

Off-road Traffic Survey, Farringdon

A3052 Exeter – Sidmouth Road: June 9th – 16th 2007

Recording stations: Nine Oaks, Hill Barton and Clyst St Mary

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Summary

A traffic survey carried out by residents in proximity to the A3052 from Clyst St Mary to Nine Oaks, has been undertaken due to the high degree of concern about traffic levels and associated dangers, particularly in the face of the significant impact of current and intended industrial and commercial development in the area. The survey was carried out according to standard practice, with guidance provided by Devon County Council amongst others. We consider the survey to have been carried out in a robust and objective manner.

Approximately 1130 vehicle movements per hour are recorded during peak periods, at the lowest point of flow along the recording stretch of the A3052, and, of these, approximately 23% consist of goods vehicles. Over 3 goods vehicle movements per minute are recorded on average. In line with recent trends and taking into account planned industrial development we can expect traffic movements to increase by at least 5% p.a. based on a conservative estimate of trends.

The road is already considered unacceptably dangerous, as borne out by accident statistics, and this danger will rapidly escalate should planned developments be allowed. Following our own recording of traffic movements, there is a prime need for a full and formal traffic survey before any significant industrial or other developments are sanctioned adjacent to the A3052 between Clyst St Mary and Nine Oaks.

1. The need for a survey

The local community has voiced alarm and concern that the increase in traffic on the A3052 is leading to an unmanageable and dangerous situation, a view supported by both the police and transport authorities. In the words of PC Chapman, 'the police are concerned that there is a multiple pile-up waiting to happen'. Mike Bellamy, of Devon County Council's transport and roads department, has also voiced concerns about the A3052, traffic at its intersections and, in particular, the impact of future development. The survey, carried out by local residents, is intended to provide evidence of current usage.

2. Methodology

The survey was conducted between stations 200m east of the Clyst St Mary roundabout [traffic at the roundabout itself was not included] and the B3184 Airport Road at Nine Oaks. It was organised by Janet Sawyer, Vice-Chair of Farringdon PC in response to the many concerns of the residents.

A total of 89 volunteers from Farringdon, Woodbury Salterton, and A-level students from Clyst Vale Community College recorded traffic movements. A special one-hour session was carried out by the headmistress and children of Clyst St Mary Primary school to gain their Silver Traffic Award. The headmistress has expressed her concern that the 'multiple pile-up waiting to happen' will undoubtedly involve some of the children in her school.

To ensure the integrity of the survey, the following steps were taken:

- a neutral week was chosen: during other periods Westpoint events and use of Crealy Adventure Park will significantly increase traffic flows

- a standard survey sheet was used, obtained from Keith Reed, Data Collection Officer at DCC. The survey was initially piloted and minor amendments made to facilitate the hour long collection intervals planned.
- 6 standard traffic categories were used
- a training meeting was held on June 7th and guidance was issued, including that on vehicle categories. Most of the volunteers doing the recording were educated to A-level/ equivalent and beyond
- the following observation points were chosen: a private driveway adjacent to the Airport Rd junction near Nine Oaks; the slip road to Clyst St Mary Village Hall; and a private driveway at the Crealy /Hill Barton Junction
- The survey was carried out daily at 3 stations along A3052, between the following hours: 7-8am; 8-9am; 9-10am; 4-5pm; 5-6pm; 6-7pm. 2 volunteers manned each of the three stations, one recording traffic in each direction
- over 200 data sheets were completed
- the underground data collection reader at Waldron's Farm, near Hill Barton provides a benchmark for recordings at the three stations mentioned above

Survey results were put on a spreadsheet by Janet Sawyer and some analysis done by Ann Hunt who has a Maths degree from Exeter University and has experience in teaching and examining statistics.

3. Survey data

Average traffic movements, for each direction, station and day are shown in Appendix 1. All statistics are therefore averages per hour on weekdays during peak hours. Averages for Monday through Friday show the following:

Fig 1: General Overall Traffic Flow, average per hour:

	Exeter to Sidmouth	Sidmouth to Exeter	Total
Clyst St Mary	674	709	1384
Hillbarton	452	533	985
Nine Oaks	509	516	1026

Hill Barton consistently has the lowest totals. The average across stations is 1132.

[The difference in levels between stations reflects the significant number of side roads and departing/joining traffic between recording stations: children are brought to school in Clyst St Mary; traffic can join or leave at Clyst St Mary Village Rd, Church Lane, St. Bridget's Nursery, West Point, Oil Mill Lane (Langdon's Business Pk, Little Bridge Business Pk, Farm Shop, Heathfield Fm businesses), Cat and Fiddle, Crealy Park, Waldron's Fm business Pk, Hillbarton business Pk, Cattery Rd, Farringdon Cross, Greendale Business Pk, East Greendale, White Cross Rd, Airport Rd B3184 (Within Lane) and Nine Oaks (Sanctuary Lane).]

