Notes from the Quarterly meeting with Highways England on 1 November 2016.

Present:- Emma Bazeley (HE), Steve Hellier, Cllr Geraghty, Cllr Murray, Cllr Elliot, Cllr Hunt, Cllr Campion ?? and Cllr Carey.

1. Low Emissions Zone.
   - A meeting in London with Oliver Letwin is being arranged – Andy Bean, Andy Roberts, Julian Strong and Emma Bazeley to attend for HE. This meeting will talk about Air Quality in general Highways England are still actively chasing this meeting date.
   - Andy Bean has prepared a presentation for Andy Roberts and Emma Bazeley on air quality and potential solutions. This is in preparation for the meeting with Oliver Letwin.
   - WDDC are responsible for monitoring, recording and reporting to DEFRA on Air Quality and for identifying what factors cause exceedances. The Highway Authority (in this case Highways England are responsible for improving / resolving the situation.)
   - Cllr Murray asked for a formal clear statement from Highways England setting out the causes of the pollution (speed? acceleration?) and the potential solutions. This is work in progress and I hope to have an update for our next meeting.
   - The costs of a LEZ to hauliers may not be a deterrent – this needs investigation by Highways England. Andy Roberts has also asked Andy Bean to apply for Air Quality Designated Funding for a feasibility study into potential air quality improvement measures.
   - The Route Analysis is in progress – data collected via Bluetooth is being fed in to the model. Hopefully results of this will be available early 2017, before Easter.
   - Question - Has there been an increase in commuter traffic??
   - An Origin / Destination study will be carried out at the same time as the Annual Traffic Count. Origin / Destination will not be carried out at the same time as the Annual Traffic count. Highways England is undertaking route analysis (Origin / Destination) via Bluetooth data. Please can the Parish confirm they would be happy with analysis of HGV and LGV only, AM and PM peaks together with the daytime Inter-peak on a dotted map based representation? If this is confirmed by the Parish as suitable I would hope I can provide this at our next meeting
   - Question - when was the last time the Annual Count was carried out? To be confirmed by Department for Transport as this is their data and not a Highways England Traffic count.
   - Speed Survey – the preliminary results are available (graphs shown). Morecombelake – Chideock needs further investigation, and then a bid for funding for changes will be made. I hope to have an update for our next meeting
   - Question – what is the correlation between pollution and acceleration / speed up hill? Emma will try to find out. See the 4th bullet above
   - A303 and A358 improvements – public consultation will take place next year.
   - which will, in the long term, provide a better route than the A35 but this is a long way in the future (2025 ish)
   - There is no further news from DCC regarding plans / discussions about improving North / South road routes in Dorset

2. Safety Issues.
   - The A35 Route Based Safety Study has shown that there is an issue on the single carriageway sections of the A35 – 8th worst area on the Strategic Road Network (Highways England routes only) based on the number of collisions.
   - Phase 1 of the analysis is linking information and looking for hot spots
   - The results will lead to investigation of specific areas identified in more detail

- A Feasibility Study will be carried out looking at community severance and pedestrian safety in Dorset villages. A bid for funding has been made (in November 2016, Tranche 4 Cycling, Safety and Integration Designated Funds) and it is hoped to start work in April 2017.
- The main restriction on additional pedestrian crossings on a Trunk road is that they can't be too close to each other – additions crossing(s) at either end of the village would be OK. The number and location of suitable crossings will be considered within the A35 Dorset Villages Community Severance and Pedestrian Safety Report.
  There is no specific guidance on the spacing of Traffic Signal Crossings, but I would suggest there are potential issues with having too many, too close together, these may include:
  - "See through" to downstream crossing signals causing safety issues
  - Driver frustration if stopped at more than one crossing in close proximity
  - If pedestrian flows are typically low drivers may get used to seeing a green signal and then overlook a red signal when the crossing was very occasionally used.
  - Difficulties in accommodating speed loops if they are required.

