

Fremington – Old School Lane rush hour issues

Report of the Head of Highways, Capital Development and Waste

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that no changes are made to the existing speed limit and a Traffic Regulation Order should not be introduced to reduce vehicle use of Old School Lane, Fremington. Regular monitoring of the traffic using Old School Lane should continue.

1. Summary

Councillor Biderman has requested that DCC Highways “look at ways of reducing traffic using Old School Lane, Fremington at morning rush hour, also to consider a 20mph speed restriction”.

2. Background

Old School Lane is a residential road that links the centre of Fremington with the wider rural road network to the south of the village and beyond. The speed limit within the street lit zone between the B3233 Church Hill and Westaway is 30mph, beyond this the national speed limit applies. There is no footway provision for pedestrians between the B3233 and Mill Road, between Mill Road and Westaway there is footway on the Westaway estate side of the road.

It has been suggested on a number of occasions over the years that Old School Lane is used inappropriately heading southbound between Fremington and the Old Bideford Road at Roundswell to avoid congestion on the B3233 through Bickington as it approaches Cedars roundabout.

Old School Lane via Mill Road is one of two potential pedestrian’s routes from the estates on the eastern half of Fremington (Beards Road, Redlands Road, Taw View estates) to the village primary school. The other route is via Church Hill and Higher Road, with the Church Hill/Higher Road route having the benefit of pedestrian footways along the entire length.

As a result of these ongoing reports, a number of traffic surveys have been undertaken along Old School Lane, these took place in:

23-29 Feb 2004
16-23 Jan 2006
25 Feb-3 Mar 2012

A report of the data recorded is attached Appendix I. Regarding speeds southbound, this can be summarised as:

	Average	85th percentile
February 2004	25.3mph	29mph
January 2006	23.0mph	28mph
February 2012	23.5mph	29mph

These figures are fairly consistent over time; with no amendments to the road layout during this period, we would expect these values to be in the same region today.

The numbers of vehicles using the route have also been measured. These showed daily figures rise between 2004 and 2006, with 2012 figures just above the 2004 figures. This reduction in figures is likely to be directly correlated to the opening of the Barnstaple Western Bypass in 2007, which eased congestion on the main arterial routes into the centre of Barnstaple. The expectation would be that since 2012, vehicle numbers may have continued to rise.

3. Collison History

Collision statistics between 2010 and 2014 show that there have been no recorded collisions on Old School Lane. There was one serious incident recorded at the junction of the B3233 and Old School Lane involving two vehicles in June 2013. This occurred at 12.50 on Friday 21 June, so would not be related to the use of the route to avoid Cedars roundabout.

4. Local speed limit policy

The county's speed limit policy, based on central government guidance is as follows:

To work in partnership with local communities and in consultation with the police to:
Provide 30 mph speed limits in communities.

Provide 20mph speed limits, where there is **significant vulnerable road user** activity **and** an identified, **speed-related casualty record**. Mean speeds will already be low; if not, the new restriction should be self-enforcing. Careful consideration should be given to the environmental impacts associated with the scheme which should not be introduced on roads serving a strategic function. 20mph speed limits may be provided in the vicinity of schools where the above criteria are met, ideally where highlighted in the school's travel plan.

5. Proposed further action

Speed limits

The vehicle speed data show excellent compliance with the existing 30mph limit; however the average vehicle speed is slightly too high to be compliant with a self enforcing 20mph limit. There are also no speed related casualty records for Old School Lane. Based on policy, it would not be recommended for the consideration of a 20mph limit.

Time limited vehicle restrictions

If there are problems with use of an unsuitable route & there is a better alternative, then use of a route can be restricted to reduce the problems. In the Fremington area, it is considered that Old School Lane is the most suitable route from the B3233 to the wider rural areas; the nearest alternative to these rural areas would be Pottery Lane, Yelland, which is considered to be a lower standard route out to these rural areas.