Fig 2: Goods Traffic Movements, average per hour: all goods traffic, including heavy goods vehicles but excluding vans

	Clyst St Mary	Hill Barton	Nine Oaks
Exeter to Sidmouth	119	96	81
Sidmouth to Exeter	120	100	64
Total	239	196	146

An average of 194 movements per hour are recorded across the 3 stations.

Fig 3: Heavy Goods Traffic, estimated as over 3.5 tonnes

	Clyst St Mary	Hill Barton	Nine Oaks
Exeter to Sidmouth	42	32	25
Sidmouth to Exeter	43	37	20
Total	85	69	45

An average of 66 movements per hour are recorded across the 3 stations.

Fig 4: General summary of data

number of traffic movements in an average peak hour on any weekday, both directions	1129
average traffic movements per minute weekday both directions	19
average HGV / lorry movements per hour outside Hill Barton both directions	195
average HGV / lorry movements per minute outside Hill Barton both directions	3.3
average HGV lorry movements over 6 hours outside Hill Barton both directions	1173
average traffic movements over 6 hours in/out of Hill Barton Trading Estate	246

4. Impact of future development

The developments listed below have the potential to effectively double the HGV traffic on the A3052:

At Hill Barton..

- a) *Tarmac Asphalt & Cement Batching Plant* (Application being considered) It is estimated that there will be up to 330 potential HGV traffic movements a day with a maximum of 30 an hour during a.m. peak hour (this not to be exceeded more that 12 times per annum). All these HGV's would be expected to turn right from Hill Barton onto the Sidmouth Road crossing the left hand carriageway opposite Crealy Adventure Park, to go towards Clyst St Mary and the M5/A30
- b) *Material Recycling Facility (Balfour Beatty)* (Application approved but not yet in operation)
An estimate of 15 x 7.5 tonne additional lorry movements per day – to be verified
- c) *Composting of Amenity Waste and Kitchen Waste* (Application approved but not yet in operation)
Anticipated 20 movements of a variety of smaller vehicles per day – to be verified
- d) *Denbow Farm Cattle Rearing Unit (adjacent to Hill Barton)*– expansion to the other side of the road (application approved but not yet in operation) *To increase unit to 1000 head of cattle per annum* – vehicle movement to be verified
- e) *Ancillary traffic* for workers and support vehicles

At Greendale..

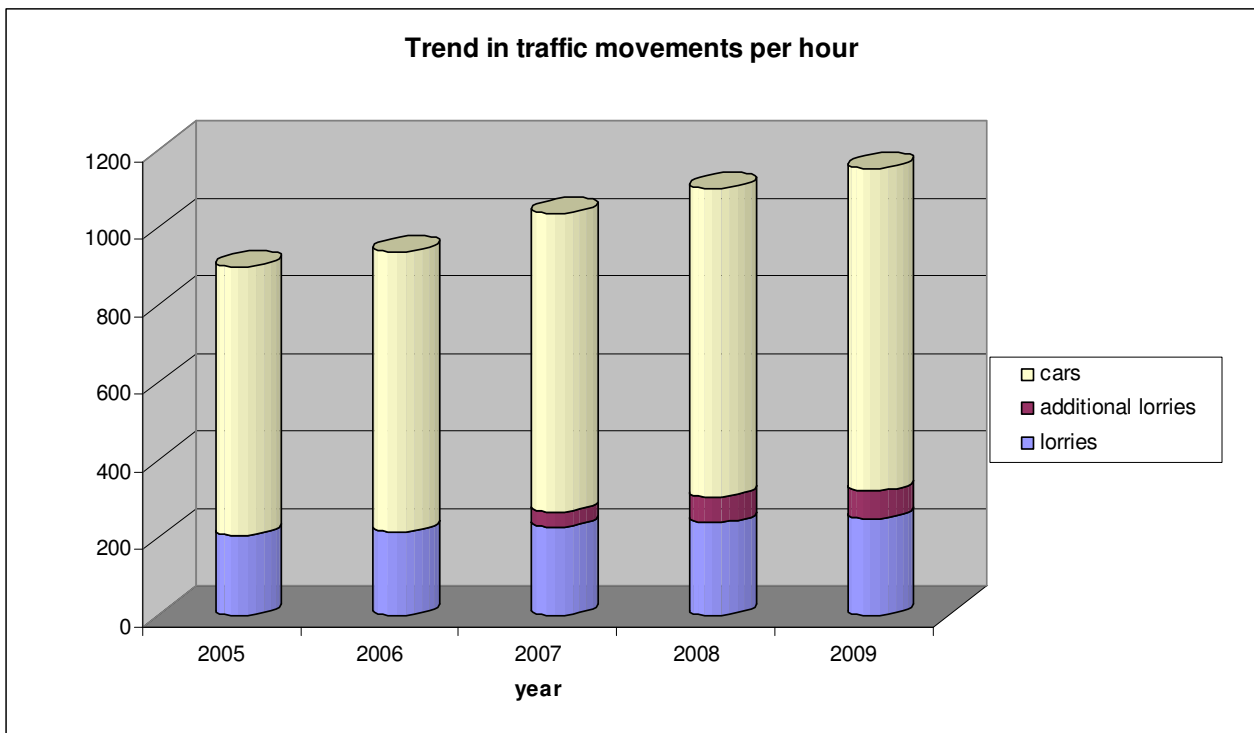
- f) *The recycling application* seems likely to produce about 124 movements daily
- g) *The applications for stone-crushing and wood-chipping* – temporarily withdrawn – will produce further traffic movements if they go ahead.