  This will be covered in more detail in report.
- Miles Cross – speeds are on average within the limit.
- Emma to provide speed and count figures from the counter near the London Inn. Would be good to have them for the month prior to the introduction of the 40 mph limit between Chideock and London Inn and then for 2 months later.
  Speed data is provided below and shows no significant change since the scheme:

Month	Direction of travel	No of vehicles	Mean Speed (mph)	85th percentile (mph)
May-16 (Before Scheme)	EB	271204	44.8	49.7
	WB	273177	42.6	50.3
	Total	544381	43.7	50.0
Aug-16 (After Scheme)	EB	325992	43.2	47.9
	WB	323390	39.8	49.1
	Total	649382	41.5	48.5
Sep-16 (After Scheme)	EB	278127	43.9	49.1
	WB	278126	41.1	49.5
	Total	556253	42.5	49.3
Oct-16 (After Scheme)	EB	259087	44.2	49.3
	WB	256956	43.0	50.9
	Total	516043	43.6	50.1

Locations:

KEY:

Red Line - Approximate location of change in speed limit to 50mph section (east of red line)

Blue Line - Approximate location of the traffic counter with built in speed detection sensor

- Question – does HE consider Miles Cross to be dangerous?
  Answer – not at the moment but the status is Amber.
- Emma to chase Andy Kirby re clearing vegetation at Bullens Lane exit on to A35.
  I have asked him again to undertake this but remind the Parish that once completed on this occasion by SWHBBISjv it will then become their responsibility to maintain as it is not Highways England's land.
- Land owners in the Quarr Cross area are being contacted to cut back vegetation overhanging the A35.

3. Off-Road HGV Testing Station west of Chideock.
   - Emma will put Andrew Ball (DVSA) in contact with Andy Sauerzapf (DVSA)
   - She suggested that the Turks Head site at Honiton might be suitable for this purpose.
   - CPC to keep Emma in the loop Thank you for this

4. Questions on data conflicts and reliability and sources of data, including queries on the HE graphs presented at the 27 May 2016 Public Meeting, the anomalies highlighted in CPC's letter of February 2015 not yet answered, and details of the manual traffic count process and frequency.
   - Emma has not yet found out when the last manual count was done To be confirmed from Department for Transport
   - Data collected by Connect at the London Inn – Emma to send the graphs to Clerk.
     Electronic copy attached to this email including all the base data *(RL11 Traffic Flows Chideock.xlsx)*

5. Any other business.
   - Maps showing location of utility covers – in progress. Emma will e-mail soft copies of the maps and post hard copies to the Clerk
     Electronic copies attached to this email *(HE561297-KIER-GEN-A35_Z-DR-CU-0100.pdf No.11 to 14)*
   - Cllr Geraghty asked of the other side of the Chideock Bridge railings can be painted (one side was done in 2012 prior to the Olympic Torch coming through Chideock)
     I have asked Connect to include this in their works if possible

- The No Through Road signs at the entrance to Duck Street are different sizes – they need to be very prominent to stop people thinking it is a through road. Highways England confirm these signs are the responsibility for Dorset County Council and therefore I would suggest mentioning this when contacting them about Seatown signage
- The cross road warning sign before Quarr Cross travelling westbound is obscured (again) See the last bullet of Section 2 above
- Some signs on north side of Chideock Hill eastbound at leaning – is this an indication of land slip? Emma to get this investigated. Connect were already aware of this and are continually monitoring the land slip. The road at present is not impacted only the adjacent land, fence and sign. The landslips appear to be linked to historical bursts in the water main.

Date of Next Meeting:- Wednesday 2 February 2016.

Sal Robinson, Clerk

22 November 2016

Other items I had noted:

1 – The distance the hazard warning triangle sign should be from a hazard

Taken from the Traffic Signs Manual 2013, Chapter 4 Warning Signs, which provides recommendations on sign design it states that for an 85th percentile speed of 31 to 40mph the hazard sign should be between 45 and 110m from the hazard. Quarr Cross signs both eastbound and westbound is at 100yards = 91.44m and therefore with in the guidance bracket. The sign should be visible on approach to it for 60m.

2 – Letter for the Parish Council attached to use in requesting better signing by Dorset County on Highways England Network to Seatown.
Letter regarding Seatown Signs.pdf

3 – An electronic copy of the report with the red cover
A35 London Inn Nr Bridport to Chideock.pdf