station

given increase of diverted traffic on Denmark road could we have traffic calming bumps there. no one sticks to 20mph sadly

Good that the views of the community are being sought to engage them in the process and that no 'fixed' solution is being imposed. The shopping environment is greatly improved by the reduction in traffic and I would be inclined to use the shops more if the current restrictions remain. There are no shopping environments that are improved by more cars. Many drivers will always want more road space and highway capacity, often to the detriment of communities and the wider environment.

Great as a cyclist or pedestrian to feel safer when shopping or passing through

Great improvement all round

Great to have encouragement for cycling, for health and clean air

Happy for delivery traffic - but way too many unnecessary car journeys Into the city centre. I'm In favour of much stronger proposals to limit cars and traffic to promote better overall Heath & environmental targets .

Happy for delivery traffic - but way too many unnecessary car journeys Into the city centre. I'm In favour of much stronger proposals to limit cars and traffic to promote better overall Heath & environmental targets .

Having the E9 route makes it possible for me to travel with my family to Magdalen Road. If it changed back this wouldn't be safe enough.

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HI JUST BEING NEGATIVE BUT WHO THOUGHT UP THIS IDEA MUST BE ON A OTHER PLANET.I DONT KNOW THE THE COST OF THIS WASTE OF TIME BUT COUNCILS KEEP TALKING ABOUT SAVING MONEY AND CUT BACKS,AND WE SPEND THOUSANDS OF POUNDS ON THIS EYESORE SORRY FOR SAYING HOW I FEEL .BEST WISHES TO THE PEOPLE OF ST.LEONARDS AND HOPE YOU LOOK INTO THE PEOPLE THAT VOTED FOR THIS .Mr.Charles Mooney.

How about a congestion charge for all cars within a 30-minute walk of the High Street? Buses, taxis and bicycles to pass freely

How's about no buses on the high street making it totally pedestrianised?

I think that turning Magdalen Road into a pedestrianised shopping precinct would be wonderful.

I always cycle to the shops in the street and now feel safer and enjoy a less polluted environment. These changes mean I'm Carrying on shopping rather than in other streets where I've stopped because I don't feel safe and don't like the smell!!! Of fumes. Thank you DCC. Ideal I'd like to c cars generally banned from the street or certainly on certain days. M

I am all for reducing unnecessary through-traffic (noise, pollution, pedestrian and cycle safety). I worry for shop owners that significantly reduced through traffic could reduce customer numbers. Any permanent changes should necessitate a proper evidence based assessment.

I am all in favour of making streets safer for shopping and cycling. I am less likely to shop if I have to take my car and would love to see more of the direct/arterial routes become cycle friendly. Another big consideration is cycle parking so people feel safe leaving their bicycles when they reach their destination. I would be happy to pay to "park" my bike in a car park for instance if there was secure "parking".

I am concerned that now it is one way cars are not stopping for pedestrian crossing. I have two small children and feel it is dangerous- possibly signage is not clear enough / people assume it's a red light to go and not stop /look for pedestrians now. Otherwise I am happier that it is one way and it has reduced through traffic through my road (radford road)

I am disabled and have both enjoyed and benefitted from the temporary measures. My almost daily excursions go Magdalen Rd for coffee and food shopping are much more enjoyable, safe, quicker... never mind the additional reductions in noise and pollution. If anything, I would like to see these measures extended. I see no economic or social benefit to having any motor traffic running through the middle of what should be a shopping/social enclave. It's absurd. The city has changed, and this is one road which can no longer be justified.

I am very grateful for the prioritising of sustainable and healthy active travel options

I appreciate that the current temporary measures aren't perfect but I've enjoyed visiting the shops so much more! If the whole street were pedestrianised during trading hours I'd spend an lot more time in the area.

I believe that it's important for the regeneration of towns and cities to encourage pedestrians and reduce traffic. Cafes and local shops need to be close to where people live and the use of outside space should be encouraged. These areas should be used people NOT cars.