Miscellaneous, potential increased activity along the A3052 –Waldrons Farm Business Park, 2 Gypsy sites, Random Poultry, West Point, Crealy, Car Boot Sales, Cat & Fiddle Pub & Caravan Park, Parsons Haulage, St Bridgets, etc.

5. Interpretation and Trends

Data from the traffic survey can be compared with past, aggregate data available from the transport data collection officer at DCC. Traffic has been increasing at approximately 4.5% a year and, with current development along the A3052 spine it is expected that the rate of increase will heighten.

Fig 5: Trend in traffic movements per hour



Traffic movements adjacent to the Hill Barton Industrial Estate have been used to provide a baseline measure: these are considerably and consistently lower than at the Clyst St Mary station. These estimates are, in our opinion therefore, relatively conservative and do not reflect the potential impact of as yet unknown planning applications in the area.

Road Safety data has been obtained from official data via Matt Edmonds of DCC. There have been 90 accidents on the A3052 from Clyst St Mary to Half Way Inn, including 7 serious accidents and 2 fatalities, during the years 2002 through 2006. **Reported** incidents and damage reports are well into the hundreds. For example, 18 accidents have occurred relatively near to the White Horse Inn and 16 adjacent to Oil Mill Lane’s intersections. Some 440 vehicles, on average, join or leave this road per hour, a rate of approx 7 per minute.

The risk of a major accident, already unacceptably high, will be substantially increased by significant additional traffic. Please see Appendix 2 relating some traffic observations made by enumerators.

6. Conclusions

A] Traffic movements at Clyst St Mary, for example, will shortly exceed 1500 vehicles an hour on average over long stretches of the day. This represents an extremely high volume of traffic on a road with many subsidiary junctions. [the projection of future traffic loads, shown in fig. 5 , is based on readings taken at Hill Barton, therefore less than movements at the two other recording stations: Clyst St Mary will therefore reach the 1500 movement threshold earlier than at those points]

B] Planning applications pending from Hill Barton and Greendale and recently approved planning applications from Hill Barton will increase the traffic flow considerably. There will be extensive light vehicular traffic attached to the HGV expansion; details listed above.

C] Vehicles leave/join at intersections along the road at a rate of around 7 per minute - with commensurate potential for accidents. We estimate that approximately 40 HGVs join / leave this stretch of road per hour: intended development will double this volume with increased, associated danger. The general risk of serious accidents, already unacceptably high in the view of professionals, will become significantly higher.

D] There is, in our opinion, an **urgent** need for a full and formal traffic survey before any more planning applications are allowed along this stretch of road.

3/7/07

Appendix 1: Summary of raw data
Average vehicle movements x category x direction x day x station

