

## ROADS & ACCESS

### *Parking*

- A1. Parking for new houses must be on site.
- A2. If additional housing should be agreed adequate parking on premises and near to premises must be made (many families now have two vehicles). If inadequate allowance is made there could well be added pressure on existing road system.
- A3. Parking in (village) square – should be time limited. Not to be used as permanent car park. New houses must have parking for 2 cars
- A4. Car parking in village is a problem so more housing would increase problem.
- A5. Need for more parking
- A6. Parking on site must be a priority: not to use main street
- A7. More parking needed and each house must have 2 parking spaces
- A8. More parking, especially in the square.
- A9. Yellow lines in the high street must be enforced as road blocked and no access for emergency vehicles
- A10. Road-side parking lethal – Tiverton Road/Exeter Road/Square
- A11. Parking is a serious issue already with on-road parking happening on main access roads (e.g.: School Rd) which causes single file traffic and lack of vision
- A12. Existing car parking is already inadequate. Additional convenient general parking should be improved and taken away from the main streets.
- A13. Housing on the outskirts will mean a greater need for parking in village centre than we have already
- A14. Already inadequate parking in the village
- A15. New houses must have parking on site for at least 2 cars
- A16. Parking with any new development needs to be parking for 2 cars per house.
- A17. New ideas for dealing with increasing numbers of cars (needed) for both parking and through traffic
- A18. If more development is planned parking on site must be a priority: there is no more room for on-road parking and is already dangerous
- A19. Good road access and parking essential
- A20. Parking needs to be addressed.
- AQ37. Another car park is urgently needed – in order to remove the endless street parking. Stricter control on cars/vans which park on bends and corners.
- AQ38. More Parking enforcement visits required outside 0900-1700..
- AQ39. Each new house should be able to park two cars.
- AQ40. Improved parking to enable easy emergency vehicle access
- AQ41. There is a lack of parking provision in the village centre. This needs to be addressed as any developments on the outskirts will inevitably result in more drivers competing for spaces when visiting shop, hall, church etc.
- AQ42. Car parking is a major problem in the village – particularly overnight when commuters from Exeter return home. Additional car parking is required.
- AQ43. The middle of the village has a recreational area for children. Increased traffic in this area would be potentially hazardous. There is inadequate parking or stopping zones for increased traffic. Outside the Spar/Post Office there are often traffic delays and parking hold ups already. This also the case on Fore Street, Church Road and School Road.
- AQ44. Parking is a major problem especially in the Square. The car park is inadequate and often filled with tradesmen's vans.
- AQ45. Parking remains a problem.

For any new housing there needs to be provision for Car Parking. This is a serious issue (lack of Parking) in the village.

Any new housing should have adequate car parking.

Any new houses should fit into the surrounding area and be able to park 2 cars.

Houses only to be built on in-fill sites or small developments ( i.e. Under 10 houses) – all with adequate space for parking of residents vehicles.

There should be no large scale housing development in the village (which is already congested in terms of roads and car parking at times of high usage). Further house building should be on in fill and small packages of land such as those identified by S.P.C. Any new housing to have the right provision for parking.

I feel our pretty village has reached “full capacity” as regards parking. Buses coming into the square have difficulty turning as a bus stop area is used after 5.00 p.m. by residents who have no other place to park and/or food vendor’s vans. An out of village car park would help to solve this problem and if done sympathetically, need not be an eyesore to the appearance of the area.

(a) parking provisions – we desperately need another car park and we need to make sure that any future development has adequate parking – unlike the two small developments in Exeter road/Tiverton road. (b) The Square is becoming very dangerous with often excessive parking encroaching onto the main through road.

#### ***Speed limitation measures***

- A21 20 MPH is plenty: (in community playing areas)
- A22 20 MPH would improve the quality of life
- A23. 20 MPH village.
- A24. No speed humps please. Flashing speed signs needed.
- A25 Increased housing means increased traffic. Perhaps a 20 MPH limit could be included in Plan.

Excess speed on Park Road

20mph in village. 30mph Silverton to Broadclyst Road. It is now very busy and very narrow.

#### ***Cycle paths***

- A26. Cycle path between Exeter and Tiverton along old railway line: (in-car journeys?) safer for cyclists: cycleway between Ellerhayes and Silverton

#### ***Pedestrian concerns***

- A27 Safer footpaths for walkers around the village and outskirts
- A28. Already serious concerns about pedestrian safety especially up High Street: fast driving! Roads inadequate for existing traffic but please don't widen
- A29 Pedestrian path desirable from village centre to A396 and Bus Stop
- A30. Several of the roads leading to/from the village are heavily used by walkers, runners and cyclists. They must not become dangerous and ugly due to widening etc.
- A31 Safe pedestrian path needed from School Rd to the village centre and shop

Could development go down Upexe Lane and provide a pavement eventually to the Ruffwell (or main road)

AQ10. Safe footpath needed from School Road to village square and shop. Ideally, a footpath from the village centre to the A396 and some road widening here. The only safe level access to the countryside is to the south of the village so no development of the Glebe site.