A restriction as requested would require enforcement by the police, who have indicated that they would not support such a measure as the effectiveness is limited by the level of

enforcement. The only way of confirming if a vehicle/person has lawful access to the area requires the vehicle to be followed through the whole area to which the restriction applies. Enforcement is therefore, very resource intensive, indeed with a rural area beyond this would be practically impossible.

6. Financial Considerations

There are no direct costs associated with this proposal

7. Environmental Impact Considerations

The proposal will have an environmentally neutral effect

8. Equality Considerations

No new policies are being recommended in this report. No adverse impacts on any particular group are therefore expected.

9. Legal Considerations

The lawful implications of the proposals have been considered and taken into account in the preparation of this report.

10. Risk Management Considerations

This policy/proposal has been assessed and all necessary safeguards or action have been taken/included to safeguard the Council's position

11. Reason for Recommendation/Conclusion

The speed data demonstrates a good level of compliance with the existing speed limit and the collision data does not demonstrate a need for intervention.

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Head of Highways, Capital Development and Waste

Electoral Division: Fremington Rural

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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None

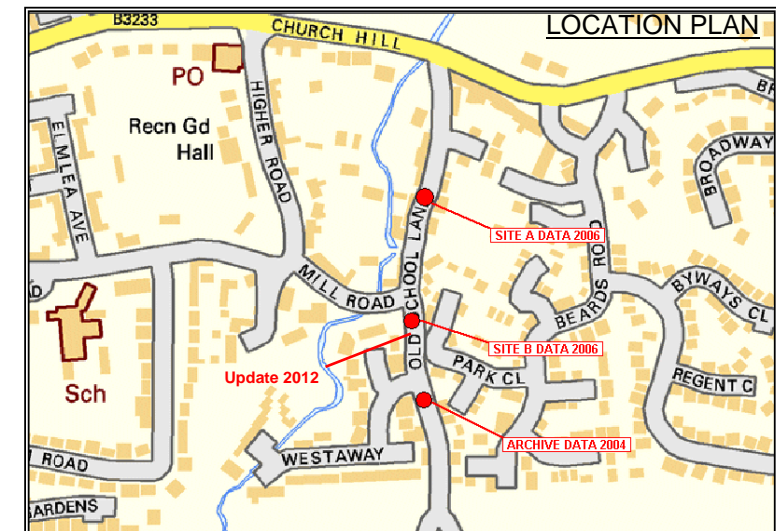
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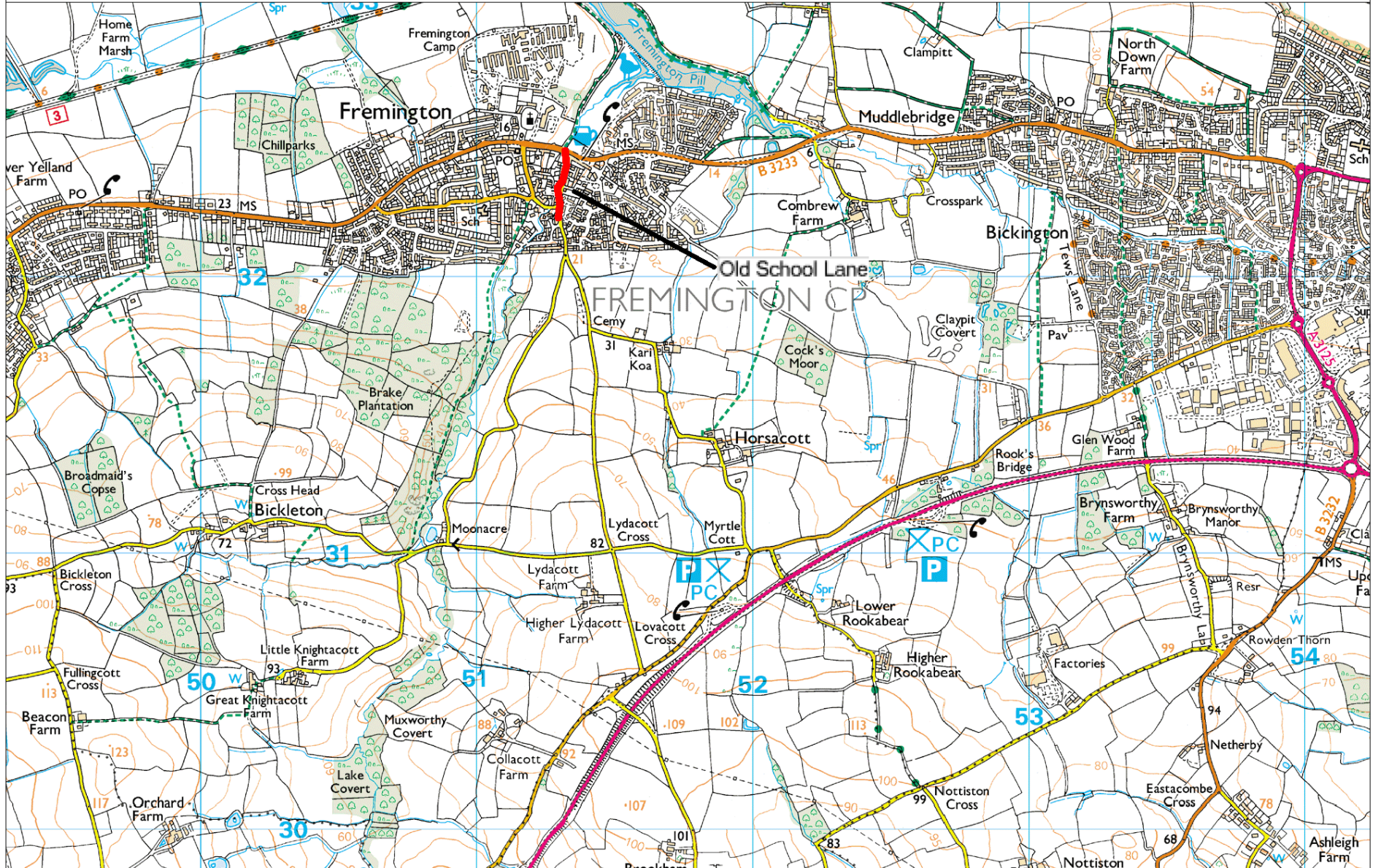
**Appendix I
To HCW/15/52**

