

Note from Cllr Glenn re past, present, and future actions re the A35

It feels important to me to remind all villagers and councillors of four considerations. This might bring into focus for everyone that some of the points raised Cllr Peacock's document are not so far-fetched and have been either previously considered or currently form part of a business plan being taken forward by HE. In addition, that it is recognised that these are long standing issues which each of the historical parish councils have sought to address with the relevant bodies. Cllr Peacock's document is intended to bring the debate to the forefront of every villager's mind, and it would help if everyone could look on the Parish Council website and look at those items / reports which detail some of the considerations as listed below-:

They are -:

1. Safety and Severance Report.

This report was commissioned by HE and was jointly consulted on with the Parish Council. This was developed directly with the involvement of the previous parish council and included many of the features identified in Cllr Peacock's draft document including improvements to pavements and introducing pavements, recognising the needs for two additional level crossings in the village, average speed cameras and a reduction in the speed limit. To date we are aware that only four of the agreed actions have been progressed to a business case by HE and we are due to have the outcome and possible implementation shared in April 2021. The parish council have been clear that all measures should be actioned and that the needs of disabled people should be fully addressed.

2. The A35.

All current alternatives over the past twenty - two years have either been discounted (trunk road- Dorset Council not willing to consider), creating an emissions zone (requires a change in environmental legislation and was an area that our previous MP had stated he would bring before Parliament), alternative routes being promoted (A303 and A37 - HE and Dorset Council plans are now beginning to be actioned but this does not address the East-West flow of traffic and Dorset Council /HE have not acknowledged that this is an issue economically or socially), signage and alternative routes being identified by HE and the Road Haulage association (this remains an area of exploration which needs to be reviewed having last been considered in 2011), a by - pass (as the current discussion evidences it remains a contentious issue within the village primarily because of the fact that because of the topological features of valley which the village sits within, moving the road north or south will not address the issues associated with the road as other residents will be directly impacted upon). Over many years it is recognised that the increased traffic, new housing developments around Bridport now require a broader focus on both how to manage such traffic and if new roads are constructed then it needs to be north of Bridport moving the traffic away from the old coast road).

HE is about to commence a review of the A35 from Charmouth to Dorchester, this review should raise the Parish Council's ability alongside discussions about RIS3 (Route Investment Strategy 3), about the above consideration. HE has publicly stated to the Parish Council that the A35 through Chideock is not fit for purpose and only an alternative route will provide the relief that is required.

A review needs to take place aimed at Dorset Councils road responsibility within Chideock regarding road access for Seatown and safety measures across all roads.

3. Mill lane / Sea Lane and the impact of the expansion of the caravan site.

The village needs to be reminded of the current situation and additional impact that the development of Seatown has had on the village. This relates to the balance between the economic development of the area balanced against the actual benefit to the community. Clearly, the village shop is a community asset and needs to be supported to sustain the village during the winter months. However, currently the lack of infrastructure including roads and parking at Seatown (and soon to possibly include public toilets), needs to be constructively reviewed to ensure it remains sustainable. Therefore, Cllr Peacocks discussion document needs to be considered in this light.

4. Pollution.

The parish council has raised this issue repeatedly with the relevant agencies considering the data received about levels of pollution in the village. It is a fact that without the previous parish councils and the current parish raising this issue over many years, the current bodies responsible including Dorset Council, HE and DEFRA may have just been content to just monitor rather than have a conversation about the issues. However, the reticence of these bodies to actually put in place solutions has meant that historically all members of the various parish councils have felt a level of frustration.