Let us aim to separate cars and pedestrians much more. Making the square, New Court road and Fore Street mainly pedestrian as opposed to mainly car could be accomplished as long as extra car parking was provided nearby (off up Exe Hill for example). Limit on street parking with a green line scheme (cars may only park where there is a green line). This would get rid of unsightly yellow lines. How about a by-pass? This would reduce through traffic and has been shown to increase footfall and trade in local shops.

Speeding through and around village. School road/Wyndham Road/Fore-High Street, even though 20mph limits not to be enforceable – do they not act to a degree, as a deterrent – or possibly we should reconsider re-introducing “humps”.

There is already an issue with more and heavier traffic which often spreads through the village. Any planning consent needs to put this as a high priority especially with more children going to the primary school and walking and waiting for bus to Clyst Vale.

### ***Bus Services***

A32. Total lack of a sufficient bus service for a village of this size

A33. All bus should come to the village!

A34. Cost of transport to Exeter £7.50 (per RT)

A35. Need to ensure the bus service is not lost and that DCC continue to subsidise it

AQ46. Will there be more frequent buses if there are more people?

AQ47. There is inadequate public transport provision to the village. The Double decker bus which currently stops on Coach Road and travels down Wyndham Road is already hazardous during school times when a large number of small children are on foot in the area and much of the road is single lane.

AQ48. Better and more affordable bus services to and from the village – Exeter and Tiverton.

AQ49. Need to maintain/improve present bus links – Tiverton/Exeter

AQ50. Better bus service!

AQ51 Buses – more frequent service

AQ52. Bus services MUST be improved. The service is far too expensive and totally inadequate. All of the Service 55 and 155 services should come through the village by default. Silverton is by far the largest settlement between Exeter and Tiverton. Another suggestion is merging of the % and 1 Stage coach services into a figure of eight route. Tiverton-Silverton-Elterhays-Broadclyst-Pinhoe-Sowton-Exeter in one direction and with Exeter-Stoke Canon-Silverton-Bradinch-Cullompton-Uffculme-Tiverton in the other (see map)

Public transport must be improved to avoid car congestion in the village.

Affordable access to public transport to enable people to get to and from work.

Bus routes need more service and subsidise it. Get cars off road

Get bus company to buy Mercedes sprinter buses. Smaller, quieter and safer with subsidies from LG (local Government) for reasonable bus prices.

### ***Roads***

- A36 There is a lack of sign posts in the Square so through traffic is often lost
- A37. Insufficient access for further developments
- A38. (Also A1). Roads (need to be) improved but not made dangerous for walkers etc
- A39. We do not have the road structure to serve a large amount of new housing
- A40. Devon CC need to acquire the necessary land to widen Up Exe Road (main road into the village (from A396) to improve vehicular access flow into/out of Silverton.
- A41. Wider roads mean better access to village equals green flag to DCC to build more houses!
- A42 Road maintenance *needed*
- A43 All roads in and out of Silverton need improving re-surfaces, passing places.  
More passing sections in roads and lanes would help.
- A44. Traffic approaching village square from School road often ignores the give way sign and ploughs right through the Square: quite a few near misses if you come down Fore Street
- A45 Roads already inadequate – particularly the road past Killerton
- A46. 7 year old suggestion: make a pedestrian bridge over the square for safe crossing
- A47. Lots of pedestrians avoid School Road and use smaller roads: need warning signs
- A48. Do not widen roads: it will encourage faster traffic and be dangerous for walkers,, cyclists, horses etc.
- A49. Infrastructure improvements essential for growth and development
- AQ 01 Don't spoil village lanes for the sake of more houses
- AQ02 The roads into the village are not man enough to carry large scale developments
- AQ03. Serious concern should be given to the number of heavy goods vehicles passing through the village. Attention needs to be given to speed of traffic.
- AQ04 Church Road is a residential street with children and elderly persons. It already suffers with congestion with drivers cutting through which is unsafe due to its bendy nature (there was a recent car/motorcycle accident due to this). This would worsen if the Glebe was developed and Newcourt Road would suffer similarly.
- AQ05 There are several peaceful relatively safe access roads to/from the village. There is no need to alter these and additional access routes will ruin the existing ones.
- AQ06 No problems as I see it but some roads may need to be made wider for access to new estates
- AQ07. All sites proposed (*in the Local Plan*) have restricted access and roads not wide or can cope with more traffic. To widen roads in and around the village would destroy the rural environment.
- AQ08 The roads within Silverton and surrounding area are not large enough to take the extra traffic of large developments
- AQ09 Emerging from the North side of Red Cross to turn right towards the village is very dangerous. Convex mirror required/extra grass cutting. More traffic into the village would make this even more hazardous.
- AQ11 Access into the village cannot carry any large developments.
- AQ12. Up Exe road needs widening and pavement *provided* all the way to A396. Ask Robert Seaward (*local farmer*) to designate land.
- AQ13. With the volume of traffic into the village increasing the roads into the village – at least from A396 – have to have the width increased.
- AQ14. Local roads are adequate for the village – stop heavy lorries using them as a rat run.
- AQ15 Will need to look at village access as most roads were built when not so many cars. At least one road needs good access
- AQ16. The roads in the village are choked with parked vehicles at weekends and evenings. Any

large increase in housing will increase the problem.