I believe the area would blossom for total pedestrianisation. It would be a jewel in the crown of Exeter. A place for markets , events , entertainment. Or just a place sit sit and have a coffee with friends. St Marychurch precinct is a perfect example... almost like the picture you used.

I currently cycle through the street 2/3 times a week and enjoy not having to battle with traffic. I would encourage the road to be closed to traffic and more seating outside for cafes.

I cycle through magdalen Road to /from work everyday. As a bike user, I think the changes have been a good thing. I would welcome it going fully pedestrian too though, as I think it would enhance the whole area, and having to get off and walk for a coupler of hundred metres it's not really a big deal.

I don't use a vehicle so maybe I'm biased towards pedestrian zones. I'd be happy to see the Magdalen Road commercial area pedestrianised except for access. I don't think this would interfere with trade all that much.

I drive, use public transport and cycle. I would n't dream of driving to Magdalen Road. The temporary measures have made it much more appealing as a destination.

I enjoy shopping and visiting the area by bike, generally when passing through but would like to see the area improved by reducing car traffic.It could become a welcome green village area as a place to visit and stay as a destination as the shops and cafes are lovely and these changes add to the ethos of sustainable living the area seems to be headed towards.

I feel the current changes in the road are unattractive and confusing. I have seen many cars continue to drive the wrong way down the road, with near collisions. It is my impression that the set up now is more dangerous than before. These changes also appear to have had a negative impact on local traders with less footfall and it would be really sad and detrimental to the local community to loose even more shops and amenities. I have also noticed that our road, Fairpark Road has seen an increase in traffic as cars are now using it as a cut through to Topsham or Wonford Road.

I understand that all the recent road changes the council have made are well meaning, with environmental improvement at the heart, but I feel they were poorly implemented and thought out with little or no consultation of local residents and have caused great confusion, with rather dangerous road use at times.

I feel the one way system is a fair compromise. I understand traders concern about removing the 'passing' trade that cars bring but to claim this temporary change has impacted in trade is ridiculous, perhaps covid19 could be the reason for the trade loss?! With this in mind, making this change permanent now, is ideal. Trade can adapt and grow naturally from the current crisis.

Selfishly however, I'd love to see it pedestrianised with large signs at the car park at the bottom of the street, perhaps parking fees exempt if 'x' amount is spent in the street's shops/cafes?

I fully support the idea of pedestrianisation of the shop area. The collection of shops is so special and acts as an hub for the surrounding area and making it car free would help to enhance the road.

I go there when visiting my mum in Exeter and have used the cafe and shops. It would be a shame to reduce access to what is a lovely independent area.

I have been really pleased with the temporary measures and it has lead to me using the shops more and were it to be pedestrianised fully I would go with my family even more.

I have been working from home since the start of lockdown and have noticed how the reduction in traffic on Magdalen Rd and Wonford Rd has made shopping a much more user-friendly experience, without the noise and pollution of grid-locked cars at the start and end of the day. There is now sufficient space for shoppers to move about, talk and window-shop in a relaxed way. I would love to see more outside seating and pedestrianization.

I have not had my driving routes affected by the change. I cycle whenever I can for popping out. All the premises on the road are either meeting/eating venues, or did where the purchases would usually for into a rucksack. I cannot remember the last time I drove to the road specifically to make a purchase. The street is now a place that is more pleasant to spend time

I have used magdalen road shopping facilities for nearly 50 years (lived in wonford road for15 of them) and this is a splendid solution to a large increase in traffic. Please retain it.

I have worked in Magdalen rd, and I found the traffic to be a disadvantage due to pollution and noise.

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I have worked in Magdalen rd, and I found the traffic to be a disadvantage due to pollution and noise.

I hope a constructive dialogue can be developed. Feel like the temporary changes elicited push-back because the how they were done - but hope that does not lead to rejection of a more ambitious goal.

