

Table 1

Do you have any suggestions for changes? Please be concise.
1) Make them permanent 2) Move the parking spaces in Denmark Rd to allow better car flow (as unable to drive up Magdalen) 3. Colour the cycle lane surface 4. More flowers! 5. More obvious/physical barrier between road and contraflow cycle lane (I think a curb would be difficult)
A permanent wider path for pedestrians
A proper wider pavement on the shop side
A second zebra crossing from the bike racks to the shops at the top end would be nice. Something to stop motorists entering the section fast and very close to waiting cyclists at the lights would be appreciated (could a wider section be arranged at the lights whilst still giving extra space near the shops for social distancing?).
A simple system common in towns: one side pedestrians up, the other side pedestrians down. Banners at either end of the street and painted get on the pavement. Please remove the cycle lane please.
A wider pavement outside the shops would be useful
A) the direction should be reversed, B) the cycle lane should be properly designed to allow for deliveries and to ensure that cyclists and pedestrians do not clash - why can't cyclist operate on the one way system anyway. c) Proper note should be taken of local opinion and the promised biweekly contact with traders actually carried out. d) a specific guarantee be given that this scheme will be removed at the latest at the end of the COVID period or ideally earlier. E) that a proper scheme for the future of Magdalen Road is worked up and FULL consultation of all Local Residents and Traders is actioned F) once the direction of the one way system is reversed proper signage is put up on all feeder roads notifying people of the local shops available in Magdalen Road, etc, etc
As a pedestrian I would prefer a one-way system but with adequate short-term parking for visitors to the local shops
Be able to drive up Magdalen Road and not down. Improve pedestrian arrangements.
better signage and restrictions on alternative routes- eg Denmark road
Change of direction of one way . Permanent pavement
Change the traffic flow to run from the city to Heavitree
Change traffic direction to pass up Magdalen Rd. Urgent work needed to create proper, level pavements and remove the steel barrier.
change traffic flow back to west to east
Clear demarcation for pedestrians walking either side of the road. Pedestrianisation is an option.
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Clearer signage for where to stand for walking vs. queuing, and clearer signage for cyclists in terms on whether they are able to use the cycle lane in both directions or not
Clearer signage would be a good start. I would prefer for the road to be pedestrianised ideally but understand the parking spaces encourage people to use the shops and cafe's.
Clearer signposting for vehicles, a more attractive separation between vehicles and cars, the opportunity to give cafes outdoor space at the front of their premises - such as benches or small seating areas.
Close the road completely, have a pedestrian only space with benches ect for outdoor eating and community space.
Close the road to through traffic entirely.
Close the road to traffic entirely, except cycles.
Complete pedestrianisation, access for bicycles only
Current arrangements are detrimental to the traders: therefore need to be revised asap. Reverse traffic flow? Make pavement more attractive? Follow the views expressed by the traders in Magdalen Road.
Currently both Magdalen & Spicer Rd (behind Mt Radford pub) both run in the same direction (into town) If Magdalen Road was reversed in direction (towards Heavitree) it would allow for easier parking - lines are at an angle, making it impossible to drive in nose first AND if attempting to reverse into parking bay, as you go forward to reverse into bay, impatient drivers come right up behind you - not allowing sufficient swing room to park so you're left having to move on, unable to park for the shops. Post box could also then be reinstated, allowing for collection AND all the extra diverted traffic that now passes Maynards school entrance(s) is a potential accident waiting to happen. As well as additional pollution due to the extra distance required and additional stop starts and engine idling - worsened when children are being dropped off & collected. ALL doubled if you don't find a parking on the first time around! Having both Magdalen and Spicer road being 'parallel' WITH THE TRAFFIC RUNNING IN THE SAME DIRECTION ON BOTH ROADS makes absolutely no sense at all. There has been no noticeable increase of cyclists, warranting these changes, only far more inconvenience and pollution to the local residence, with no prior consultation.
Denmark Rd must be protected from rat running traffic
either pedestrianise the road or return the road to normal. at the moment it is ugly, confusing and unsafe. Having cycles going up a one way road is ridiculous. it used to be a pretty road, why on earth use ugly red and/or white barriers? even bollards with chains and nicer planters would have been better. Given the preference I would say pedestrianised but if that's not possible then back to the way it was.
Entirely pedestrianise the road. Outside seating for cafes etc. Would make the road a proper "venue" and one where kids are safe from traffic.
Extend at Leonard's area as no cut through for traffic, to make st Leonard's low traffic neighbourhood
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Force the traffic to slow down in an imaginative way and persuade through traffic to go another way. I think that the flow would work better for the traders uphill
Full pedestrianisation
Full pedestrianisation with weekly street markets
Fully pedestrianise the road
Fully pedestrianise the road

Do you have any suggestions for changes? Please be concise.

