

# A35 Dorset Villages Study: Chideock

Village study findings  
15 May 2019

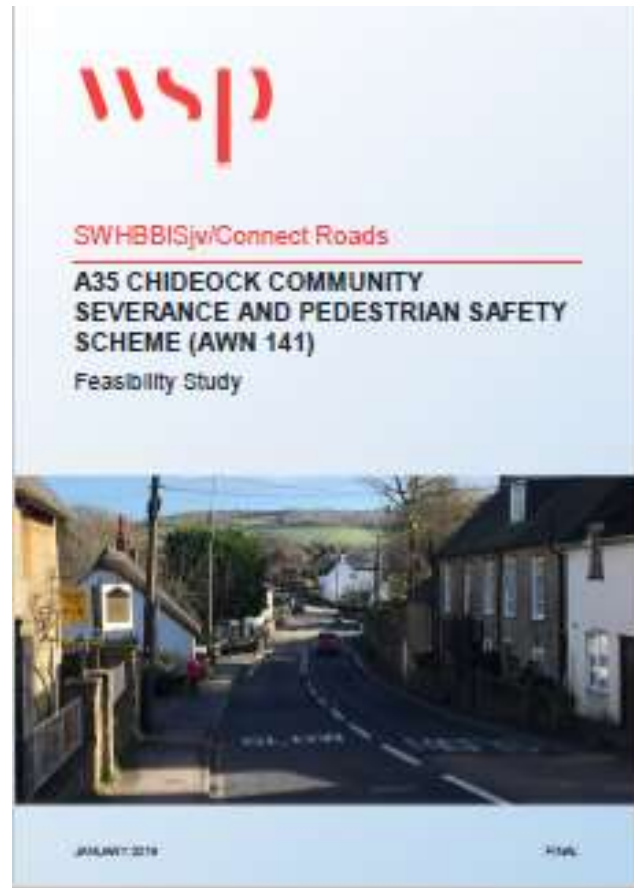
# Why are HE undertaking a study?

- HE Designated Funds in RIS1.
- Chideock meeting & commitment.
- Work done in Wilmington & Kilminster.
- HE aware of concerns in other villages in Dorset.
- Consistency for 5 villages.



# What is the purpose of today's meeting ?

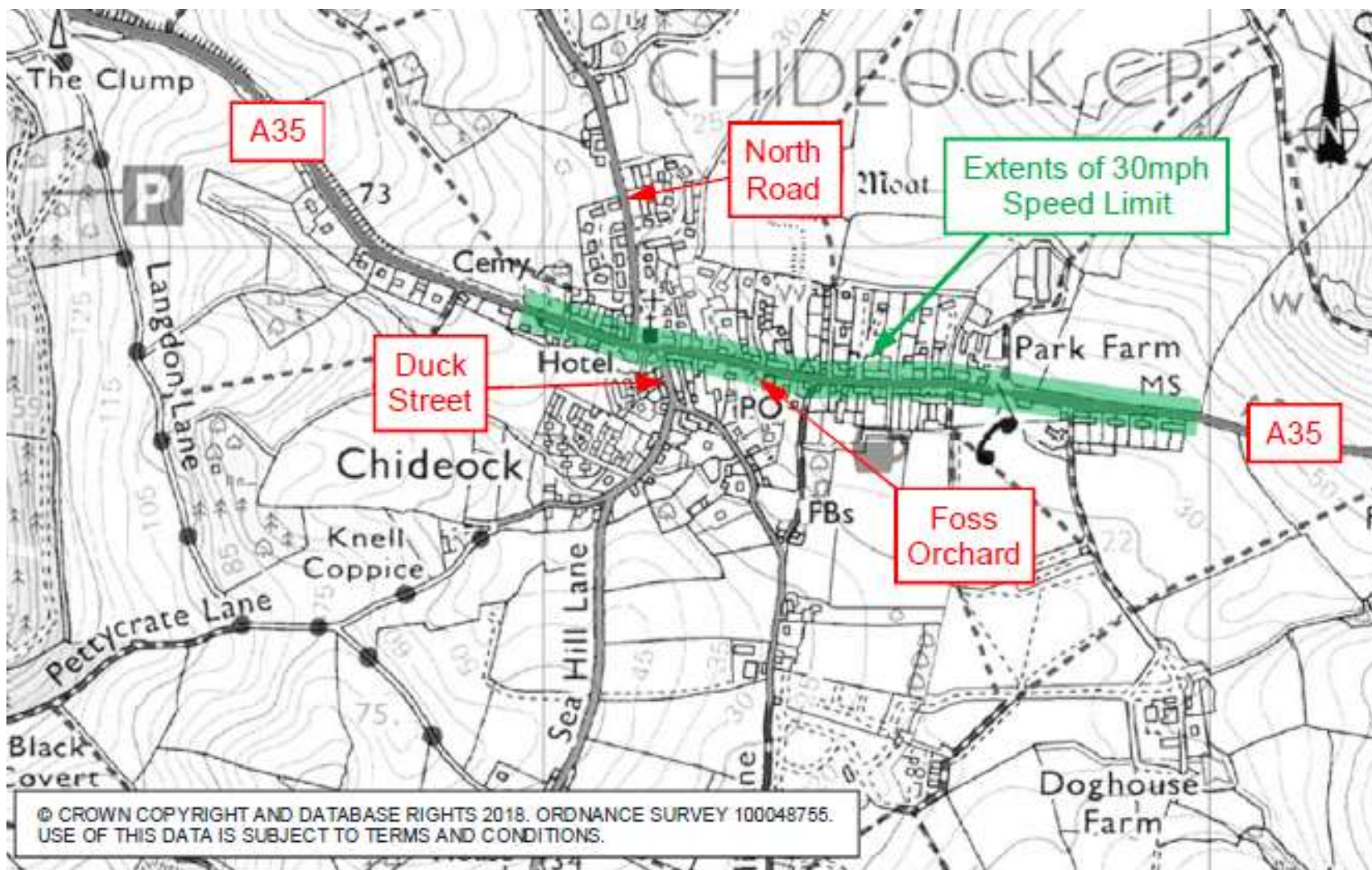
- Inform & Communicate.
- Outline the issues.
- Discuss the options to address the issues.
- Gather the PC's views.



