

THESE NOTES HAVE NOT YET BEEN APPROVED BY NATIONAL HIGHWAYS

Notes re meeting with National Highways held on Wednesday 14th June 2023

1. Present.

Cllr McAra, Cllr Anna Dunn, Cllr George Dunn (Chair of Chideock Parish Council), Cllr Mick Downes, Ben Hampson (National Highways), Jonathon Hill (National Highways - lead for East Devon), Steven Rose (Chideock Parish Council Clerk).

Issues discussed.

1. George led by sharing the identified issues.
2. Vanessa and Anna both raised the fact that since the last walk around two years ago, nothing has changed in the village. The same issues remain relating to the A35, with previous safety and severance report outcomes not being realised or acted upon.
3. Ben acknowledged that it may feel like this, but their visit today and walk through is to consider again the community issues that arise from the A35. Ben spoke about problem identification, getting the issues identified and raised in the various departments within NH, not waiting for the money.
4. Average speed cameras- this work has now progressed to the design phase, with construction scheduled to commence at the end of this Financial Year. The detailed design has incorporated the concept of "Village Gateways ". This concept is built on the idea of having clearly defines village perimeters, with signage and 30 mile an hour zones enforced by average speed cameras. This principal will apply across the whole of west Dorset A35 and East Devon. There will be one scheme for the whole route, but it is not yet identified whether the construction will be linear or commence at targeted villages.
5. The scheme will be broken into two phases, with the first phase being signage and as part of this a statutory consultation will take place. Currently NH are still in the process of getting Chideock's signage progressed based on the environmental issues with DC - there have been some issues which are being escalated.
6. In parallel, the delivery of the Average speed cameras will be actioned.
7. The whole delivery will probably take 2-3years with a review process built in, in order to understand the impact average speed cameras have had on safety and severance issues with each village. Only at this point will the previous Safety and Severance be reviewed and considered to identify whether any issues remain and what will need to happen next.
8. Cllr McAra raised the issue of the A35 from and to Morcombelake, which if you are leaving Morcombelake towards Chideock goes from 40, to 60 then to 50 before it goes to 30. While of you are coming out of Chideock going to Morcombelake, the road goes from 30, to 50 and then 40. Cllr McAra wanted to know if the average speed cameras could remain at 30, through Morcombelake and straight onto Chideock hill. Ben said this was not possible because of the concept of the village gateways. Cllr McAra suggested strongly that if this was about inserting a different speed between the villages, then it should be no more than 40. This reflected the fact that drivers sped up on both road sections, there have been serious accidents at both the farm shop turning and for those turning from Langdon woods. Ben shared that traffic calming measures would be consulted upon.
9. Cllr Downes raised the issue of encroachment and the fact that this is narrowing the road, especially on Quarr Hill.
10. Cllr George Dunn and Cllr Anna Dunn raised the issue of the proposed Miles cross roundabout. Ben shared that this is not a piece of road infrastructure that NH were actually building or commissioning. The only involvement that NH had was as a consultee and this was specifically about the impact on the SRN,

and any mitigation that would be required. Cllr McAra and Cllr Anna Dunn requested clarification about what this actually meant during the period of construction. Ben shared that, in order to understand this, then the PC would need to request the information from the developers and Dorset Council's planning department. He explained that the concept of "No worse off" should be applied by planning.

11. Cllr Downes requested information about what happens after 2026, when Connect are no longer responsible for the A35? Ben explained that NH will have the A35 maintenance returned to it in 2026, after 20 years of it being outsourced by the different Secretary of States as private finance initiatives. This will mean from late November 2026, an improvement in the quality of road resurfacing and its materials, and a rigorous inspection regime alongside quality assurance.
12. Ben clarified NH position regarding any new SRN road construction within RIS3 (2025 - 2030) by stating that this period would be for "catch up" of existing construction works not yet completed and on rectification works of safety and severance issues. There would be NO completely new road development within RIS3. That will come in following 5-year plans. George expressed frustration at this and emphasised that in the case of Chideock, and for a comparatively small budget, ALL of the traffic related problems with the A35 through the village would be solved simply by building a short stretch of bypass (as had been agreed in the 1994 Public Enquiry).
13. Regarding construction traffic during the development of Foundry Lea George added his "**understanding**" that a condition was imposed upon the developer that all construction related traffic would be restricted to coming and going from the east side (that is via the Bridport bypass) and would NOT have access from the west via the A35 through Chideock.

Cllr McAra then left the meeting and the "Village Walk Through" followed:

The group walked the length of Main Street and considered issues of:

14. Adverse pavement camber - Ben repeated the problems of levelling the pavement at property drive points.
15. Absence of any south side pavement for a long stretch - Ben confirmed that SRN road width would not permit a pavement to be installed without the demolition of property.
16. Pavement restricted by overhanging shrubbery (e.g. the well-maintained laurel hedge at Chimneys) - Ben explained that this was unacceptable, and that NH would take this issue up with the property owner.
17. Utility covers as tripping hazards within the pavement - Ben will take this further with the companies involved.
18. Second pedestrian crossing at east end of village - Ben said that this would be considered fully by NH following the "Village Gateway" safety works as the nature of the crossing (lights-controlled pelican or uncontrolled zebra) would have to be fully assessed for its impact upon traffic flow as well as pedestrian safety.
19. Road gully blockages - Ben will take this road maintenance issue further with the road operator.
20. Road junction improvements at Duck Street and North Road including renewing white lining and painted surface warnings; dropped kerbs; broadening mouth of entry into both roads - Ben recognises these issues and will consider them further with his operations team.
21. Noisy utility access covers outside the Clock and further west opposite East and West Houses - Ben accepted that this was in part due to choice of materials and quality of workmanship and asked for further information regarding the nature and regularity of maintenance works on these covers. Ben emphasised that once the current road operating arrangement finishes in 2026 NH will have full control over these maintenance issues.
22. Ben indicated that upon the contract returning to NH, road resurfacing would use a material installed at a thinner thickness that would reduce noise pollution.

Finally, CPC thanked Ben and Jonny for attending today and for their prompt attention to CPC concerns. Also, particularly to Ben for the pro-active lead he has shown to CPC since taking over this role.