TABLE 1

SITE	VOLUME DAILY AVERAGE	VOLUME 5 DAY AVERAGE (NORTHBOUND)	VOLUME 7 DAY AVERAGE (NORTHBOUND)	VOLUME 5 DAY AVERAGE (SOUTHBOUND)	VOLUME 7 DAY AVERAGE (SOUTHBOUND)	PEAK HOUR FLOW (NORTHBOUND)	PEAK HOUR FLOW SOUTHBOUND
SITE A (16 TH – 23 RD JAN 2006)	830	308	282	643	548	40 (8-9AM WED)	135 (8-9AM TUE)
SITE B (16 TH – 23 RD JAN 2006)	840	403	364	563	473	75 (8-9AM WED)	128 (7-8AM TUE)
ARCHIVE DATA (23 RD – 29 TH FEB 2004)	604	274	256	403	335	61 (8-9AM WED)	143 (8-9AM TUE)
UPDATE DATA 2012 (25 TH Feb – 3 RD Mar 2012)	698	332	315	430	383	38 (3-4PM FRI)	120 (8-9AM THU)

	SPEED 85 TH PERCENTILE NORTHBOUND	SPEED 85 TH PERCENTILE SOUTHBOUND	SPEED AVERAGE NORTHBOUND	SPEED AVERAGE SOUTHBOUND
SITE A (16 TH – 23 RD JAN 2006)	24 mph	26 mph	18.5 mph	20.9 mph
SITE B (16 TH – 23 RD JAN 2006)	25 mph	28 mph	19.3 mph	23.0 mph
ARCHIVE DATA (23 RD – 29 TH FEB 2004)	28 mph	29 mph	24.17 mph	25.33 mph
UPDATE DATA 2012 (25th Feb – 3rd Mar 2012)	27 mph	29 mph	21.2 mph	23.5 mph





Scale 1:17894

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