I left my Mag Rd shop premises and moved to Tiverton partly because the traders are so divided over this. It is now a toxic place in which to trade. The traders complaining are incapable of responding to change and have not adapted after COVID. They are also incapable of working together. The cyclists have also a great deal to answer for in continuing to stir things up. Full pedestrianisation would be much better than this currently confusing scenario. And by full pedestrianisation I mean no bike lanes either. I had the street CCTV cameras satellited into my shop and footage was frightening - mainly cyclists ignoring the bike lane and going on the pavements and behind the pedestrian barrier. Also hundreds of vehicles coming up the wrong way - this may not change in the current layout and is dangerous. A few disabled parking spaces and delivery bays could be incorporated alongside daily market stalls but frankly at the moment it's a very ordinary and rather shabby street so unless someone is brave enough to completely transform it then thus continuing sniping on social media etc is very destructive. It could be special but not as it currently stands.

I like the changes and I would like to see further schemes to remove motorised traffic in our area on a permanent basis.

I like the current set up as I live locally & can easily walk or drive to the shops. However I would not like it to continue if it means that the traders will suffer. The viability of the businesses must be a priority otherwise we will not have a successful & thriving local shopping street. A solution that ensures the traders have adequate footfall needs to be sought. If that happens to include a more environmentally friendly scheme, that would be a good outcome.

I like the idea of pedestrianising the street, but the needs of the shops must be taking into consideration and I understand this could damage footfall significantly. There must be a sensible balance struck. I would rather see the shops supported and thriving than the pedestrianising of the street if it came down to a choice of either/or

I like the scheme but it doesn't go far enough, I would like to see the road closed completely

I love that fact that we are putting pedestrians safety and local shoppers needs above the 'convenience' of the car. All change takes time to get used to and will have negatives as well as positives, but this change is one way to create a safe shopping and local space for St Leonards, yes I have to 'think' and drive a longer way home at times, but equally it's a much more pleasant shopping experience without squeezing past each other on the pavements, and the prospect of a pedestrian only space with a cafe culture and meeting space, and ultimately play space/relaxing space/ befriending space is surely better than a queue of cars, many of which will just be passing through. I'm a walker, mum, cyclist, car driver, shopper, resident and I think the positives and potential is worth the inconvenience. Please keep the one way system, or even better think about pedestrianising the areas. Thank you

I love the idea of a fully pedestrianised Magdalen Road. It would take what is already a unique part of Exeter to a totally different level. The annual Christmas market on Magdalen Road has a real buzz and community feel, and the essence of that could be captured all year round - I would definitely spend more time there.

I love the idea of less traffic and wider paths. It would give places the chance to have outdoor seating as the cafes are small and this would boost their customer allowance and create a really nice atmosphere. It's much nicer browsing the shops without all the traffic as gives it a nicer vibe.

I love the idea of the area being completely pedestrian plus cycles.

I love the shops in Magdalen rd and when working nearby, used them totally. Now I have to cross the city - I am in my 70s and do not go often because of the difficulties to park - now impossible. Could some local spots in the streets around be opened up with limited time parking spaces if the space was pedestrianised. I am not likely to take up cycling now. I gather though for many locals, the new arrangements have caused major inconveniences and have resulted in longer car journeys to get to their homes- not saving fuel and moving pollution elsewhere?

I often cycle along that route and very much welcome the improved safety and reduced traffic. This route and others like it are essential in order to encourage more people to cycle.

I only actually use the shops (and cafe) if I'm cycling through. If I'm driving, the parking is too difficult / poor availability.

I really hope that the changes to Magdalen road and Wonford road move towards permanent change. So many benefits. Change is always difficult to adapt to. Most people who were not sure can now see that the benefits outweigh any disadvantages. Wonford road is excellent, so much safer. Need to make the no entry except for access start of Wonford road so no reversing occurs. For the family next door they are cycling g for the first time ever. Wonderful

I really like the changes. It is much safer because of the reduction in traffic.

I see no benefit to the road closures on Wonford Road or Dryden Road, merely disruption of traffic and bottlenecks elsewhere.

I support more pedestrianisation, with some outdoor cafes, and as much tree planting as possible.