station 1: 9 oaks		station 2: clyst st mary		station 3: clematis cottage @ hill barton	
sat exeter to sidmouth		sat e to s		sat e to s	
1: bicycles / motorbikes	7	1	10	1	
2: cars / light vans	265	2	334	2	
3: goods vehicles	11	3	23	3	
4: HGVs	5	4	10	4	
5: public service vehicles	5	5	6	5	
sun e to s		sun e to s		sun e to s	
1	9	1		1	
2	204	2		2	
3	14	3		3	
4	2	4		4	
5	3	5		5	
mon e to s		mon e to s		mon e to s	
1	7	1	6	1	6
2	430	2	481	2	391
3	45	3	110	3	71
4	20	4	48	4	29
5	11	5	11	5	7
tue e to s		tue e to s		tue e to s	
1	7	1	13	1	7
2	428	2	580	2	348
3	49	3	51	3	67
4	25	4	42	4	38
5	9	5	14	5	6
wed e to s		wed e to s		wed e to s	
1	8	1	7	1	2
2	415	2	559	2	349
3	64	3	73	3	69
4	30	4	39	4	36
5	9	5	16	5	8
thur e to s		thur e to s		thur e to s	
1	4	1	3	1	2
2	432	2	513	2	290
3	61	3	99	3	50
4	26	4	45	4	27
5	10	5	12	5	6
fri e to s		fri e to s		fri e to s	
1	4	1	8	1	3
2	378	2	541	2	318
3	53	3	50	3	63
4	24	4	38	4	32
5	8	5	11	5	5
sat e to s		sat e to s		sat e to s	
1	4	1	6	1	
2	215	2	371	2	
3	21	3	27	3	

4	13	4	11	4	
5	7	5	6	5	
sat sidmouth to exeter		sat s to e		sat s to e	
1	5	1	6	1	
2	292	2	406	2	
3	17	3	22	3	
4	6	4	11	4	
5	5	5	7	5	
sun s to e		sun s to e		sun s to e	
1	7	1		1	
2	263	2		2	
3	10	3		3	
4	3	4		4	
5	2	5		5	
mon s to e		mon s to e		mon s to e	
1	8	1	9	1	5
2	427	2	572	2	443
3	43	3	106	3	77
4	14	4	57	4	41
5	7	5	12	5	6
tue s to e		tue s to e		tue s to e	
1	6	1	14	1	6
2	443	2	584	2	404
3	50	3	62	3	55
4	24	4	44	4	39
5	9	5	11	5	4
wed s to e		wed s to e		wed s to e	
1	5	1	13	1	6
2	431	2	600	2	480
3	48	3	74	3	65
4	16	4	38	4	36
5	9	5	11	5	7
thur s to e		thur s to e		thur s to e	
1	5	1	7	1	4
2	475	2	559	2	386
3	42	3	78	3	53
4	28	4	43	4	35
5	11	5	9	5	6
fri s to e		fri s to e		fri s to e	
1	5	1	8	1	5
2	410	2	535	2	396
3	38	3	56	3	65
4	19	4	32	4	33
5	9	5	11	5	6
sat s to e		sat s to e		sat s to e	
1	4	1	6	1	
2	251	2	432	2	
3	20	3	22	3	
4	8	4	10	4	
5	3	5	10	5	

 = no recording made

Note: vehicle category 1 = bicycles + motorcycles / mopeds

Appendix 2 Some Comments From Traffic Enumerators

Janet, I have a few comments to make about my observations:

Firstly, the two hours I spent at Station 1 - out by Sanctuary Lane, I observed that the majority of traffic was going far too fast, Over-taking - right by the junction to Farringdon.

Many thanks
Dawn

Hi Janet

The major concern I had was with the near misses from overtaking traffic on the long straight stretch from Farringdon to Sidmouth.

On one particular occasion a black Mini Cooper overtook a number of cars and came within a hairsbreadth of being totalled by an HGV!

Best Regards
Alasdair

..significant item worthy of note occurred when the traffic flow was far to fast to take down registration numbers of vehicles. Between 5.30 pm to 7:30 pm Friday evening when there was a record number of courier vans which appeared to be going and returning over a short period of time. Approximately 50 / 60 movement (both directions) in 30 mins of these identical transit type vehicles . Carol and Reg Bain

Janet

Observations road traffic survey 9-16 June

I took part on 4 separate occasions. My observations were:

1. The disproportionate volume of HGV`s and lorries which at times represented 50% of the traffic flow.
2. Many HGV`s and large vehicles turning into Clyst St Mary. Witnessed a near accident near school. Many parents forced to park up the sliproad towards village hall because of volume of vehicles parked or passing through the village.
3. Vehicles appeared often to be going at excessive speeds.
4. Volume of traffic accessing Crealy and Hill Barton and possibility of accidents at that junction.
5. Very few cyclists, probably due to danger of this road. Tony

14/6/07 ----- 9.35am – Dutch articulated lorry, 7mtrs length (DGr 230 SB)
signed SAR

Attempted to turn left from Sidmouth road to airport – became stuck holding up traffic in Sidmouth road. Smaller traffic overtook without view.

Finally vehicle gave up and had to back out reversing into the Sidmouth road.

9.50 – Same lorry returned along the Sidmouth road towards Exeter.

Ellie

Appendix 3: Map showing location of traffic survey

