

## Brief report of A35 Public Meeting Held on 27 May 2016

Oliver Letwin MP and 3 Highways England representatives (Andy Roberts, Emma Bazeley and Julian Strong) were there, together with about 70 members of the public.

Julian Strong started by going through points on the handout which had been distributed

- Collision data - as collisions on the A35 have increased the status is now MEDIUM. Highways England are looking for funding for a study of the causes of the incidents
- Vehicle type / flow data. This is collected nationally by the Department for Transport once a year over a 12 hour period. Additional data can be obtained from Connect who measure it because they are funded on the basis of such data
- Work in Progress. Speed limit reduction between Chideock and Miles Cross. Resurfacing will be done in 1st quarter of financial year 2017/8. A study of speed limits for the whole route has been undertaken - report should be available soon. If the Vearse Farm development gets planning permission then there will be improvements at the Miles Cross junction - roundabout or traffic lights. Major investment is being made in improving the A303 so that it is a 2nd strategic route on top of the M5. Most dualling should be complete by 2020, Stonehenge solution will take longer.

Andy Roberts reported that the issues and evidence gathering phase of the preparation of the 2nd Route Strategy has started and is open for everyone to get involved by using the on-line mapping tool to highlight issues. When asked what sort of evidence is acceptable he said that is proportionate to who is doing the reporting - for instance an individual does not have to buy a machine to measure vibration.

Highways England is keen to ensure regular communication with Chideock going forward.

Oliver then invited questions / comments.

The majority of questions / comments were in regard to emissions and air pollution, HGV numbers, vehicle speed, vibration, lack of footpaths, dangers / difficulties in crossing the A35, the possibility of a "low emissions zone", a bypass, redirection of traffic from the A35, "surfing" between the speed cameras

Oliver stated that he was happy to back proposals for improvements to the A35 as long as they were agreed by the majority of residents. This could include a "low emissions zone" / bypass.

He pointed out that slowing traffic down may increase pollution.

Highways England confirmed that weight limits cannot be imposed on a Trunk Road.

The question of the length of time the road is closed when there is an "incident" was raised. Oliver suggested writing to the Police and Crime Commissioner. Highways England said that they are already talking to the police about this and that Connect has agreed to provide "training" to the police.

Oliver asked for a show of hands for people wanting safety improvements, which could be delivered more quickly and at far less cost than a bypass - almost every hand went up. He said that he would back this if there is a consensus as to what safety improvements are needed.

He then asked for a show of hands for those wanting a bypass - again almost every hand went up. But he said that whilst there may be consensus that a bypass is needed there may not be consensus as to the route it should take. But he would back this if a consensus on the route was reached.

He is also willing to back the introduction of a "low emissions zone".

Highways England indicated that they are willing to bid for funds for safety improvements - most likely things could be pavements, speed reduction measures including average speed cameras, further crossing point(s) etc

Oliver said that he is willing to have another go at getting a Roadside Enforcement Station, and Emma said she is looking into the history of the previous attempt.