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I think a pedestrianised area would invite more visitors and be a lovely place to stay for coffee / shopping, especially at holiday periods like the xmas market

I think businesses would benefit from having more on street space

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I think Exeter would benefit on more car free roads, cleaner air, opportunity to walk safely and enjoy our environment

I think if we can aspire to have anything similar to the previous image, I think it would make a big difference to what is a lovely area

I think it is much better and safer now for cyclists. It used to be really dangerous cycling down Magdalen road and then turning right into Denmark road to then use the bike route into the city centre. This has improved this route now due to the reduction in traffic. Ideally I think that all traffic should be removed as it is a very narrow road that isn't suited to cars going both ways, people trying to park and shoppers etc.

I think it would be much better if it was pedestrianised

I think it's much better and more people notice the shops there.

I think it's a great addition to Magdalen road and reducing cars in exeter is hugely appreciated. I understand change is hard for some however it would be good for a temporary project to be made permanent while the opportunity is there

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I think speed bumps or other restrictions needed in spicer rd & Denmark rd to stop it being used as a rat run - somehow increasing free parking at the bottom end so people will still be encouraged to use the shops en route.

I think that representative streetscape would be a massive improvement to the area.

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| I think that the shop keepers should have the most influence as we need to support their businesses as much as possible especially right now |
| I think the arrangements on Wonford road should definitely stay. |
| I think the changes made have greatly improved the Magdalen Road and I would like to see the changes made permanent or the road pedestrianised. It should benefit traders, locals and the general environment. Thank you. |
| I think the changes to magdalen are fine. However combined with some of the other changes, notably on vaughan road, it becomes a problem. |
| I think the current arrangements are great and a credit to the council and the local traders |
| I think the road should be a shared pedestrian/cyclist with no motorised traffic. |
| I think the temporary cycle infrastructure has been so encouraging, I'd love to see more roads arrive Exeter closed to cars to keep them on the main routes. |
| I think this is a fantastic idea and will draw shoppers to the unique boutique shopping and eatery options that Magdalen Road offers |
| I think this is a wonderful (although challenging) opportunity to make real improvements to the area and think about how we make spaces work better for human interaction and connection. I really don't think that going backwards is, or should be, an option. |
| I think you should be able to cycle down it whatever the future scheme is |
| I understand from the traders that the one way system is damaging their footfall. Essential that all traders views are sought. |
| I use the street as a cyclist. Makes a big difference |
| I value all the shops in the street but do not believe there is definitive evidence that current trading difficulties expressed by some are the result of the current changes. Absolutely essential to build on the experiment towards a better future. |
| I very much welcome this measure, along with the E9 cycling and walking route to reduce the presence of cars which are a hazard to our climate and ecology. |
| I walk as I'm based locally and have found myself visiting more now the road is quieter. I shop there rather than going on to waitrose. |
| i want to support the local traders with whatever measures are necessary to enable this vibrant part of exeter to thrive |
| I will be interested to see how DCC manage this situation and similar locations. Hopefully this poll will prove to be useful to them, thanks for making it. |
| I wish we could have more traffic free spaces throughout the whole city. Safer for all of us and better for the environment. |
| I work in Exeter School to add some context to my postcode so I am regular user of Magdelene Road shops and food outlets. |
| I would be happy using cafés on Mag Rd if they have outdoor seating only. I use shops more than I did before Covid. |
| I would like all of Exeter/ Heavitree to be much more pedestrian and cycle friendly. I like all the closures. Particularly around Vaughn Road, Chard Road and Ludwell Valley |
| I would like to be involved in any further discussions. Thanks for the survey. Maurice |
| I would like to see a more permanent solution allowing for increasing cycling and community access in the area which I believe would be of considerable benefit for the area. |
| I would like to see more cycle paths throughout the city centre, connecting outer cycle paths. It would then be possible to commute safely. |
| I would like to see the Magdalen road scheme become a proven and demonstrable success and used to promote similar schemes across the city and in other cities |
| I would like to see the road pedestrianised. There is a large car park at the bottom of magdalen rd that visitors from outside the local area could use. I walk and cycle down he road every day. I shop there 3 times per week. I visit the cafes and restaurants once per week and use the beauty salon and hairdresser. I never drive there. It would be great to have more regular stalls, outside seating for cafes and restaurants. I'm conscious that a car dealership is located in the road. I expect this is not welcome by them. Is there an alternative location for that business? |
| I would love to see the road pedestrianised but accept that this might affect the ease of some customers to use the shops; I do not wish to discourage shopping. |
| I would only be in favour of any reductions in traffic on Magdalen road if they also reduced traffic in Denmark road and that Denmark road is also closed off so avoid traffic using it as a cut through when faced with the diversion on Magdalen road |
| I would support further pedestrianisation of the road and more space for cyclists where possible |
| I would use Magdalen Rd more if we were still office working at the University |
| I would use the magdalen road shops more often if it was pedestrianised. If there was a traffic free route to cycle there even better! |
| I'm highly supportive of the current changes - I think they make a significant improvement to the street, and would encourage the council to go further towards closing Magdalen Rd for through traffic, and encouraging the kind of shared space for pedestrians and cyclists that is key to enabling active travel for all users. |
| I'm strongly in favour of prioritising areas of the city for walking, cycling and public transport over cars. We have to make radical changes now in order to reduce carbon emissions . The picture presented is of a far more attractive shopping area, but the shops will feel vulnerable and understandably want to feel confident that the loal authority will back them in attracting people to use them. |
| I've not been able to shop as often as I'd like recently (pregnancy and new baby) but the changes have helped me visit and shop occationally . I'd love an improved pedestrian and cycle space, if it made a vibrant and attractive shopping and eating and drinking space, in the future. |
| I've only started shopping in Magdalen Rd since Covid19 and I started cycling as it's now safe to cycle to Lidl and stop off at Magdalen Rd, until the virus it was a bus to and from Lidl - The E routes work! |
| I've used Magdalen Road shops and businesses for decades, arriving by car and, more often, bicycle. The attraction of Magdalen road is the variety of local good quality shops and businesses within a short distance of each other. If you could bring back the Post Office somehow it would be marvelous. |
| I'd be happy with complete pedestrianisation |
| I'd like to see low traffic areas expanded into all/other residential areas to reduce the danger and pollution to residents and visiting pedestrians and cyclists. |
| Residential areas should NOT be used for through traffic and shopping areas should prioritise those using active travel. |