Get rid of the street clutter like boards and benches which hamper social distancing and make it awkward to get past people chatting. Permanently widen the pavement.
Great scheme overall. If made permanent, the cycle route should be physically separated from traffic by a kerb or similar. The red barriers should also make it harder to walk from the car parking to the shops, particularly for the elderly/mobility impaired.
I believe that the full closure of the currently 1-way section of Magdalen Road to motorised traffic would bring the biggest benefits to the area - Outside seating to support local cafes/restaurants, and completely removing pollution etc. to those wanting to safely use this lovely neighbourhood. The current system still has motorists driving the wrong way up the one-way section, claiming "it's confusing" when confronted.
I think it should go back to being a 2 way street for traffic.
i think the road should be closed completely to cars.
I think the temporary barriers aren't the most attractive, but the general idea of what is trying to be achieved is great
I would like them to look more in keeping with the area, physically. I would like them to be enforced, eg cars still go the wrong way. I would like an enforced speed reduction.
I would widen the pavement to potentially allow increased outdoor seating for the restaurants and cafes
I'd like an arrangement that allows cars to approach from either end, but completely prevents through traffic. It would need careful design to allow parking and reversing, but would entail a block half way along the parking area. In effect, only cars doing business would be allowed in. Cyclists would be allowed through, and pedestrians would have a wider space, as now.
I'd like to see: 1) even better signage because this is a new design for Exeter. 2) the parking removed for all except disabled drivers and better designed to make parking safer. 3) arrangements made so genuine Magdalen Rd shoppers can claim 30mins free parking at the car park at the corner of the street (for example, through being given a code on their receipt). 4) increased bike parking: I sometimes don't stop to shop because I wait so long to indicate to cross the rat running traffic and then find there is nowhere to lock up my bike. This hasn't got any better since the COVID-19 changes were made and honestly, I'd like the whole street to be closed to vehicles (except deliveries) and open to people on foot and bike. It is a lovely street and at its best you can pop from Grocer on the Green to Nourish and Ben's before grabbing lunch at The Beaver then hop back over the road to collect your bike. However at peak times (school opening to rush hour, lunch, school closures to rush hour) it is just full of traffic driving through or queued up. It would need to be as part of a low traffic neighbourhood to avoid pushing the rat running through other roads like Denmark Rd.
Improve Parking
Improve somehow route for cars coming out of town, could they go via Spicer road?
Improved directions for motorists who are prevented from approaching from the Inner Bypass so that they can park and use the shops easily.
It's a bit of a rat run- more traffic calming, chicanes/humps/planting. Wider pavements.
Just a simple one way system for vehicles and a shared cycle pedestrian path on the shop side.
Less car access and room for pedestrians.
Magdalen road and many others need to be pedestrianised, but when it's done half heartedly and badly it angers people and puts them off. It needs to be done correctly, with proper signage and alternatives for cars. In the long run it will then be safer for everyone and create much more pleasant environments not ruined by cars.
Make it permanent so we can have a larger pavement so the shops and restaurants can utilise the new outside space
Make it pretty. Slow traffic down. Use grass space outside flats.
Make much more space for eating out and active travel. Remove through motor traffic. Create a living Street
Make the changes more permanent by widening the pavement on the north side
Make the cycle lane on Denmark road safer by stopping the traffic using Denmark road as a rat run from Western way by making it left turn only at the junction with Heavytree road, or better still, no entry into Denmark road from Magdalen road. If you want to encourage cyclists then you have to make them feel safe while using the cycle routes that you provide.
Make the entire surface one level - i.e. No kerb. Demarcate the traffic lane with colour and bollards. Install bike parking parallel to the road, so parked cycles do not impede pedestrians. (Like the plant-lock near Nourish - they do this all over Brighton)
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Make the street pedestrian/cycle only between Denmark Rd and College Rd. Allow cafe seating to extend further into Street. Make changes permanent.
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Make them more permanent and a bit prettier! Also maybe improve the signage? It has been really great though - such an improvement it has been long overdue. If some good can come out of Covid, why not!
Make them permanent with proper cycle lane and wider pedestrian areas to allow outdoor seating for cafes, bars and restaurants
More free parking options as often I drop by to Magdalen Road on the way to and from the city center. I'm now less likely to stop by. The road closure has got some benefits (wider pavements) but passing trade must be impacted negatively.
More planters instead of the barriers.
More room for pedestrians and cyclists would help, with traffic for deliveries perhaps only allowed through at certain times. Would create more space for traders too.
More space for pedestrians, also the barriers are very ugly
More traffic calming and planting. Wider pavement next to shops. Use "Woonerf" design principles to give people priority over cars.
More width to pavement nearest shops
No
No cars at all