# Study Objectives:

The objectives of this Feasibility Study are the following:

- Provide a summary of the existing conditions, including current NMU facilities and difficulty of crossing, along the A35 within the village of Chideock;
- Analysis of the recent Personal Injury Collision data over a 5-year period;
- Review of existing vehicle speeds on the A35 through the village;
- Identification of problem areas and potential road safety issues;
- Summary of comments and issues raised from stakeholder engagement;
- Identify potential options for improvements;
- Conclusions and recommendations.



# Existing Conditions 1/3:

- Footways: Continuous on north side, lacks dropped kerbs. Intermittent on south side, lacks dropped kerbs. Varying footway width, some narrow. Below 'standards'. Crossfall.
- Pedestrian crossings: Signalised crossing. 2 x uncontrolled crossings.
- Bridleway, but signed as footway.
- Traffic Signs: 30mph terminals, various warning signs.
- Public Transport: 4 bus stops. 18 buses typical weekday.
- Traffic flow: 16,371 AADT, 14%



# Existing Conditions 2/3:

- Speed: 3 days mid May 2018

Location	Mean Average Speed (mph)	85th Percentile Speed (mph)	Posted Speed Limit (mph)
A35 westbound	27.3	32.4	30
A35 eastbound	25.5	30.4	30

Table 1 – Vehicle Speed Survey Results (Site 1: Western End of Chideock)

40m west North Rd

Location	Mean Average Speed (mph)	85th Percentile Speed (mph)	Posted Speed Limit (mph)
A35 westbound	28.1	33.4	30
A35 eastbound	33.9	40.6	30

Table 2 – Vehicle Speed Survey Results (Site 2: Eastern End of Chideock)

100m west of start of 30mph speed limit at eastern end.

# Existing conditions 3/3

- Collisions:

Over 6 years Jan '12 to Dec '17 there were 8 Personal Injury Collisions (PIC).

2 - Serious (one pedestrian at x-ing).

6 – Slight.

Ave of 1.3 PICs per year.

Lower than formula predictions (2.4 PICs).



# Stakeholder Consultation said:

30mph zone is well managed by cameras.

Poor footway provision.

Need for pedestrian crossings & at east end.

Need improved traffic management in centre of village.

Campaign to improve access to Seatown could impact turning movements at Duck St.

Excessive speeds/surfing (inc HGVs).

Consider weight restrictions.

No cycle lanes/ poor bus stop facilities/ refuse collection issues.

Inadequate width of road at east end.

Traffic noise.

Improve signage.

Public footpath/ equestrian difficult to use.

Cross-fall of footpath.

# Issues Identified:

- Intermittent footway provision.
- Narrow sections of existing footway.
- Difficulty crossing A35 at E and W ends.
- High severity ratio of PICs (2 in 8 = 25%.  
Nat ave 14%)
- Excessive vehicle speeds (!).
- Poor layout public footpath/bridleway.
- Lack of dropped kerbs.

# Remedial Options suggested:

1. Average speed cameras.
2. New signal controlled crossing, or:  
Adj Park Farm access.
3. New signal controlled crossing:  
at/near existing uncontrolled x-ing
4. Traffic signs and markings
5. Dropped kerbs at side roads

# Other remedial options ?

- The study considered 11 other remedial options but discounted them. See table 13 page 35.
- Of note:
  - Rejected provision real/ virtual footways on south side.
  - Rejected improvement to public footpath.
  - Rejected weight limits.
  - Rejected footpath crossfall changes

# Conclusions:

- To take forward the 5 remedial measures to Preliminary Design
- This means:
  - more detailed study of the 5 options.
  - costings.
  - savings (benefits).
  - BUSINESS CASE !
  - a lot more work yet !
  - no funding in 19/20 !

# One more thing !

- A35 (Devon) Route Safety Study

Started in late 2018.

Awaiting initial options and prelim business cases to emerge yet.

- A35 (Dorset) Route Safety Study

Funding in 19/20 not secured.

- RIS2 – Autumn 2019

## Notes:

- The 85th percentile speed is defined as, “the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point.”