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I'm conscious traffic and parking around d will need to be redesigned

Ideal opportunity to develop magdalen Rd as an unique non generic shopping experience.

If entire street is closed to traffic, adequate parking and access to Magdalen Rd., from both directions, needs to be considered

If it is made permanent, traffic control on cars turning right out of Spicer Road should be considered. As it often is built up and cars cannot go left to head into Spicer Road as there is not enough space. But generally it is great for the shops and traffic

If properly pedestrianised as per the picture then it could work although I regularly pop down in the car to pick up a burger so I guess that would stop!?

If shopping/business is the focus for Magdalen rd then make it more attractive! Drive-through shopping isn't what makes it a pleasant place, more people would come and enjoy if they could loiter without worrying about drivers coming straight through the middle of us.

If the section from the inn to Wonford Road is pedestrianised, there should be safe provision of parking and access for cyclists. Co-bikes should be invited to provide an e-bike dock

In my experience the current temporary arrangements have markedly reduced traffic density, speed and congestion both on Magdalen Rd and neighbouring streets, thereby improving the environment both for shoppers and local residents. The one-way system running East to West has prevented the use of Wonford Rd as a rat-run by drivers exiting the city and avoiding the sets of traffic lights on Magdalen Rd in order to access Topsham Rd and Honiton Rd. This has markedly improved safety for cyclists and pedestrians, including for parents and children using Munchkins Nursery. For users of the Magdalen Rd shops and cafes, the reduction in traffic has led to a more inviting and leisurely shopping experience, facilitating ease of movement between shops on both sides of the road and encouraging use of outdoor cafe seating. Made permanent, these traffic arrangements offer the potential to further enhance the cafe culture and 'village' feel for which Magdalen Rd has become renowned and to consolidate its reputation as a desirable shopping destination.