Do you have any suggestions for changes? Please be concise.

Not allowing cyclists. Crossing the road is now more dangerous.

One way in other direction as spicer road is also one way in the same direction.

One way should be outbound, not inbound, traffic going East, not West, cycle segregation must be better defined & pedestrianisation improved, wider pavement etc., fewer hazards. Thank you. A much improved street to visit & pass through by car & cycle. Good start.

Padestrianize it all

Parking for cars and bicycles needs improving; the barriers are ugly; traffic needs to be slowed down

Pavement all one level, more cycle racks

Pavement cafes/keep one way system

Pedeatrianise the road and provide a 2 way cycle path. increase the size and amenity of the green space opposite the shops.

Pedestrian and cycle access only

pedestrianise entire village

Pedestrianise Magdalen road entirely - create a cultural hub and make the most of the space with outdoor seating and trading areas

Pedestrianise Magdalen Road!

Pedestrianise the street (access for deliveries only and a clearly signed bike lane).

Pedestrianise the street, allow cyclists and loading at night .

Pedestrianise to allow hospitality businesses to expand outside as people prefer this during the pandemic. Allowing cyclists to use the street both ways is confusing and dangerous-they should be one way too.

Pedestrians and cyclists should be prioritised, but kept separate. Mopre work to see if cars could be banned altogether. The environment was so much better during locakdown.

People walking need to be able to cross the road without having to jump barriers. Light segregation for people cycling would make it feel safer

Perhaps traffic lights either end, so traffic only coming from one direction at a time. Due to it only being one way, I now rarely shop on Magdalen Rd. as I cannot go through on my commute home (due to the closure at one end)

Permanent pedestrianisation of Magdalen Road, cycle and delivery vehicle access only.

Permanent Wider pavement. Permanent cycle lane or only parking traffic. Less queuing traffic, less or no through vehicle traffic.

permanently pedestrianise the whole road from denmark road to st leonards road

Please keep the street one way, the cycle path is great. The biggest improvement would be to make this permanent.

Raise road space to pavement level where it's for pedestrians and get rid of metal barrier, putting in some slimline planters/raised beds instead, and if possible small trees. Space for outside seating would be good. Provide some better design cycle parking - the current cycle parking attached to the planters doesn't work well because they block the flow, and get tangled with the greenery.

red 'bollards' unsightly and make crossing the road difficult - remove and use plant tubs instead

Reduce number of parking spaces, convert to space for sitting/dining instead to attract more business. Plenty who want to loiter and enjoy shops but cars are in the way! Most cars seem to drive through not stop to shop

remove barriers and make road markings clearer for cyclists

Return the street to two way traffic but single lane ie controlled by traffic lights or similar.

Reverse the flow of traffic.

Reverse the one-way, get rid of the cycle path and widen the pavement. Put in cycle racks at either end. Divert N.Bound traffic via Spicer Rd

Reverse traffic flow

Some spaces for disabled drivers to park, and I don't like the red and white bollards something a little more appealing!

Something should be done to counter the adverse effects of increased traffic flow through neighbouring streets, particularly where this endangers the cyclists the scheme was put in place partly to encourage

St Leonards designated a Low Traffic Zone.

Street cafes, pedestrianisation at weekends at least, and make Magdalen road a pleasant place to be, instead of a gridlocked road.