AQ17 The road running past the Glebe should be considered as a major recreational facility for the village. It is the only level road for walking out of the village and is heavily used by cyclists, children, the elderly and dog walkers. The only recreational road is the old Butterleigh Road which is very steep and has more local traffic. Development of the Glebe is undesirable as it would turn this road into another busy access road. Why live in a village if one is unable to walk out into the countryside?

None of the main roads supplying the village and through the village are able to support any increase in traffic. Most have no or inadequate pavements, are largely single track, including those in the centre of the village and those surrounding the areas under discussion for development. The Glebe is surrounded by single-track lanes. Enlarging those to allow for two tracks would destroy hedgerows, pavements and/or housing. Any development should be *at* points in the village where main entrance roads already exist.

AQ18. Access into the village is not big enough to carry the traffic of large-scale housing development.

AQ19. The access *into the village* would be compromised by any large-scale development.

AQ20. Most roads into the village are single track: therefore accidents/congestion likely.

AQ21. Access refers to relationship with Local Plan on website: If by access you mean access to village, then great thought needs to be made about the narrow roads entering and exiting the village, speed restrictions, transport and parking.

AQ22. "Be careful" in improving access as this will only encourage developers/rat runs/speeding.

AQ23. At present Silverton is used as a "rat run" between the B3161 and the A396. Thus, at certain times of day (before 0930 and between 1600-1800) a large amount of traffic pass through. Our village has become very noisy and quite hazardous as lorries and tractors thunder down the narrow lanes. For this reason alone, development of more housing in the village should be kept to the absolute minimum.

AQ24. No need: wider roads bring faster traffic.

AQ25. The access roads are not suitable for heavy traffic. The "main" road giving access to through traffic is already overloaded and very busy. The smaller roads are used by pedestrians and are unsuitable (*for any development*).

AQ26. Pedestrians and cyclists could be much better provided for. A cycle path linked to Killerton to connect with Exeter. Work with Sustrans for a solution. Pedestrian access to the A396 for safe passage from bus routes would also be beneficial. However, this rural entrance must be protected from any development.

AQ27. Better roads into and out of the village must be provided. The state of the roads in and around the whole area is appalling and needs to be addressed as a matter of urgency.

AQ28. Access is currently very limited. This would have to be very seriously addressed if an expansion takes place.

AQ29. Slow the cars down as they enter the village please – signs etc. Children cross to the Pre-School and to the shop (from old Tiverton Road) *and* they whizz into the village too quickly.

AQ30. The main access to Silverton is via the busy Exeter-Tiverton road. This is an increasingly popular route along the Exe Valley for cyclists, who can inadvertently contribute to congestion and ultimately road safety. Has any serious thought been given to using the track bed of the former Stoke Cn-Tiverton branch line as a cycleway? This would be a fantastic addition to Devon's cycle routes as well as a possible economic boon to the area.

AQ31. All roads approaching the village are narrow and hazardous.

AQ32. There is an on-going problem of road safety for both drivers and pedestrians. Many vehicles are driven too fast through our narrow streets and lanes.

AQ33. Improvements on Up Exe Hill *needed* for visibility/passing places.

AQ34. Whilst there is arguably too much traffic rumbling to the village (mostly SATNAV vehicles) using the West-East road as a "Rat run", there is an urgent need to widen (or create more

passing spaces) the Up Exe Road to facilitate access to the village for buses and lorries serving the village and Spar shop etc.

AQ35. Footpath/cycle-path from village square to Tiverton Road (A396).

AQ36. Silverton should be linked to the Cycle path at Killerton which in turn then links to Broadclyst and Exeter. A Cycle-path would encourage residents/visitors to cycle and take them away from the dangerous road that leads to Killerton from Silverton. This would help with commuting and also leisure.

EN8. The current lanes are already at risk with many cars and Lorries going through each day. Any large expansion would exacerbate this greatly

A gradual expansion of boundary is only possible if you allow a circular road. V good idea - added.

No big development in village because the roads are not big enough.

Silverton is a village not a town. It will not have the character of a village with a great deal more expansion. All the recent expansion should be taken into account for the housing needs of the village. Heavy vehicles using approach road/streets to building sites could damage older properties.

EN8. The current lanes are already at risk with many cars and Lorries going through each day. Any large expansion would exacerbate this greatly

No big development in village because the roads are not big enough.

If you widen the roads you will encourage developers and ruin the village.

The condition of the road surfaces in the village is poor. The yellow lines in the main street should be enforced (not just during the day with no-one around). As this street is nearly blocked at times. Before any more building the capacity of the sewage system checked on and increased if required.