It feels much safer now. We do need to be able to park there.

It has made a great positive difference as have all the temporary road closures. I am cycling more and it feels much safer to cycle with my children from home into the city centre now.

It is dreadful as are all the other such traffic changes, especially the one on Wonford Road. It is stupid, unnecessary, ugly, and makes the law an ass because people ignore it. All done under emergency powers without consultation. Appalling. We need a proper strategy to deal with cars and pedestrians not this sort of gesture politics.

It is essential that we start to prioritise people over cars. Cars dominate everywhere, what is wrong with having the odd pedestrianised, bike friendly street? Thank you to Council for showing leadership and vision.

It is important to ensure that the street remains accessible for those with reduced mobility. e.g. by creating/preserving disabled parking.

It is the 21st century and having cars wiz about is not a bonus.

It looks idealic but in theory the parking in surrounding area needs to be sorted out and reintroduction of free 2 hour parking spots in the near vicinity

It must be a priority to nurture the Mag Rd businesses that rely both on local footfall and people driving in from outside to use the shops.

It needs to be pedestrianised to stop the confusion. No way can it return to the horrid street it was before

It would be really good if other shopping areas in the city could also be closed to through traffic. For our physical and mental health and wellbeing walking and cycling must be made easier and more pleasant - the benefits to all would be significant.

It's been fantastic to see Magdalen Rd more pedestrian and cyclist friendly in the past few months, and I would very much be in favour of more permanent closures of the road or complete pedestrianisation.

It's just lovely to experience Magdalen rd without the previous ridiculous traffic, continuous double parking and obstruction. As a pedestrian, the traffic crowding there is what often put me off going to the area. As a driver, I've quickly learnt the way round and where to park safely nearby if I need to. I've seen the comments about parking expense but I feel if I can afford to shop in the pricey shops of Magdalen rd I can afford 50p a half hour for parking.

It's not just about Magdalen road, it's about the impact the scheme has on surrounding roads and streets and cycle lanes, please look at the bigger picture, there are old people's accomodation, a school and many residents on Denmark road who will be affected by any changes, please consider this.

It's a great place to cycle too.

It's a wonderful opportunity for change to our over crowded streets. To make them more safer for pedestrians and cyclists and also protecting the environment we live in.

It's great. 2 small children with prams I love it!

Its always a log jam in that stretch of road and creating a pedestrianed space would really put this as the 'village green' of the St Leonard's area.

Keep a cycling option.

Keep existing arrangements

Less cars passing, the better

Long term benefits are reduced air pollution as more people take to cycling and walking. All studies seem to show that reducing traffic does increase the trade for businesses as an area becomes more pleasant.

If we are to reach zero carbon, such schemes will have to be increased drastically even if unpopular to begin with.

Love the thought of pedestrianising the whole space. Knock on effects of Spicer, Denmark and College would need to be thought about. Denmark would be affected ++. Already issues at peak times with parents parking around Maynards School causing havoc - with increased traffic flow they would be exacerbated. Maybe signpost people to the Magdalen Rd car park more (could have 1 hour free parking there - auto/camera/barrier controlled, this would enable people to utilise Mag Rd shops as they currently do with their cars whilst keeping them off the roads which will become much busier). I welcome the vision very much though..

Magdalen road could be a real cultural hub for Exeter and attract visitors from all around with a carefully planned scheme

Magdalen road feels safer now with the one way system in place and I feel more inclined to visit as a result. The parking area always seemed dangerous with drivers coming out of town driving into rather than reversing in, creating a hazard when reversing out. Going a step further and pedestrianising the road will further enhance the area and compliment the artisan style of shops.

THESE COMMENTS ARE FROM PEOPLE WHO WOULD LIKE TO SEE PERMANENT CHANGES TO THE STREET LAYOUT

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