The 'barricades' marking off the cycling lanes and pedestrian areas are unsightly. Once the actual area for pedestrians and cyclists has been sorted out, I'm sure these temporary structures will be changed into something more appropriate to the street.

The area should be fully pedestrianised.

The basic structure is good but needs more clarity and to be more decisive. Should be a long term expansion of pedestrian space. The one way cycle lane is not clear - and in general greater clarity is required. However changed could have a very beneficial effect and be inline with wider targets re car reduction.

The changes are too narrowly thought out and are not part of a strategic thought out plan for Exeter. We all want a better quality of life, hep stop and reverse climate change etc but these can not be achieved without full consideration.

The current arrangements are not clear and are not being followed. It is dangerous. I think they either need to go further or be scrapped.

The cycle path is used as a two way path by cyclists who go far too quickly and I am worried somebody is going to get hurt. It should be one way only for cyclists too and they should be on the road

the direction of the one-way section of Spicer Road could be reversed so that traffic coming up from the inner by-pass does not need to make a long detour to continue up Magdalen Road. This would involve road alterations but cuold work well.

Do you have any suggestions for changes? Please be concise.

The gap between the barrier and the pavement I'm guessing is for pedestrians but looks like a cycle lane so is rarely used. Also, research shows closing the 'high street' improves business use and cafe culture. I would love to see the road closed to vehicles and this is a great opportunity to do it 'temporarily' to help people see what it's like.

The layout works but needs to be less visually intrusive

The one way direction for Spicer Road could be reversed to ease traffic in Denmark Road.

The one way system is flawed and increases traffic elsewhere

the one way system should be the other way round or not at all. That would mean the parking places would be easily driven into and car drivers would pass the shops and see what's on offer more clearly.

The speed bumps are too severe. Traffic entering often swerves to avoid them.

The temporary arrangement is having a negative effect on surrounding roads. Denmark Rd, eg, has become a dangerous rat run with a greatly increased volume of traffic including hgv's. I would favour the road being blocked before the Denmark Rd left turn or Denmark Rd having no right turn into Heavitree Rd. As a cyclist I think the cycle lane on Magdalen Rd is dangerous as you are cycling into oncoming traffic with no protection. Something should be done to make it safer. I don't cycle up Magdalen Rd anymore.

The traffic is still moving quite fast down Magdalen Road - speed bumps? Pavement permanently widened so no trip hazard.

The traffic needs to be slowed down - somehow! The new cycle stands whilst welcome are not useable where they are - either one blocks the cycle path or the pedestrian space. Better sign needed to remind drivers when parked to go towards town. The scheme, even in its present state needs enforcement - cars do drive against the flow at present, knowing they are very unlikely to be prosecuted.

The whole area bounded by primary routes of Heavitree Rd, Barrack Rd, Topsham Rd, Magdalen Street/Western Way should be turned into a destination only area with no cut-through from one primary route to another whilst making provision for public transport and emergency vehicles.

there are now 2 ways down into town and none back up. Reverse the flow of traffic past the shops and make down traffic including bikes go round the back as they can currently.

they should be made permanent, but in a far more visually pleasing way

This is a residential area and traffic is still heavy; it would be better to close Magdalen Road to through traffic altogether, between Denmark Rd and College Rd

Trial what happens if you reverse the direction of cars. For people driving and coming directly to use the shops from the east, it would be a short detour- less frustrating for those coming from the city who want a clear route through to Heavitree and the like

Very little of the traffic stops and shops (less than 10% during the week).I think the street and traders would benefit further if all through traffic was removed.

Widen footpaths, have planters, keep one way system with cycle lane contra flow

Widen pavement to point where red barrier now

Widen the pavement properly so we can have cafe tables there, switch the angle of parking places so cars can drive in forwards easily

Wider pavements, gateway features e.g. planters. Close 10-4 at w/e.

Wider permanent pavements for a cafe culture. Get rid of the car showroom whilst you're at it and turn it into a park.

Work with graffiti artists and local schools to decorate the barriers.

Would a one way system work better, with a pedestrian crossing each end of the shops, and a one-way route on one side, and the opposite direction on the opposite pavement, allowing space for distancing, but also allowing traffic both ways.

Would like measures extended to all parts of St Leonards

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You need to have cheaper parking close to shops if its to become pedestrianised